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EDITOR'S LETTER

Uncertainty breads creativity, that is to say uncertainty is not a bad thing. Creativity is always to be encouraged. Since I last sat down to write my monthly welcome to MOG, life has been full of uncertainty. Would Gladys my Four Seater pass her MOT? Would all our contributors get their articles in before their deadlines? Would we get to see a Plus Six any time soon? Most importantly, would it ever stop raining? Well, as it happens with a lot of creativity on the part of a lot of people, here we are. We have a brand new edition, and life is good. It is an edition that reflects Morgan's sporting heritage that we hope will encourage you to have a go on a track, at least once, and fully appreciate your Mog's full potential. A bit of creativity on the part of a skilled mechanic got Gladys through her MOT, so she should be on camera ship duties again next month. Some creative packing, and route planning, ensured that no one got wet. Then most important of all, Morgan's finest creation to date shone in the sun at Dunstan Hall. We have all enjoyed putting it together, we hope you enjoy it.

All the Best

Nigel Bradford, Editor



010 GLORIOUS GOODWOOD

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SIX IN THE SUN

Making its UK Debut at the MSCC's Victory Mog event at Dunstan Hall, Norfolk, the Plus Six made a great impression on all who saw it, including Charles Morgan. The car looked absolutely splendid, bathed in sunshine. The Plus Six drew almost exclusively positive comments, though a few concerns were made about the lack of a manual gearbox. Everyone appreciated the looks and proportions of the car. Many positive comments were made



regarding the spaciousness of the cockpit. A couple of dealer technicians remarked on how easy it should be to work on as the car is clearly a brand new design from the wheels up, and not an evolution

of the old tried and tested Classics. Before the event 135 firm orders for a Plus Six had been placed, that's before anyone had driven the car! How does it drive? We'll know very soon!



TERRIBLE WEATHER FAILS TO DAMPEN THE ROYAL THREE

Once again Morgan Motor Company had pride of place with their trade stand at the UK's premier country show. The show has rich marketing potential for Morgan, because as the saying goes, I've never seen a farmer on

a bike! Enquiries were coming in thick and fast from many quarters. Of course the Show is primarily a chance for farmers to show off their prize beasts, and this year did not disappoint. It is also a splendid opportunity to try all sorts of produce and Mog was very pleased to see

an old friend, Jayne Jones, in the food hall enjoying her new life as a purveyor of the finest vegan sausages.



PYRRHIC VICTORY FOR TONY HIRST AT MALLORY PARK

Just as MOG was going to press news of the latest round of the Morgan Challenge reached us concerning the Morgan UWR Works team. Readers will know that since the team's introduction of the Club Sport cars last season drivers Craig Hamilton-Smith and Tony Hirst have been locked together in extremely close competition, with Tony just having the better of his team mate. They have exchanged paint samples on a couple of occasions but this race saw a little bit more than that. In Tony's words,

"Craig got a little giddy on the first bend of lap three, possibly due to over confidence, because to be fair he had been superb in qualifying. Both CSs had been brilliant in the dry and in the wet. But the race was run in the wettest conditions imaginable, the track even had patches of standing water. But on that bend, he just had a slightly too heavy right boot and gave me the gentlest of touches. He was

ok, he span twice and carried on. I managed to get a little speed off the car in the gravel but as soon as I was on the grass I was a passenger. My only destination possible from that point was the barrier."

The shunt was drawn to the attention of the clerk of the course, who summoned both drivers. Tony was asked if he wished to complain, but such is the nature of their comradeship Tony took Hobson's Choice and dismissed the idea completely. Craig had finished third and he didn't want to jeopardise Craig's position on the podium.

So Craig escaped with a class victory and his championship points, as opposed to penalty points on his racing licence. Tony Just smiled and is very much looking forward to the next round during the Peter Morgan Memorial Meeting at Donington.

Let's hope that in his centenary year as many Morgans as possible turn up to witness Peter's grandson Craig resume his close combat with Tony. Full reports of all races will feature in later editions of MOG.



COUNTIES SHOW



Letters



CONTACT US AT:
letters@mogmag.co.uk

MOG ★ Star Letter *This month's winner of a really useful prize*

DEAR MOG,

I always look forward to MOGMAG as there is a good balance of articles both Morgan and un-Morgan alike. The layout has also improved greatly in my opinion and so nice not to see white text on black pages anymore. I enjoy the "Handmade in Britain" articles; I know there have been adverse comments about non-Morgan articles but I say keep 'em coming.

Yours is a thankless task as editor but you are definitely onto a winner with MOGMAG so my following bit of criticism is meant positively and intended to help improve what,

in my opinion, is a really good little magazine so well done young man. Just have a word with the proof reader perhaps over a nice mug of tea and a ginger nut or three.

I've added a few photos of my Mog in her summer driving finery. We had a short tour of Wales that coincided with that really hot spell. So, in very un-Morgan fashion we donned roof, removed side screens and rolled up the rear window and hey presto! All the delights of topless driving (except for the sky view) with none of the burnt head or roasted backside from being parked in full sun. For us it was



like sitting on the beach at 70mph in leather armchairs. And what is wrong with that?

Regards,
 Charlie Beeden

Thanks Charlie. What a kind letter and what a great looking Mog. We have been and are doing our very best to improve. Glad you appreciate us!

DEAR MOG,

I have not renewed my subscription due to the amount of adverts and non-related Morgan issues. The magazine should be Morgan from front to rear.

Stuck with it for six months but did no improvement.

Malcolm Sapsford

Many thanks for your feedback we all appreciate it.

Sadly we cannot keep every reader happy and whilst I do completely understand your feedback you have to understand we are a commercial organisation and without advertising

there would be no MOG.

All of our contributors are Morgan enthusiasts, so we take the view that if a subject interests us, it will interest the reader. Letters such as our star letter this month reflect that view. We are sorry that MOG was not for you.

DEAR MOG,

Firstly apologies, I had believed I had sent this email some weeks ago... Oops. In reference to your request for collective noun suggestions for tour guides. 'Passion' seems to be one of those words that is bandied around a lot currently.

For instance, people at job interviews might be asked, 'What is your passion?' The definition of Passion is: a 'strong and barely controllable emotion'. I think being asked that at job interview sounds a little odd?

So instead of a "Passion" of tour

guides, I am going to plump for a "knowledge" of tour guides', as in the London Black Cabbie's exam and in keeping with our motoring theme!
 Adam Fenwick

They are a passionate bunch, and they certainly know their stuff. Thanks.



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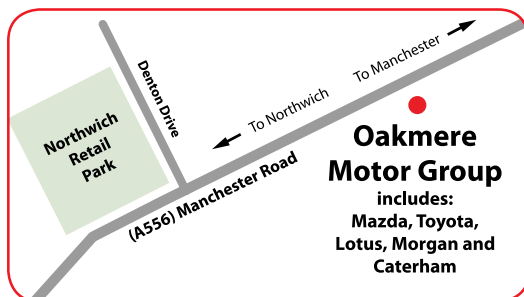
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GLORIOUS

There's nothing like a track day for getting to know your car better, seeing other cars and just having fun. Brands Hatch Morgan's day at Goodwood is probably the best one there is, MOG went along for the ride, the view, and most of all, the craic.

WORDS Nigel Bradford PHOTOGRAPHY Jason Dodds



Remember Summer 2019? Remember how unusually it followed straight on from Winter, before we were hauled back into what seems like the wettest eternal Spring on record. Remember how gloriously the sun shone, well that was how it was for the Brands Hatch Morgan day at Goodwood. There were 40 Mogs on the track and more just turning up for a day out in the sun.

Somehow the thought of Goodwood without sunshine just seems as unlikely as Rolls without Royce, but it wasn't the weather that caused BHM to move their track day

from their namesake neighbouring track to Sussex. BHM has been running track days for over 20 years. Originally the Kent circuit was the venue, but new ownership of the track brought with it a reluctance to have single marque track days at an affordable price. Around ten years ago Goodwood welcomed the idea of a Morgan only day, and the event has been thriving there ever since.

Home to the Members Meeting and the Revival, Goodwood Circuit was formerly RAF Westhampnett, construction started in 1938 as a satellite field for RAF Tangmere. The station was where Douglas Bader, the ➤

GLORIOUS GOODWOOD

GOODWOOD



GLORIOUS GOODWOOD



legless fighter ace, was based when he was shot down over France in 1941. The period feel, beautiful Sussex location and challenging track all make Goodwood a hugely popular venue.

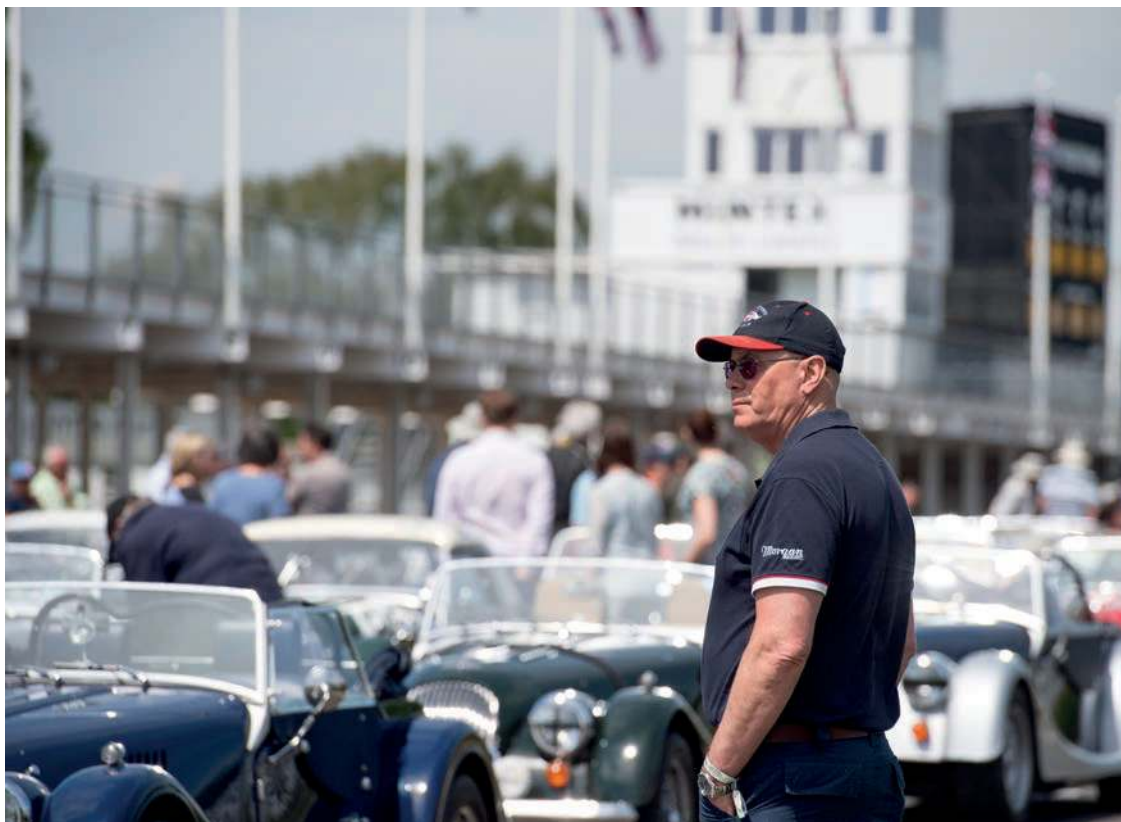
The circuit, which is basically the old airfield perimeter track, held its first race meeting on the 18th of September 1948, and Stirling Moss won the 500cc race in his Cooper.

The track is 2.367 miles long, and the seven turns took Nick Padmore only 1 minute and 17.09 seconds to complete at the 2016 Revival, earning him the outright lap record and the Bruce McLaren trophy. At an average speed

of 111.16 mph in his Lola T70 it is unlikely that a Morgan is ever going to equal this! The lap record for a Morgan is held by Keith Ahlers in his SLR who lapped in 1 minute 33.6 seconds at an average speed of 90.4 mph during the 2012 Revival.

For the track day drivers came from far and wide, it is important to stress that this is an open event for all Morgans and their owners, and not just BHM customers. 3 Wheelers are also welcome on the track. Owners attended from all over the UK, including the far north and Cornwall. This year there were a few attendees from ➤







mainland Europe, but it must be said that recent political developments resulted in their numbers being slightly reduced this year. Happily one continental owner had confirmed his provisional booking only the day before. It is to be hoped that our Lords and Masters can sort themselves out well before next year's event.

If you have never participated in a track day you may be reading this and thinking, why would I go on one? Equally you may have considered a track day and dismissed it as something far too dangerous for you and your precious Morgan. Well, first and foremost remember your Mog is a



sports car, that is to say that motorsport and the track are part of its DNA. On this particular day you will only be on the track with Mogs. Initially similar ones to yours, driven by owners such as yourself. The only difference is that they have decided to go for it!

It is true to say that the prospect of taking any Morgan worth several thousand pounds on a track shared with hot hatchbacks costing a few hundred pounds and driven by spotty youths is not an attractive proposition. But please remember when that youth was you, and how fast you wanted to drive then! This is why this Morgans only day is





a must for a first experience.

BHM's day is possibly unique in being for Morgans only, but in common with other dealers' days, the cars are split into running groups of similar sized engine cars and drivers of similar experience.

Before anyone goes on the track there is a full drivers' briefing by the Clerk of the Course. This covers all aspects of safety, including the meanings of The marshals' flags. Cars are all noise tested at Goodwood so you will not be mixing it with any of the really powerful racing Mogs that you can read about elsewhere in MOG. You will also have

to tape up your headlights to reduce the risk of broken glass on the track. Now it must be said at this point, that no cars have touched each other for a very long time on these track days, but rules are there for a good reason. All these preparations can have the effect of really making first time drivers even more nervous than they were when they booked. But for those that want it, instruction in your own car is available, and recommended. On this day at least two drivers almost went home after the brief such were their anxiety levels, but they persevered and after a few instructional laps their confidence grew. Indeed by the ➤





lunch break it was considered that all drivers were suitably proficient for the afternoon to be “open pit”. In other words drivers could go out when they wanted and for as long as they wanted. Of course limits on numbers on the track at any one time were still in force, for safety’s sake

Lunch time followed a now familiar pattern for the Brads Hatch Morgan Track day with a mass parade lap for all Morgans present, including spectators. Amongst those cars was Keith Ahlers in TOK. The Legendary Le Mans class winner being there at the invitation of Michael Kalf who had organised a little gathering in the paddock to celebrate 60 years of Lawrence Tune. On completion of the parade all the Morgans were parked on the start grid for the duration of the lunch break. A great opportunity for everyone to have a good look at each other’s cars and a fantastic photo opportunity.

After lunch the on-track runs continued until around 3pm when people started to leave. The last two on the track, keeping the staff waiting until closing time were

our two cautious first timers. Their confidence and car handling proficiency having increased several time over!

That’s the point of a tack day, it’s fun, you’ll get to know your car and its characteristics so much better, and it might just save your life.

What’s more, at Goodwood you’ll be driving in the tracks of legends, and you should get up to speeds well above the national limit.

Please contact Sarah at Brands Hatch Morgans if you would like to book for next year. You’ll be most welcome and you won’t regret it. If you want to take your 3 Wheeler please do it sooner rather than later as regulations dictate that they must run in their own group. So please give Sarah a call so she can sort out the numbers early and confirm that there will be a 3 Wheeler group.

MOG will be there, I hope you will be too. **MOG**

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WHEN KEITH MET RICHARD

When racing drivers get together the conversation is always interesting, when two famous drivers of a famous car meet, it's even better.

One feature of the Brands Hatch Track Day was a little gathering of cars to Celebrate 60th Anniversary of Lawrence Tune. Of course TOK was there along with her owner and current driver, Keith Ahlers. Also attending was Richard Shepherd-Barron, who drove the most famous of Mogs in that race along with Chris Lawrence. MOG was privileged to join their conversation.

RSB: "...it was over geared actually, but Chris wanted to make sure it lasted.

KA: "Yes, sure."

RSB: "It did 90 in second." (Keith chuckled.) "It was fun on the road, I tell you. It's amazing what you could blow off with it!"

MOG: "What's your top speed now?"

KA: "This is good for about 130 down the Mulsanne."

RSB: "We were doing about the same, with possibly about another five miles an hour into Indianapolis.

KA: "Well of course we have two chicanes to contend with now, exit speed out of the last chicane is critical to hitting a max. But the fastest part of the course these

days is on the run down to Indianapolis It's such a great atmosphere there too, you've got the trees either side, and there's a downhill slope."

RSB: When we raced there wasn't a forest, there were no trees there. Now it's like the Nurburgring, with a forest round the track. It was very different, there was low scrub and you could see across the track. If somebody came off there you could see them before you got to them

KA: "Yes, now you can't."

RSB: "but it's a lovely bit of the track. That bit from the acceleration out of the Mulsane, which in our day was literally 90 degrees, now its smoothed off, down onto Arnage was the best part of the track, we were fairly whistling along there."

KA: "And it's very good on the brakes into Indianapolis and there's a little bit of banking there, so people lift off amazingly early, but this just goes sliding thorough. Drop it right down into the bottom of the gully on the right and then straighten up on the brakes for the left- hander."

RSB: "Things don't change."

MOG: "I guess that's true, but it's also remarkable to



think the old car is now getting faster than she was. But It's kind of obvious when you think about it."

RSB: "They drive quicker than we used to as well!"

MOG: "Do you think they are insane?"

KA: *(In a very considered tone.)* "Some of these circuits, in my opinion, and I hate to say it, have become too safe. (RSB nodded in agreement.) In that there are such massive run off areas and gravel traps, people can be much more committed that one would ever have dared to be when you were just looking at a row of tree trunks.

RSB: "Or a house, something like that! With no barriers."

MOG: "So you're driving with a slightly different frame of mind? Your feeling safer and think you can get away with more?"

KA: "Well I like to think I'm driving close to the limits and not beyond them, but you do see other people driving much too fast and they make huge mistakes. For instance at Blanchimont one and two at Spa there's a half a mile run off to the right, and people go barrelling in. It doesn't matter to them if they go off the tarmac and re-join half

a mile down the track. Not so long ago, ten yours or so, at least you'd have gone into a gravel trap and stopped. End of race, Sorry you've made a mistake. Before the gravel traps you were just looking at an earth bank. That concentrates the mind.

There's only two circuits in the world that I don't race flat out. One is the old Nurburgring because there you never know what the track conditions are going to be, because its ten or fifteen minutes since you were there the last time. Two is here, because the track is bumpy and the car is moving around, you only have to get slightly out of shape and yours on the grass and then you hit a big earth bank.

RSB: "And you're going very quick here, it's a fast circuit. At Fordwater you're whistling along the back there."

KA: "Yes, with the Cooper Monaco I'm pulling a 165 down the Lavant Straight going into Woodcote. So in terms of braking you're doing the length of a football pitch every second. If your half a second late on the brakes you're fifty to sixty yards further down the road than you really want to be! How's that for concentration." **MOG**

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SHELSLEY WALSH

*June saw two prestigious hill climb meetings at Shelsley Walsh.
MOG attended both.*

WORDS Granville Orange PHOTOGRAPHY Granville Orange and Nigel Bradford

Whilst there were no Morgan's competing this weekend of June 1st/2nd, MOG was nevertheless there to enjoy the atmosphere and meet with Morgan owners, including Bob Diggles (see "In the Cockpit"); to witness the BAC Mono and to pick up on anything else that might be of interest to our readers.

The Mono (when not charging up the hill and a sight not to be missed) was housed in the paddock barn adjacent to the start line where the BAC team of engineers, mechanics and sales guys were all very happy to talk about the car as they worked on it between test runs,

as was Anthony Reid who was relaxed and chatting away to the admiring public, signing autographs and posing when required for the ubiquitous "selfies" !

So who are BAC ? Well, the Briggs Automotive Company was founded by Ian and Neill Briggs, and is based in Liverpool. To date they have built around 110 Mono's, and are establishing agents around the world through which they will sell this road legal car. In Great Britain the dealership to head for, should you want one, is HR Owen, where you will need to part with at least £165,000, depending upon your required specification..>





and specify you can !

Whilst the Saturday was the drier and sunnier day, it was the Sunday when the Morgan owners appeared...at least measured by the turnout of Morgans in the public and Member's car parks. I believe I managed to get shots of all the Morgans in attendance across the two days. We Morgan owners are stalwart characters are we not ? I loved catching the shot of the two couples enjoying a picnic to the rear of their +8, ignoring the rain, and making the most of the day out !

It was good to catch up with our friend Matt Humphries of MHD Watches. Matthew supports our magazine through his monthly advertising, and he is a regular at Shelsley and his stand can be found adjacent to



the main Courtyard. Matthew, prior to designing watches, worked in the design team at Morgan and was involved in designing the AeroMax, Supersports, and the 3 wheeler. All are stunning designs, as are his range of auto sport influenced watches. Not only that, but each is a limited edition, and sensibly priced too.

On the Sunday there was a special guest appearance of 12-time World Trials Champion Dougie Lampkin, MBE. I am old enough to remember watching his uncle Arthur Lampkin on the BBC in black and white in the days when the BBC covered sport on a Saturday afternoon, and Dougie's father Martin was the first FIM World Trials Champion in 1975. Dougie mingled with the crowds, signing autographs and posing for photos, and then set ➤







off in the rain to establish a new record for Shelsley - a wheelie record - going up the hill, start to finish, on one wheel ! He accomplished this at the first attempt, much to the pleasure and cheers of the appreciative, albeit damp, crowd.

Only two weeks later on June 15th/16th and Shelsley held its premier event , Classic Nostalgia. Once again there were many Mogs in the car park but this time there was a rather incredible three wheeler on the track. The car in question was Bill Tuer's 1937 Super Aero. Well that's one description of it. Bill has had the car for 50 years and has raced it all that time and each year he seems to get faster. Bill has rebuilt the car and improved it many times. Legend has it that because he usually wins everything he enters, he is the most successful racing driver of all time. (If you want to know what it's like riding with him, just search for Bill Tuer on YouTube.) This may well be true.

He certainly had a class win this weekend. But that win was not without a little drama, as something had laid a long thick trail of oil on the perfect line for most of the way up the hill. Not a problem for most drivers, they just had to make sure their wheels were astride the tell-tail streak of sand and cement dust. Of course this is not an option a three wheeler!

Once again, the weather really had really spoiled the first day of the event, attendances were down but the spirits of those who attended were lifted by the efforts of the competitors. On Sunday the weather improved and the Father's Day crowd slowly grew. When the sun finally put in an appearance in the afternoon it was possible to imagine what it must have been like at the World's Oldest Motorsports Venue during its post war heyday. Back then its ancient seating areas were always packed. Classic Nostalgia indeed! **MOG**





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MORGAN THREE WHEELERS AT LA VIE EN BLEU



There seems to be a great affinity between the Bugatti Owners Club and Morgans. Once again Three Wheelers were invited to hold a round of their Hill Climb and Sprint Challenge at the Club's Prescott home during its premier annual event.

WORDS Rob Pike PHOTOGRAPHY Don Stringer and Nigel Bradford

Sunday May 26th saw the Morgan Three-Wheeler Club's second event of the Championship and was held at Prescott Hillclimb near Cheltenham. The event formed part of "La Vie En Bleu" (Life in Blue), which is a great event inspired by all things French. Of course, the main attraction is usually Bugatti-based, but there are also loads of other beautiful cars to behold, spanning over 100 years, in attendance. For Morgan aficionados it was a great taster of what is to come for this year's Thrill on the Hill in August. Entertainment with a Gallic slant was the

order of the day off the track, the opera singers moving among the crowds making a welcome change from the jazz and swing of indeterminate age that normally provides the soundtrack for these events.

The day was a great success, and the track, which is quite challenging at the best of times, was even more of a challenge, because we seemed to have different weather for each and every one of our 4 runs! Though the weather brightened up for the afternoon conditions were not helped by all the oil washed off the many vintage Bugattis on Ettore's Bend during the lunch time photo





shoot

We had 3 different classes amongst the Morgans – 5 speeders with myself and Petra, the racing class, which produced a great turnout of 12 cars, and then the TM (touring modified) class of 3 entries. The day started with scrutineering by Phil Bridge in the “Orchard” where it was pretty quiet at 7 am when me and Petra arrived (we drove down early in the morning in our leathers with 2 helmets on Petra’s lap and our number board with some cable ties. A great way to go racing!) There

is always a brilliant atmosphere overnight at all of our meetings, and is one of the best parts of competing with the MTWC. Tony Pearson, our hard-working Comp Sec, was up early as usual, polishing the paint off his beautiful silver racer, ready to get everybody signed on for the day. The beauty of a sprint or hill climb means that if you’re under 70 years old, you can pay for a day licence for the ACU and day Membership of the MTWC, and compete with everybody else for the day. Brilliant.

I should really make myself type these reports up





immediately after the events, (it's 17th June as I write) because I'm now struggling to remember what the rain did and when, so I'll go off the times instead. But it definitely rained and stopped, then it was sunny, then it rained again etc. etc.

The classes were all run one after another, with 5 speeder class first, then racers, followed by the TMs. I do remember the track drying out from a little downpour on the first run, so it was a little tentative for everybody to see what grip was available. ➤





Chas Reynolds set the best time of all with a 57.19, followed by Rob and Petra, then Nigel Challis on 59.83 with Alistair Rew right behind and still under the minute on 59.99.

The next practice runs were all much of the same, and track conditions didn't improve much before the lunchtime break, as we had more showers in between. There was plenty of entertainment available in the paddock, with singers, French policemen on stilts, various stalls including Matt Humphries selling his MHD watches who is also the designer of the modern Morgan 3-wheeler and the Aero Max.

Anyway, after lunch it was lovely and sunny until 5 minutes before our first competitive runs, so it was an opportunity to have a bit of fun in the slippery conditions as nobody was going to be setting any records at this stage. It really is a lot of fun to do massive wheelspins in the wet and have a lot of fun. If you don't then you just become miserable and moan about the conditions, so in my opinion, it's best you use it as a practice session for wet weather driving!

Luckily, all was not lost, and the sun appeared long enough in the afternoon to dry the track out for us so that we could give it some beans. Phil Bridge in the

TM class just pipped Cathy Quin in their F types with 68.49 and 69.35. Tony Quinn (Cathy's Dad,) was in a supercharged machine and didn't quite produce the times he had in practice. The racing class saw some close times, and again Chas took the honours, followed by the 3 cars of Alastair Rew, Nigel Challis and Tom Cowley that were so closely matched that there was only 0.8 seconds between them all! A fantastic and impressive result to see almost 90-year-old 3 wheelers getting under 60 seconds on the full course. "Dangerous" Danny Hodgson (who isn't really) set a really impressive time of 60.39 in the F type racer. The remainder of the class all set much improved times, with the Blairs both knocking 3-4 seconds of their previous best times.

The 5-speeder class was full of only 1 car this time out as Rob's usual adversary, Austin Smith had stayed at home to plant some geraniums or something. (Hopefully this article will get him back out where he should be at the weekend!) Anyway, Rob and Petra were quite happy to set a time of 56.13, but not quick enough to beat the Morgan Factory racer that set a 55 second time a few years before, so there is still work to be done here!!

All in all, a wet, but brilliant day's fun of competition with great surroundings and even better friends. **MOG**



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MALVERN HILLS HOTEL

Situated at the foot of the Iron Age British Camp fort on the southern slopes of the Malvern Hills, this hotel will be no stranger to many readers.

WORDS Granville Orange PHOTOGRAPHY Granville Orange and Malvern Hills Hotel

The hotel has featured in recent articles, including in this edition the article on the re-launch of the Elgar Route. The hotel is also an occasional meeting place for the Midlands MSCC for their monthly “Noggin and Natter”, and is on the Morgan factory test run. In fact passing as frequently as I do, it is rare not to see a Morgan parked outside, so you will be in good company if choosing to stay here.

The hotel has 24 recently renovated bedrooms, which comprise of 1 family suite, 1 family room, 6 double rooms, 3 twins, 3 four-poster rooms, 2 king-size rooms, and 8 junior suites. There is a large bar and 2 restaurants - the contemporary Vu Restaurant with a dramatic wall of glass offering diners the chance to

watch the glorious sunsets to the west of the Malvern Hills, and the cosy Oak Lounge with wood panelling and log fires, plus outdoor patio and garden both with tables and parasols. Visiting car clubs can also meet / dine in private should they wish by pre-booking the lower ground floor function room. There is parking for 44 cars, plus 2 disabled spaces. The hotel prides itself on serving the finest and freshest locally sourced products, including local beers and artisan gins.

The hotel enjoys a rating of 4 on Trip Advisor, and 9.2 on Booking.com. However if you are planning a stay, then the hotel advises that you book through them direct as they can then ensure that you stay in the most appropriate room to meet your requirements,

WHERE TO STAY



for example ground floor/ first floor/ walk in shower/ room with a view/ quiet room/ dog-friendly room/ dog-free room, and so on. The hotel operates a variable tariff throughout the week, and readers are advised to refer to the hotel web site for current rates and offers.

The hotel is 5 miles from the Morgan factory, and on the main Malvern to Ledbury road at Wynds Point. Literally across the road is the large car park for visitors walking the hills, and also visiting the iron age fort - the Herefordshire Beacon. The fort is thought to have been first constructed in the 2nd century BC (BCE to be modern), and extensive earthworks remain clearly visible today. The Romans ended the prehistoric settlement around AD 48 (or 48 CE, see previous date ➤



entry), and then in Norman times a castle was said to have been erected here, probably in the ten years immediately before 1066, by Earl Harold Godwinson, the future King Harold II of England. Hotel guests not taking a walk up to the fort are missing out on a remarkable view from the top...described by diarist John Evelyn in the 1600's as "one of the godliest vistas in England". Other things to do nearby in addition to visiting Malvern town and the Morgan factory include the Malvern Theatre with its excellent programme,

Eastnor Castle (see their web page for seasonal events), and the attractive market town of Ledbury with its black and white buildings and small independent shops, cafes and restaurants.

If travelling by train the hotel is 3 miles from Colwall station and 4 miles from Great Malvern station. **MOG**

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HUMBER

*If ever there was a brand that embodied solid, middle class British values, it must be Humber.
But, much like the estuary with which it shared a name, it experienced turning tides.*

WORDS Dave Smith PHOTOGRAPHY Various

Over the past few instalments of What Could Have Been, we've looked at a number of motor manufacturers from the Coventry area; here's another: Humber.

Many people (OK then, perhaps it's just me) always assumed that Humber Limited was named for its location. Not so. The company name has nothing to do with the river that separates north Lincolnshire from the southern edge of the East Riding of Yorkshire, and everything to do with Mr Thomas Humber.

Thomas Humber came to the world of the horseless carriage by bicycle, as so many other manufacturers did. He founded his Humber Cycle Company in Sheffield in 1868, and business boomed to the extent that the subsequent two decades saw further factories opened in Nottingham and Wolverhampton.

Around this time, the countless bicycle manufacturers dotted around the UK were banding together, consolidating and conglomerating like drops of mercury, to gain greater market share. In 1887 Thomas sold his company to a group of shrewd investors who had already bought up three other cycle manufacturers, but Humber Cycles had such a good reputation that the new enterprise was named Humber & Co Ltd, and floated on the Stock Exchange with Thomas at the helm. In 1889, Humber & Co opened a fourth factory, in Coventry, before Thomas retired a comfortably wealthy man when his five-year contract expired in 1892.

Toward the end of the 1890s, Humber bicycles were expanding into Europe, but the tide was turning, and the bicycle bubble was about to burst. Humber were ready for this, though, and, in 1896, were showing off their first motorised vehicles, the three-wheeled Sociable. They did continue making bicycles, however,

until they sold the whole cycle business to Raleigh in 1932.

The very earliest Humber motor vehicles, as with most fledgling car companies, were three-wheelers and quadricycles; the first car that could be called a car was the 1899 Humber Phaeton, powered a Bollee 3hp single-cylinder engine. The newly restructured and renamed Humber Limited later released 3.5 and 5hp versions of the Phaeton, and in 1901, a conventional four-wheeler with 4.5hp De Dion-Bouton power, later upped to 6hp.

The early part of the new century saw Humber release a whole laundry list of new models, from the small and charmingly named Humberette with 5hp, to the Coatalen-designed

2.5-litre 12hp two-cylinder of 1902, up

to the 1903 5.3-litre 20hp, which was basically two 12hp engines joined together. By 1905, Humber had found that their niche seemed to lie in the upscale, solid, high-quality market, and they began dropping the smaller models.

Times were still tough, though, and, in 1908, the company consolidated all its motor manufacturing under one roof in a new factory at Folly Lane, Coventry, meaning that the Beeston, Nottingham plant went the way of the Wolverhampton factory before it. It also meant that the company had to put its smaller, better-selling but lower-margin two-cylinder cars back on the market.

The re-expanded range revitalised Humber, and by 1913, they were the second largest motorcar manufacturer in Britain, behind Wolseley.

When Europe went to war, Humber switched to armaments and aircraft engines, and when peace was restored, went back to their niche in the solid, reliable cars sector. A new overhead inlet/side

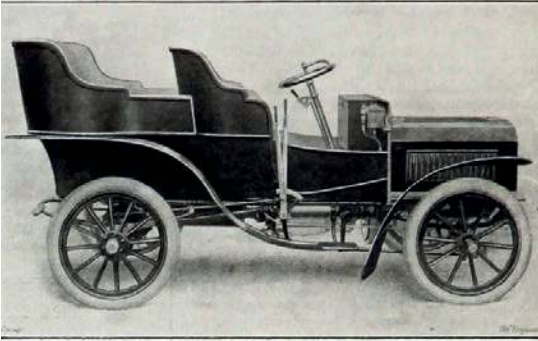
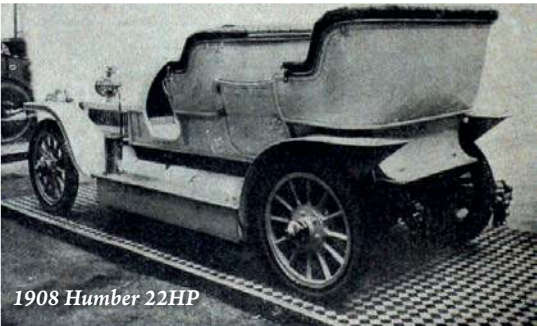




exhaust valve engine brought the range up to date in 1922, and subsequent sales allowed Humber to move into the commercial vehicles arena by buying up Luton-based Commer in 1925.

A looming recession threw a spanner in their works, though, and Humber didn't think that they could survive with their traditional market share alone, so, in 1928, they joined forces with their Folly Lane neighbours, Hillman. What they hadn't foreseen, however, was the involvement of some significant Hillman shareholders, namely the Rootes Brothers.

It was still all go at the Humber factory, with the introduction of some new models at the end of 1929 - the 16/50, the Snipe, and the large, luxurious Pullman. The Rootes Brothers had already annexed the title of sole export agents, though, and were buying up enough >



1904 Humber 8.SHP

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1904 Humber ad

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1908 Humber ad

WHAT COULD HAVE BEEN

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1930 Humber ad

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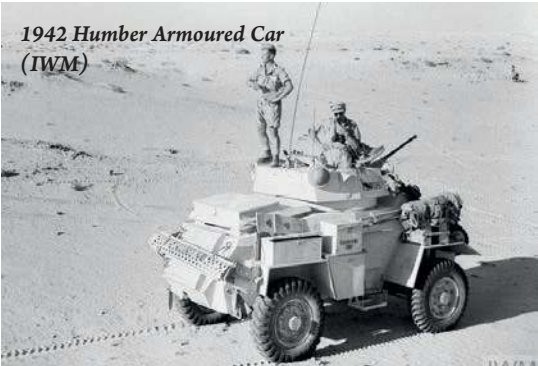
PRODUCTS OF THE ROOTES GROUP

1949 Humber ad

Humber stock that by 1932, the Rootes Group was majority shareholder in both Humber and Hillman. Ironically, they used some of their Hillman shares as part payment for the Humber shares. The effects of the Rootes consolidation was soon evident, with Humber's inlet-over-exhaust engine soon ditched in favour of shared powerplants, but Rootes kept Humber firmly fixed in its grey, pinstriped marketplace. Wearing stylish but not ostentatious bodies from Pressed Steel, the mostly six-cylinder Humbers were favourites with the bank manager and magistrate set.

By the end of that decade, the country was once again at war, and Humber found a new niche in military vehicles. Aside from the passenger cars that were built for military use - remember Montgomery's armoured Super Snipe, 'Old Faithful'? - Humber made armoured vehicles and troop carriers including the Armoured (built by Commer), Light Reconnaissance (built on a Super Snipe chassis) and Scout car and FWD (Four Wheel Drive) truck. They also built Bristol aeroplane engines.

After the war, Humber switched back to its mainstay production - the solid, reliable, rather unexciting six-cylinder Super Snipe, plus the solid, reliable and unexciting four-cylinder Hawk and the vast Pullman/Imperial. Build quality and well-appointed interiors





1930 Humber Snipe in Coventry Motor Museum (David Merrett)



1936 Humber 12

were high on the priority list, as you might imagine, given the target market. In 1950, a Super Snipe was entered into the Monte Carlo Rally, driven by the superbly named Baron van Zuylen de Nyvelt and Maurice Gatsonides, who would later give the world the much-loved Gatso camera. Gatsonides chose the Super Snipe because it was the least sporting car he could find, so he must have been mightily surprised to finish up second overall.

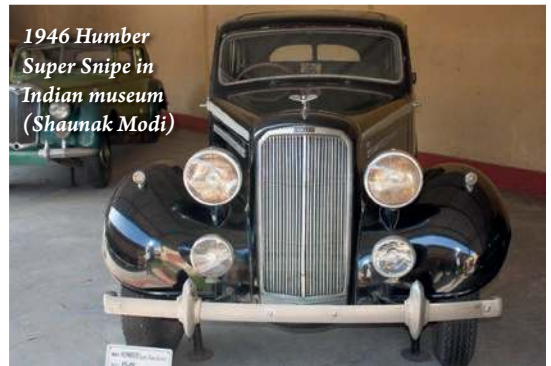
As Britain finally came out of post-war austerity, Humber joined the rest of the UK's motor manufacturers in "borrowing heavily" from American designers. The new 1948 Hawk MkIII, for example, came from the drawing boards of Raymond Loewy's studios, Loewy best known for the baroque 1946

Lincoln Continental and iconic 1947 Studebaker Champion. The Transatlantic styling stealing didn't stop there, though, and the all-new unitary construction 1957 Hawk Series I and 1958 Super Snipe Series I (why they started again with the model numbering isn't clear) were just Yankee doodle dandy. Both had a distinct whiff of miniature '55 Chevrolet about them, although they weren't that far off the same size as the Chevy. In 1960, the Super Snipe Series III was the first British car to feature four headlamps, so it looked like a 1957 Plymouth, but all these cultural appropriation chickens were about to come home to roost...

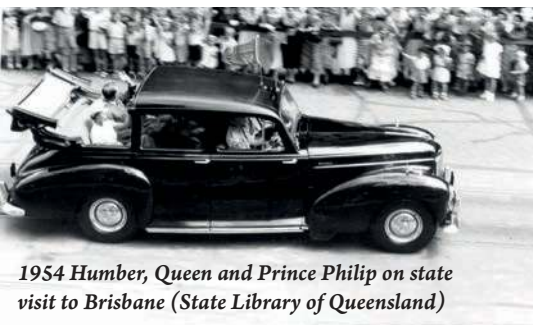
The early Sixties were a little turbulent for Humber. In the spring of 1963, the Rootes Group opened a new ➤



Monty crosses the Seine in his Humber in 1944 (IWM)



1946 Humber Super Snipe in Indian museum (Shaunak Modi)



1954 Humber, Queen and Prince Philip on state visit to Brisbane (State Library of Queensland)



1965 Humber Sceptre



1966 Humber
Super Snipe (Riley, NZ)



1976 Humber Sceptre
(Andrew Bone)



1976 Humber
Sceptre Estate



Montgomery's Humber Super Snipe Staff Car in
the Imperial War Museum (David Merrett)

factory in Linwood, Scotland, to build Hillman's answer to the all-conquering Mini, the Imp. Sadly, between the industrial relations with the Scottish workforce and the underdevelopment and subsequent unreliability of the Imp, the Linwood factory would be a major cash haemorrhage for Rootes. In early 1964, the minority shareholders offloaded their Humber stock to Rootes, making Humber the last wholly owned subsidiary to be acquired by the now-strapped Rootes Group.

Across the Atlantic, Chrysler was feeling left out. Ford had a European operation, General Motors had Opel and Vauxhall; Chrysler was the only one of Detroit's Big Three without a toehold in Europe. And then along came Lord Rootes, ruler of a once-great empire that had fallen on hard times, offering the whole circus as a going concern. Chrysler, who had just achieved a controlling interest in France's Simca, bought a 30% share of Rootes Group, which increased to 100% by 1967.

In 1963, Humber began offering their Sceptre, an upmarket version of the Hillman Super Minx. In 1966, the rest of the Rootes brands - Hillman, Singer and Sunbeam - began affixing their badges to their particular version of the three-box Arrow range; Humber got their version, the Sceptre MkIII, in 1967.

By 1968, the last of the 'real' Humbers, the big Hawk and Super Snipe, had been dropped, and any UK customers wanting a large car from Rootes were offered an Australian Chrysler Valiant.

In 1970, the Rootes Group was formally renamed Chrysler (UK) Ltd, and the old brands began withering on the vine as Chrysler neglected them in favour of the less staid models coming out of Simca. Singer and Sunbeam went first, but the Hillman Hunter and Humber Sceptre shambled along until 1976, when they were renamed the Chrysler Hunter and left to die in the shadow of the Chrysler Alpine.

It was an ignominious end for such a stolidly respectable brand as Humber, its last gasp being as a slightly plusher version of an anonymous saloon. Chrysler had mismanaged the whole European operation since day one, and, by 1979, with a recession brewing at home in America, they sold the whole show to PSA (Peugeot Citroen) for \$1. The first thing PSA did was to kill off the archaic Arrow range.

Somewhere, in a dusty cupboard at PSA HQ in Paris, are the rights to a well-loved British brand that stood for quality, comfort and dependability. They've been there, untouched, for more than 40 years. It looks likely that they'll stay there. **MOG**



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(2007) PLUS 4, 4 SEATER

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NORTHERN EXCURSION

OULTON PARK 18 MAY 2019

It seemed somehow appropriate that I had spent the night just a stone's throw from Malvern before beginning the trek up to Oulton Park. Although the slow drive through the M6 roadworks seemed a long way from the action on a racetrack...

WORDS Chris Dicken PHOTOGRAPHY Tripos Media

For Race 1, Keith Ahlers was on pole alongside Phillip Goddard with Roger Whiteside making it in third. Sadly, the 22 car of James Sumner didn't make the grid, due to a moment in the earlier qualification session. It was Goddard who made the better start, leading for the first lap, with Ahlers close behind. By the end of the second lap, the positions had reversed and they were both pulling away from the other cars. Whiteside was in third position with other battles developing down the field. Kelvin Laidlaw and Chris Springall in his Plus 8 were having a good race, with very little to call between them. As the race progressed,

Roger Whiteside made up some ground on the top two, with Andrew Thompson having a lonely race in fourth place in his ARV6. The two Club Sports of Tony Hirst and Craig Hamilton-Smith were running together as usual and there was a good tussle for 9th place between Jack Bellinger (Plus 8), Steve Lockett (Plus 8) and Brett Syndercombe (4/4) that lasted for most of the race. At the flag, it was Ahlers from Goddard followed by Whiteside, Thompson and Simon Baines in fifth place. Tony Hirst seemingly won the duel with Craig Hamilton-Smith, however, he was handed a 10 second penalty for jumping the start resulting in Hamilton- ➤



MORGAN CHALLENGE



Smith being promoted ahead of him. This was a point of discussion in the paddock with Hirst jokingly pointing out that he was still first across the line and that Craig was yet to beat him to the flag! Ever the gentleman, Craig agreed that Tony's penalty was a bit harsh, but was more than happy to be given the points saying that "at the end of the day, the racing is phenomenal, regardless of the position." Once Tony had finished analysing the data he was happy to explain that he was trying to engage the bite-point and the car rolled slightly. He was also at pains to point out that he had been leading Craig 18-0 in races, so this made it 18-1.

Phil Thomas enjoyed his race, calling it "A nice jaunt in the countryside" finishing in 8th place having decided not to get involved in the race between the Club Sports



ahead of him in order to maximise his chance of points after losing out at Brands Hatch.

Elsewhere in the paddock, Jack Bellinger was giving Keith Ahlers a hand with suspension adjustments, as Keith felt that the hard setup, was making the car too bouncy on the bumpy Oulton circuit. He was pleased with his win but said that it had been a tight race until he had better luck than Goddard when getting past some of the back-markers.

Race 2 started in a similar vein to the first, with Goddard leading from Ahlers for the first couple of laps, before Ahlers took the lead. Andrew Thompson made a good start and was running in third place for a while with Roger Whiteside chasing him. Tom Richards (Club Sport) and Peter Cole (Roadster) were keeping each ➤







other honest and were joined, later in the race, by Paul Bryan (4/4) to put on a good race. The two Club Sports of Hirst and Hamilton-Smith were, once again, running as one, with Hirst leading. There was also a repeat of the race between Bellinger (Plus 8) and Syndercombe (4/4) but they were also joined by Phil Thomas (Plus 4 BabyDoll), with the three drivers putting on a good show for the spectators. Once again, Ahlers took the flag, followed by Goddard and Whiteside.

Roger Whiteside was pleased with his second podium of the day, praising Andrew Thompson for a good drive and pointing out that Thompson is “a very late braker”, making him difficult to pass. Jack Bellinger was pleased with two class wins on the day having had two great battles with Brett Syndercombe.

Both races were without any major incidents and the series moves onto Mallory Park on 16th June. **MOG**



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CONVERSATION STREET

The Morgan Plus Six is the new car that could hide in plain sight. Hardly anyone in Malvern stares when a traditional Morgan drives by. It has been said that the prototype needed to be covered in a dazzle wrap for its road tests to draw attention to the fact that it was a new car.

It is understood that the Plus Six is a mid-range car and that in due course a new flagship car, also built on the new CX chassis, will follow it out of the Pickersleigh Road gates. Once again MOG sat down in the snug of East Malvern's Ash Tree and Chassis.

This time we posed the question "what would you like the flagship car to look like. Are any there any designs from the past that you'd like to see revisited?" In other words, what will turn heads in Malvern? After a couple of pints the comments started to flow.

They were all quick to comment!

Well... looking forward at Morgan's future with its new owners and their demands to double production, the only way I can see them doing this is by opening up a new market. The traditional look puts off younger buyers and I think they need to appease the well healed 40 somethings with a sleek design like the Eva Concept. Still recognisable as a Morgan but looks more futuristically classical as opposed yesteryear classical. Hell I'd buy it.

Me too, it's the family car of my dreams. Morgan needs to produce a four seater again. I wonder what ever happened to the car shown at Pebble Beach? I suppose it was just a mock-up.

Those thoughts coincide with my own. I think it will be something very different but showing its Morgan DNA.

I would like to see one modelled on the EVA or the Life Car which I think was a stunning design. Although a trad style DHC would be easier for us old gits to get in and out of and provide a bit more comfort than the beloved trad.

That's true, wasn't SP1 loosely based on the Life Car shape? It will be great to see that on the roads again soon. Who knows? Perhaps that will be the inspiration for the new car?



From left to right: AeroMax, SLR, Plus 8 DHC and Plus 4 Plus

I wonder what power train it will have. I expect it will have to be a hybrid of some sort. I don't think Morgan will have much of a future otherwise.

I'm not sure about the flagship car it would be great if they could sort the 3 Wheeler out first. When I read the Three Wheeler Club magazine it strikes me that the typical customer is a man with a bit of money and some engineering skills. He seems to get most of his pleasure from developing fixes and improvements. It's all very traditional and Morgan really needs to move on from that.

Oh I think that's a given, I'm sure they will. As for the flagship I agree about the Drop Head Coupe I know what I'd like to see, a Plus Six DHC. Hopefully with the suicide doors, much easier for old gits!

I think the point to consider here is what impact and influence will the new owners have on any new model. Not least what investment might they inject into its design. My guess is that there will not be the millions that would be needed to spend on a totally new concept, so I expect a tweak to the established model range and look. It ought to be immediately identifiable as a "Morgan" to the general public. Furthermore, expect this to be the success story that all Morgan owners and enthusiasts, plus all the

staff at the factory, the Morgan dealers, and not least the Italian owners of the Company all want. Not least it will add value to the Company, give the shareholders and investors a return on investment, and mind my words, I expect the Company to be sold on again within the next five years.

Yes, you are right, something is going on... I think that a totally new car will appear... the SLR, finally, goes into production. Officially of course that model was never built by the MMC!

Now that would be special, but doesn't the BMW Z4 Coupe look a bit like the SLRs?

True, I noticed no one has said they'd like to see a new Aero. But I'd love to see the AeroMax again. But this time with a traditional front, a Plus Six Max if you like. Plug in hybrid of course.

Well isn't the new car going to look like the Plus 4 Plus? That's certainly what the teaser drawing looked like.

Well I'm not sure, but years ago I told Steve Morris my dream car would be a Superform aluminium bodied Plus 4 Plus with an electric roof. He just said, "Where's your cheque book?"



Products

BLOW GUNS

www.lasertools.co.uk | Starting from £64.01

Laser Tools has just introduced two innovative workshop blow guns specifically designed for valeting and cleaning chores.

First up is the Turbo Pulse Blow Gun (part number 7474) this new design of blow gun is the perfect tool for the valeter with an eye for detail. It has a strong turbo vortex which is pulsed directly through the rotating head. This rotates on a continuous 360-degree spin which lifts and blows dirt and dust out of every nook and cranny. Perfect for car interiors and upholstery, it's very impressive how it can quickly remove stubbornly entwined pet hairs from interior fabrics.

Second up is the Air Knife (part number 7465) the compressed air is forced through tiny apertures that results in a tightly-focussed blade of air. Combined with the ultra-thin brush head, this is a powerful cleaning solution when access is difficult, blowing and clearing dirt and debris from areas out of reach to the narrowest vacuum attachment. Time-consuming jobs now take just a few seconds. Turn the power down for detail work like dashboard vents to gently and precisely blow the dirt away.



CAR CLOCK

www.kjbeckett.com | £47.95

This miniature car clock by Gift time products is made of chrome plated solid brass and finished in silver. Measuring just 3cm in height by 8cm wide and 3.2cm in depth its small size means it can be used to add a bit of character to any space.



HAYNES FIRST AID KIT

www.amazon.co.uk | £12.95

If you do any kind of tinkering sooner or later you're likely to need a plaster or two, so why not go all out and get yourself a Haynes first aid kit. It comes in a compact tin which makes it ideal to store anywhere, even in your car so it's always on hand.

It has 50 pieces worth of first aid essentials including a variety of plasters, a roll of adhesive tape, antiseptic wipes and burn gel amongst other useful items. This kit will have you covered for a range of minor injuries that you may pick up, as they say better safe than sorry.



IMPACT DRIVER

www.lasertools.co.uk | £88.39

For a seized fastener, especially if it's countersunk, the traditional remedy has been the impact driver. But you have to be careful using a traditional impact driver, every technician knows it's easy to injure your hand. No need to worry with this new design of impact driver from Laser Tools (part number 7540). The addition of a flexi-head handle lets you keep your hand out of harm's way, while adding extra leverage to the action of the impact driver.

This 4-piece 3/8"-drive tool is designed for removing seized, corroded and over tightened fasteners. Hold the handle tight against the fastener in the direction of turning. The hammer force is combined with the impact driver's turning action. The handle also gives you more control, letting you line up the tool precisely — a sharp, careful



tap with the hammer and the screw is released.

The kit also comes with an air-hammer adaptor, this combined with the flexi-head handle and it becomes a formidable tool!

Using the adapter will allow you to remove stubborn bolts and fasteners with the extra power of the air hammer; the combination is particularly suitable for suspension components.



MORGANS ACHIEVE SUCCESS AT INTERNATIONAL TROPHY MEETING

Mogs don't just race against each other. In historic meetings they usually hold their own, and often beat more exotic opposition. That's why we love racing! In a bonus feature this month MOG's Motorsport Correspondent describes one such recent event.

WORDS Bob Bul PHOTOGRAPHY Tripos Media

Over the weekend of May 18/19th the Historic Sport Car Club held its annual International Trophy Meeting at Silverstone with a 14 race programme for a variety of monoposto, sports, and saloon cars. Sunday's race 12 was a round of the clubs, Historic Road Sports Championship and featured an eclectic mix of cars from the 1950's and up to 1970. Five Morgans featured in the entry list alongside TVR, AC Ace, Lotus, Porsche, and similar marques, while a separate Class saw a number of Historic Touring Cars in the mix.

The event was a 40 minute, two driver affair, and at the head of the grid, Will Plant had planted the V8 he would share with father, Richard on pole position nearly

four seconds better than the Tim and Robin Pearce in a similar car, while Peter Garland, doubling up on driver duties was third in his red version. Phil Tisdall lined up 7th in the V8 he shared with Simon King, while Alan House with his 1959 +4 brought up the back of the grid.

From the off, Plant junior set a fierce pace pulling out over a 4.0 second gap after just one lap, and steadily increasing the margin to 22.0 seconds before handing over to Richard on lap 6. An accident involving an MG caused a full course yellow flag situation, resulting in the field closing up and the leader's gap to disappear. While bad news for Richard Plant, it was good news for spectators, and Robin Pearce, as a close battle now ensued between the two closely matched Morgan V8's



Richard Plant heads Robin Pearce during their battle



Peter Garland. Drove alone



Simon King enjoyed his drive



The Winning V8

with the lead changing hands lap by lap. Simon King was thoroughly enjoying his outing after taking over from Phil Tisdall, chucking the car about with great abandon, and moving into third place, albeit 30 seconds behind the front runners. During the chaos of pit stops Peter Garland had slipped to an eventual ninth spot, possibly forgetting that he had to get back into the car, as he was driving alone.

Robin just pipped Richard to the flag by a mere 0.210 seconds, the yellow flags did the Plant family no favours at all. Alan House brought up the rear of the field his car sounding a little off song, normally one would expect to see Alan well in the thick of the action. Come the prize giving it was Tim and Robin Pearce collecting the Peter Shaw Trophy awarded to the winners, while Tisdall/King stepped up as runners up, it seems that the second placed car on the road was not eligible for the Championship and had only the glory to take home. Something to do with the make of tyre I think.

The plan of action for the winners was summed up by father, Tim; "Get the old guy out!" This strategy saw Robin take over as soon as possible, and go on to take the victory, after the race he said; "It was a good fair fight with Richard, and very enjoyable."

Despite the technicalities it was great to see three Morgans at the front of the field, well clear of some more modern, and sophisticated machinery. Well done Malvern. **MOG**



Phil and Simon claimed second place in the results



Tim and Robin collect the Peter Shaw Trophy

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INTO TOMORROW

SILVERSTONE

THE FUTURE OF MOTORING

This month we look at what the future may hold for our beloved classic vehicles, will they be destined for the museum as polluting relics of a bygone era, or celebrated as historical reminders of our ingenuity.

WORDS Travis Blake

Ah, the beautiful classic car, van, lorry, motorcycle, tractor, whichever is your thing, you simply cannot beat the sound, sight, smell of them passing by on a beautiful summer's day, those sleek lines, bold styling and individuality making today's dull computer aided design bodywork look somehow all the same. Automotive artworks each and every one of them, some more so than others granted, but equally as special to their proud owners I'm sure.

But what will become of our classics (a quick definition; a vehicle built or registered over 40 years ago) now that plans are ahead for carbon neutrality? We must assume that the internal combustion engine is simply not part of any future plans and this will be coupled with a serious reduction in the availability of fuel to run these vehicles if nothing else, will the only

enjoyment of our classics be visual?

UK legislation governing the use of classic vehicles over the past decade has become more lenient than stringent which has encouraged classic ownership and the preservation of these pieces of automotive history rather than reducing the numbers remaining in use. Exemption from the Road Fund Licence, road tax to you and me, and now no need for a forty or more year old vehicle to take, let alone pass an MOT test, provided that the vehicle has not had any substantial changes in the last 30 years! There are of course penalties should a classic vehicle be deemed not to be roadworthy and it is the responsibility of the owner to ensure that the vehicle is sound before it is used on the road. Exactly why this is the case I'm unsure, and I couldn't get a comment from the Department for Transport and there ➤





Ronald Saunders,
NORTON ES2,CC BY-SA 3.0,wikimedia.org



Mario Duran Ortiz,
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are several different views as to why the MOT is no longer required. The general consensus is that owners of classic vehicles will maintain them in nothing but tip top condition or the vehicles will be being restored. There is of course still the option to have the vehicle MOT tested anyway, for peace of mind if nothing else, especially if one is not mechanically minded.

Considering today's legislation we are very much of the opinion carry on as you were, in fact, carry on as you were with some benefits, but enjoy this while you can as there will most certainly be something around the corner. The Department for Transport will indubitably introduce legislation that restricts, or ultimately, prohibits the use of vehicles using older less efficient internal combustion engines and given their recent consultation paper, "Road Vehicles – Improving Air Quality and Safety" it would appear to be necessary.

There is a lobbying body that work on behalf of the UK's classic vehicle owners, The Federation of Historical Vehicle Clubs, who having pointed out the impact of banning classic vehicles from an economic perspective, and believe that the future of classic motoring is likely to remain as it is today. There are several reasons for this and when you consider the figures perhaps the argument holds water. Classic vehicles account for just 0.7% of all vehicles on the road and they travel an estimated measly 1000 miles on average per year. The consultation paper targets a ban on internal combustion engine vehicles by 2040, however, Sir Greg Knight, the current Chairman of the All Party Parliamentary Historic Vehicles Group, believes that given the numbers mentioned above, classic vehicles will not only be exempt from these measures but will continue to increase in value in ➤





John Grainge



the coming decades, rather than plummet due to an outright ban. Guy Lees-Milne, Director at Silverstone Auctions, told me, “Our sister company, Classic Car Auctions, has gone from strength to strength over the last 5 years specialising in Classics up to £50,000. There is confidence in this area of the market as end users continue to enjoy driving, using and improving their cars with little risk of the values dropping.”

Niall McCart, owner of Retrospective Scooters the UK's leading vintage Vespa and Lambretta scooter shop, has other ideas about how he can continue his crusade to ensure the survival of as many of these

beautiful Italian classics as he can. Through the development of Project E, a kit that will transform your polluting internal combustion engine two wheel terror into an eco-friendly, undeniably stylish scooter of the future. The kit is available to self-fit or can be fitted in Retrospective's own workshops. For Niall the future of classic scootering is already with us and it is electric, when I said to Niall, “but I love small of two stroke oil” and he replied sagely, “People used to love the smell of cigarettes in pubs” a good point, well made.

At Silverstone Technology Park, right by the famous racing circuit, Lunaz Design Director, David Lorenz, is



John Grainge



Brooksbro69, CC BY-SA 3.0, wikimedia.org



Rex Gray 1961 Rolls-Royce Phantom, CC BY 2.0

busy future proofing a range of iconic classic vehicles. The focus of the business is to create the future of classics and as such they are not specialising in one particular marque. Currently in creation are a stunning Jaguar XK120 and an elegantly luxurious Rolls Royce Phantom V. These vehicles are the first of their kind and are the beginning of a long line of unique modern classics. Lunaz manufacture, or have manufactured exclusively for them, all new parts to replace the existing internal combustion engine with a state of the art electric motor and uprated running gear to create an eminently more useable vehicle with none of the

reliability foibles of the beloved classic.

As far as I'm concerned you cannot beat the smell of two stroke in the morning and the sound of a classic motor will always be music to my ears, but to some extent the consideration is this, what would you rather be the prey or the predator, hedge your bets and leave your classic as it is, or do you modify, electrify and guarantee its future survival? **MOG**

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



IN THE COCKPIT

Bob Digges

This month we met up with Bob Digges at the Shelsley Walsh "Best of British" weekend, where he was attending in his 4/4 WLR 892G

How long have you been the owner of this lovely 4/4

I purchased the car 45 years ago. I was only 25 years old at the time, and found myself sitting in Peter Morgan's office at the Pickersleigh Road factory, having heard about this particular car. It had been involved in a rather serious accident prior to a full restoration by the factory. Peter Morgan was keen to find a new owner, but back then the factory did not sell previously owned models, and Peter was very keen to uphold this arrangement so as not to upset the dealerships. I cannot emphasise enough that Peter was true to the Morgan spirit of honesty and integrity...it was important to him to say and do the right thing."

Have you ever owned other Morgan's?

No, and I have no interest in owning

any other model. When I purchased the car I promised Peter Morgan not to sell the car on in order to make a quick profit. I think 45 years on I too was true to my word ! In 2010 I spent a significant amount on a major refit with new chassis, new wings, and a re-spray to Signal Red. (The original colour was ivory). The chrome however is original and is in superb condition.

How many miles has the car covered?

Following the first restoration after the accident that I referred to earlier (the car had been wrapped around a tree) the odometer was replaced, so I have no record of previous mileage (there had been two previous owners). I then put on 125,000 prior to an odometer malfunction. Since replacement I have recorded an additional 886 miles."

Are there any other stories of interest associated with the car ?

Well, whilst I have been unable to verify the story, I am told that this car was known in its earlier life as the "Texaco" Morgan. Sold originally by a London dealership, and initially used as a demo, apparently it featured in a series of cinema advertisements for Texaco fuels bearing the same registration plate.

What do like most about this car?

I love the opportunity to open the bonnet and have a fiddle. Whilst I am no mechanic I enjoy the simplicity of the engine and the mechanics, unlike the modern cars of today. I guess too, that for the first ten years or so of ownership this was my one and only car...used daily whatever the weather, 365 days a year. I am now retired and it now is brought out on dry sunny days. In closing, I also love the fact that my car simply puts a smile on the admiring public's face...how many marques do that these days?

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MOG *Fleet*

CAIN POULTON

TEA AND
SYMPATHY!







Just good friends

A couple of Friends decided to drop in on me and the Wolf Café Racer after reading about the “failed” celebrations of last month, with a lovely carrot cake and flowers. You may recognise them as it was Stringer’s Best Mate and KEVFITZ from the Talk Morgan Forum.

Well KEVFITZ bought the cake and the flowers! Stringer’s Best Mate just brought himself!

As usual the chat was deep and meaningful as you would expect for 3 big kids that all have driving licences and “bleach blonde” hair... .. well the ones of us that have hair and not just facial hair!

While enjoying tea and cake the discussion turned to the next range of mods that I am currently planning for the little Wolf Café Racer as she is deserving of a little TLC. This has meant that we have not been out and about much this month, but let’s just see what next month brings? **MOG**



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THE MORGAN SCHOOL RUN



This has definitely been a bit of an “iffy” month on the Morgan front. Apart from the few trips out to my room-guiding at Kedleston Hall there was not much in sight.

At the beginning of the month we went on a family holiday to Silecroft in Cumbria to scatter my brother’s ashes there. We decided to make a week of it and booked what turned

out to be the most luxurious holiday cottage ever, with hot tub, steam room, all mod cons, two lounges and TV in every room. We were with the family and so the Mog was left at home and the Fiesta pressed into service. My grandson Freddie had a great time – climbing with Uncle Andy (a mountain guide and climbing instructor), time on the best beach in the world and a trip

on the “Laal Ratty” or Ravenglass And Eskdale Railway to give its full title. The weather was reasonable (for the Lake District) and we had a great time until Sam on the last day when my daughter developed an unusual form of meningitis and was ambulated off to Barrow in Furness Hospital where she remained for two weeks before being released having made a good recovery. Hubby stayed



in another holiday cottage which he managed to find in Ulverston. The upshot being that we acquired a six-year old for two weeks.

In the midst of this Megan (the Mog) went in for a pre-summer check-up and was found to have a leaking rear brake cylinder which, being Morgan, was not of the usual variety. Williams Morgan (other dealers are available!) popped a pair

in the post and over the weekend the Morgan was sorted and back in fine fettle. It was then the Fiesta's turn to go for MOT and service, and so we had to think of how to get Freddie to his school in Burton on Trent. The only solution was to go in the Morgan, which involved padding the seat so the booster seat would fit. The weather was not ideal for the Morgan, as just as we were about to set off a

man marched down the road with planks of gopher wood and followed by the local animals parading in twos! In spite of this, it was a highlight for me as it was Freddie's first journey in the Morgan. He loved it from the start and was fascinated by the dashboard, especially the fact that he could see all the instruments. Freddie is not really into cars and having autistic traits we wondered how >



he would react, and so it was a relief that he enjoyed the trip. On the way home later in the day, to avoid the floods, I came along the A38 dual carriageway and upon overtaking a lorry, I heard “Whoaaaaaah, Grandpa!” from the small passenger who had an expression of sheer joy on his face. He then wanted to know would it go up to 80 or 90mph to which I explained that it would but only on a race-track. He then asked

why the roof was flapping and when I explained that it comes off, he demanded another trip out when the weather got better. I am looking forward to that.

I always thought that driving a Morgan was the peak of enjoyment (at least whilst wearing clothes!) but it is even more enjoyable when accompanied by a grandchild. Life does get better when you have a Mog.

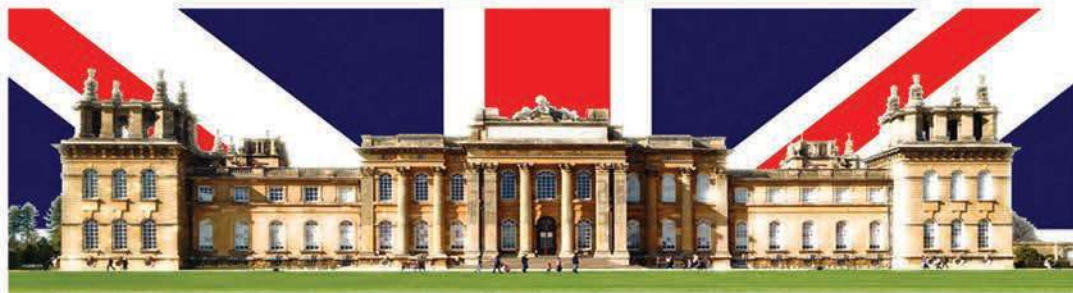
I had an email from the Classic

Car Show at the NEC allocating us a large space for the MSCC stand in November so that we can push the boat (or car) out to celebrate 110 years of Morgans. So there is a line-up of cars to organise for that. Also I’m off to the MOG19 in a couple of days and waiting for a break in the downpours to grease kingpins and generally sort the car for the journey.

That’s about it for now – hopefully more to report next month. **MOG**



ALL MORGAN'S DAY



THE MORGAN CENTENARY ROADSTER 100 REGISTER INVITES YOU TO ATTEND THE

6th ALL MORGAN'S DAY

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A minimum donation of £5 secures a Parking Place around the Palace Grounds and Drives.

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

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

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

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

Gates will open at 8:30am

To book, please contact Rosemary: allmorgansblenheim@gmail.com

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

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



MORGAN *Fleet*

GRANVILLE &
CHRISTINE ORANGE

RE-LAUNCH OF THE ELGAR ROUTE



On the 30th May the Morgan Motor Company along with some Mog Owners were invited to partake in the re-launch of the Elgar route, which explores the wonderful Worcestershire countryside that so inspired Elgar to compose many of his finest works. Despite it being mid-week Martin Wyatt, the MSCC regional secretary, managed to galvanise an excellent turnout, aided and abetted by some wonderful weather. To be exact there were 19 Morgans gathered at the Malvern Hills Hotel (see “Where to Stay” on page 33) for a late breakfast prior to setting off, and a great attraction it was for the resident hotel guests and

visitors alike to see such a collection.

The convoy was led by David Siviter (a Morgan factory visitor guide) in the 300th (and last ever Plus 8 to be built - sporting the same registration plate as the first: MMC II), in bright Azul Blue livery. David had the privilege of transporting the new Chair of Malvern Hills District Council, Cllr Dean Clarke, as the convoy headed down the hill from British Camp, passing as we did St. Wulstan’s Church, the burial place of Elgar, his wife, and daughter Carice. We drove past Craeg Lea on the Wells Road, home of the Elgar family from 1899-1904, and from where Elgar composed “The Apostles” and “Pomp and

Circumstance Marches Number 1 and Number 2”, and into Great Malvern. Our first stop was Malvern College, which provided an iconic backdrop, as it arguably was the birthplace of the first Morgan back in 1910. (See the article by Martyn Webb in edition 080 - March 2019). It was throughout 1910 that Harry Morgan developed the prototype Runabout with the help of Stephenson-Peach, a master at the time at Malvern College, so how fitting that here we were, for the first big photo shoot of the day. Also of note, Malvern College this month hosted a concert as part of the 2019 Elgar Festival, which celebrates the life and work of Britain’s greatest ➤

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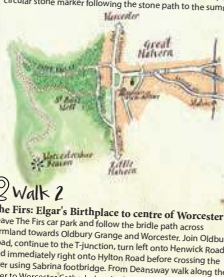
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In the footsteps of Elgar

Three walks mapping Elgar's life.

Walk 1

Great Malvern to Worcestershire Beacon via St Ann's Well
Start from the statue of Elgar located on Belle Vue Island in the centre of Great Malvern. Cross the main A449 road and head left up the 999 steps. Follow signs onto the Hills signposted St Ann's Well. Walk behind the café and follow the stone path climbing up to a main path running along the side of Sugarloaf Hill heading southward towards the Worcestershire Beacon past the circular stone markers following the stone path to the summit.



Walk 2

The Firs: Elgar's Birthplace to centre of Worcester
Leave The Firs car park and follow the bridle path across farmland towards Oldbury Grange and Worcester. Join Oldbury Road, continue to the T-junction, turn left onto Henwick Road and immediately right onto Hyllon Road before crossing the river using Sabrina footbridge. From Deansway Walk along the river to Worcester Cathedral and other city centre locations.



Walk 3

British Camp car park to St Wulstan's Church and Elgar graves
This walk starts at British Camp Car Park. Cross the A449 go past the Malvern Hills Hotel on to Jubilee Drive and follow the path above the road behind Wynds Point then taking the path above Blackhill car park. The easier access route flattens out and at the junction of multiple paths head down the side of the hill, staying on right descending to Holywell Road and the junction with A449 Wells Road. Cross and turn right and follow the pavement down the St Wulstan's Church where the Elgar family graves are located. This walk takes around 1 hour. Care should be taken in wet conditions as certain parts can be slippery. An alternative, or return route, is to walk direct from the British Camp car park taking the pavement alongside the A449 to the church.



The Elgar Route

Explore the places which inspired some of Sir Edward Elgar's greatest works with this driving, walking and cycling route.



VisitTheMalverns.org/ElgarRoute

Sir Edward Elgar (1857 - 1934)
is regarded as one of the world's greatest composers. The inspiration for some of his greatest works came from Worcester and the Malvern Hills. Follow the Elgar Route signposts to take a short tour through Elgar's life.

1. The Firs: Elgar's Birthplace, Lower Broadheath
Elgar was born at The Firs on 2 June 1857. Although he lived here for just two years he loved the area and when he was made a Baronet he called himself Edward Elgar of Broadheath. The cottage became a museum dedicated to Elgar's work following his death, on his instruction. Today it is managed by the National Trust.

2. Great Malvern Centre and St. Ann's Well
The building on the corner of Church Street and Grange Road (Connells) is Elgar's former Gentlemen's Club. In Grange Road stands Malvern Theatre, where Elgar helped George Bernard Shaw found the Malvern Festival in 1929.

Malvern Museum, in The Priory
Gatehouse was the workplace of notable architect Troyte Griffith, the inspiration for Enigma No. 7. During Elgar's time St. Ann's Well was once renowned for its healing virtues.

The Malvern Hills
Explore the landmark that provided so much inspiration to Elgar. The main features are:

3. Worcestershire Beacon
The highest point of the Hills (1395 feet or 425 metres).

4. Wyche Cutting
It takes its name from an ancient salt way that crossed the hills at this point en route from Droitwich to South Wales.

5. Jubilee Drive
South of the Wyche Cutting on the west side of the hills. Constructed to commemorate Queen Victoria's 1887 Golden Jubilee.

6. Herefordshire Beacon (British Camp)
The inspiration for Elgar's cantata of 1898, 'Caracacus' and is one of the largest ancient British camps in the country.

7. St. Wulstan's Church
The burial place of Lady Elgar (1920), Elgar (1934) and their daughter Carice Elgar Blake (1970), built in 1862 and found just below the Worcester-Lebury Road at Little Malvern.

8. Craig Lea, 86 Wells Road (no public access-private residence)
Home of the Elgar's from 1899 until 1904 and an anagram of their names. Numerous works including 'The Apostles' and 'Pomp and Circumstance Marches 1 and 2' were composed from the first floor study.

9. Upton upon Severn
Elgar regularly took bike rides to this attractive riverside town where there is now a Heritage Centre in the base of the famous 'Peppercot'.

10. Napleton Grange (no public access-private residence)
Home of Elgar from 1923 to 1927 and where the 'Civic Fanfare' was composed. Whilst living here Elgar was appointed Master of the King's Music in 1924.



Off the beaten track

12. Malvernoid Court (pre booked tour only)
Home of the Earl of Beauchamp whose sister was Lady Mary Lygon and one of the inspirations for Enigma No 13.

13. Wilton Court (A449 Worcester - Tenbury Road)
Elgar's father W.H. Elgar turned pianos here for Dowager Queen Adelaide. The court is now an impressive ruin run by English Heritage.

14. Longdon Marsh and Queenhill Church
Elgar regularly cycled to Longdon Marsh as he loved the stillness. Here he was inspired to compose 'The Apostles'. Further inspiration came while he was sheltering from a thunderstorm in nearby Queenhill Church.

15. Speke Park Gardens
So inspired by the garden, Elgar penned part of his masterpiece 'The Dream of Gerontius'.

Worcester Cathedral
Elgar played here under Dvorak during the eighth century celebrations in 1884. A memorial window depicting the 'Dream of Gerontius' was unveiled in 1935.

The Elgar Statue
Facing the Cathedral at the end of the High Street, it was unveiled in 1981 by HRH Prince of Wales, an admirer of the composer's work.

10 High Street (plaque)
The Elgars moved here in 1863 and lived above the Elgar Bros. Pianoforte & Music Warehouse. Elgar wrote music here for wind quintet and left in 1879.

The Guildhall
Elgar received the freedom of the City of Worcester here in 1905 from the Mayor, his childhood friend, Hubert Leicester. An oil painting and bronze bust of Elgar can be found within its walls. Gilbert can also be seen.

St. George's Roman Catholic Church
in Sarnes Place. It is where Elgar succeeded his father as organist in 1885.

RGS Britannia House (plaque)
A special plaque was unveiled in 2016 commemorating Elgar's time as a violin teacher from when he worked as a violin teacher at The Alice Ottley School.

Worcester Racecourse
Elgar was a member of the Pitchcroft based course.

Worcestershire County Cricket Club
Elgar is believed to have been a regular supporter of the club.

Cathedral Ferry
Elgar and Hubert Leicester used this ferry and walked across hop fields to school at Littleton House. The ferry operates on weekends during the summer months from the Watergate.





composer. It seems that Elgar and Morgan are intrinsically linked to the beautiful Malvern Hills, and Elgar would have witnessed without doubt as he cycled the region the rise of the Morgan Motor Company, seeing the early cars on the roads of his beloved Malvern.

Photo shoot over, it was on to

the centre of Great Malvern and the Priory, passing on the corner of Church Street and Grange Road, near the theatre, the estate agents who now occupy what was the premises of Elgar’s Gentlemen’s Club. It was at the theatre that Elgar helped George Bernard Shaw found the Malvern Festival in 1929. The

Priory Gatehouse is said to have been the inspiration for Enigma No.7, and not far from the Priory (see the medieval stained glass), at the top of Church Street is the Elgar statue and Enigma fountain. More photos, then on our way to Jubilee Drive and the Malvern Hills.

The logistics of parking nineteen





Morgans at times proved difficult, hence why we did not stop for example at the Elgar graves. The event was organised by Victoria Carmen from Malvern Hills District Council, and as well as the Morgans on parade there was the supporting entourage of press and local officials to attend to. Squeezing so many

Morgans into the car park at Jubilee Drive was an interesting manoeuvre, but in the end successful, with the Worcestershire Beacon in the far distance (the highest point of the Malvern Hills at 1,395 feet).

We had come full circle as we drove past the Malvern Hills Hotel once again (and in some

cases stopped off for additional refreshments or a comfort break). Across the road from the hotel is the iron age fort - British Camp, where it is said (albeit disputed) the Romans defeated Caractacus, the inspiration for Elgar's cantata of that name.

It was on to Worcester that the convoy travelled, via the ➤





attractive riverside town of Upton upon Severn where Elgar regularly cycled, and past Napleton Grange in Kempsey, the home of Elgar from 1923 to 1927 and from where he composed the “Civic Fanfare”.

We had special dispensation to park within the pedestrian precinct in Worcester, around the statue of Elgar, and opposite the cathedral.

On such a sunny day, and it been half-term for the schoolchildren, the public were out in numbers as you might expect. We created quite a scene !

It was at Worcester Cathedral that Elgar played under Dvorak in 1884, celebrating the eighth century of the cathedral. A memorial window to Elgar was unveiled in 1935 depicting

the “Dream of Gerontius”.

The Elgar statue, across the road from the cathedral and at the end of Worcester High Street, was unveiled by HRH Prince Charles, Prince of Wales, in 1981, and it was at 10 High Street that Elgar and his family lived (now demolished sadly) between 1863-1879, above the Elgar Bros. Pianoforte & Music Warehouse.





Within the Guildhall, which dates back to 1722, a few hundred yards from the statue and the cathedral, Elgar received the freedom of the City of Worcester in 1905. A bronze bust and painting of Elgar are on display within.

So, time to move on once again. (I think the Chair of the District Council was, by now, getting rather

used to the art of climbing in and out of a Morgan)! Passing the Worcester Racecourse where Elgar was a member, and the County Cricket Ground where he was a regular supporter, out we drove to The Firs, in Lower Broadheath, the birthplace of Sir Edward Elgar. Elgar was born here on the 2nd June 1857. He lived here for just two years yet he

loved the area so much that when he became a Baronet he called himself Edward Elgar of Broadheath. Today the property is managed by the National trust, and is a museum, plus visitor centre and restaurant, where we were met by representatives of the Elgar Society and enjoyed cream teas all round.

Victoria Carmen, in thanking us ➤





and ending the day, stated that “We are so excited to re-launch the Elgar Route which celebrates the life of a much-loved icon. Whether you’re a classical music fan, or just like touring spectacular scenery ... the Elgar Route will allow you to visit some of England’s finest land - the Land of Hope and Glory”.

The Route is 37 miles in total. Many of the properties that we have

featured over the past 9 months or so in “Where to Stay” are either directly on the Route or are very near to it, so we trust that you find our suggestions helpful if planning a visit to the region. Of note is the fact that the Malvern Tourist Information Centre have teamed up with the Morgan Motor Company and now promote the fact that you can hire a Morgan for the day to

tour the Route in style. See www.morgan-motor.co.uk/hire **MOG**

A pamphlet of the route with information, directions, map, cycle and footpaths can be obtained free of charge at the Malvern Tourist Information Centre (01684 892289), or on line at visitthemalverns.org/ElgarRoute



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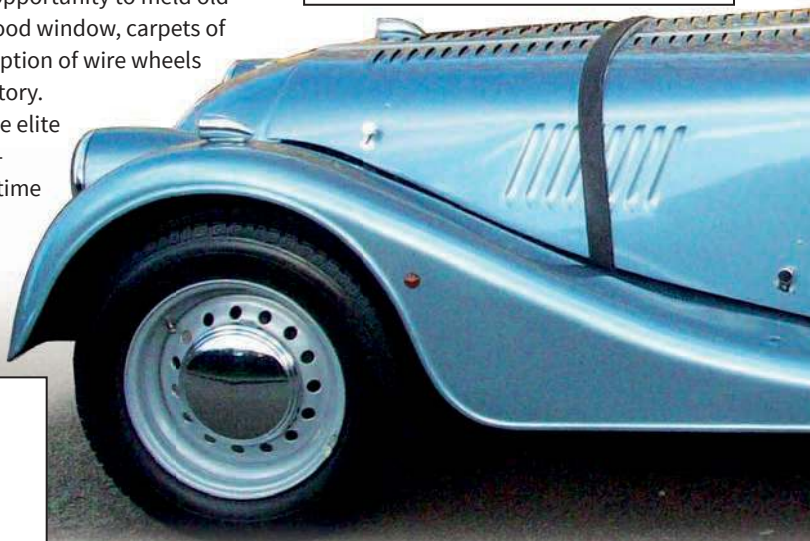
Did you miss your chance (or not have the spare change) for the 70th Anniversary edition? Well today we've got the brightest the nineteen-eighties has to offer - even if the birth certificate reads a sprightly 2006!

If you're not familiar with 2006's 70th anniversary celebration, Morgan saw the occasion through by producing 142 cars - a pair for each year of the 4/4's production, and they were truly a collection to behold. Each represented decade had unique options that provided a one of a kind opportunity to meld old and new - be it the shape of the rear hood window, carpets of rubber matting, all the way up to the option of wire wheels as you moved throughout the 4/4's history.

Our lady of the hour was one of those elite models, representing the year of Extra-Terrestrials and the Pearl Jubilee - it's time for Eurovision in Yorkshire and there's only one way to travel there in style, in a 1982 70th anniversary model.



A classic wind-in-your-hair model, this girl is the epitome of Morgan sophistication with her metallic Steel Blue colour with subtle black leather trim, a chill colour combo that knows that a little cool breeze can go a long way. With those dark leather reclining sports seats facing the painted dashboard - you can't help but notice a few more of this lady's secrets!



This dashboard is completely unique, with cream dials (boasting the 70th anniversary emblem) and a custom St. Christopher to look after you on those winding country roads. Not to mention the impossible-to-miss Moto-Lita steering wheel - engraved with the Morgan logo and a cheeky '1982' - just in case you forget! And she continues to boast only the finest embellishments, from her wheel, to the Le Mans gear knob, chrome interior mirror, and a neat luggage rack with sidescreen storage - for when you need to move that extra bag or two!





To talk numbers for a moment, the age of this 4/4 guarantees the lucky buyer a 1.8 Ford Duratec engine which was standard at the time - adding a not too shabby amount of additional power over the 1.6 litre engines favoured by Morgan in the later 4/4s. And backing up that power is another bonus of this very special model - chrome hub caps produced especially for its production - giving you the smoothest ride.



And that beautiful fusion of old and new carries on into even the most day to day trials of the Morgan owner - with taking the roof up and down made an absolute dream by the combination of latest easyfit rear and early studded front. Perfect for a quick stop in that lay-by when you're caught in a shower!

OWN THIS CAR

With only two owners and a very low mileage of 12,580 miles, this beauty is begging to be out on the open road again - and she's even got a CD player hidden away - so you can take the 1982 experience to another level, might I suggest 'A Town Called Malice' or 'Come on Eileen'?*

If you're ready to listen to The Best Of Queen in a piece of living history, she's yours to take home at £29,750 - and you can contact the team at Allon White on 01234 750205, or see more details at www.allonwhite.co.uk

**The Pitch Prowler team would like to confess that they had to Google 1982 number one hits to make this reference.*



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

(below) Trad rub plate as it is today



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WORDS Travis Blake

Allett Mowers is a British owned, Staffordshire based, high quality cylinder lawn mower manufacturer that has been helping us keep those beautiful greens looking just so since 1965. The business was founded by horticultural engineer Reginald Allett, who developed the 36" cylinder mower which quickly became the favourite tool of professional green keepers, groundsmen and domestic lawn aficionados. They say that if you want a bowling green style lawn then it is an Allett cylinder mower you will need to achieve this level of precision.

The development of Allett's professional range continued through the 1970s and 80s with the introduction of 20", 24", 30", 34" and 40" and beyond into the 21st Century launching mowers for Golf, Bowling greens, Sports Stadia, Cricket wickets and other applications. Having established the Professional range of cylinder mowers as the go to tool of the professional groundskeeper, Allett continued to develop their Homeowner range, and let's face it we all want our little patch of Wembleyesque turf don't we?

The cylinder mower is used to achieve that wonderful striped effect often seen on sports fields. The effect is created as the sharp blades on the cylinder rotate and cut the blades of grass they will bend in one direction and reflect the light, and then this action is repeated in the opposite direction, which in turn reflects the light in the opposite direction. Key to a stripy lawn is ensuring that your cylinder blades are kept sharp to provide a crisp cut and having a high blade setting allows the grass to bend

more creating a larger surface area to reflect the light.

The Groundsmen and Greens Keepers of Great Britain are held in high regard and are renowned for their knowledge, skills and expertise all around the globe, and this has meant that the same is true for the tools that they employ whilst carrying out their craft. Allett cylinder mowers being the first choice of the professional Groundsmen means that these machines are used in some prestigious places and international

events. The majority of venues in the 2018 FIFA World Cup, held in Russia, used Allett mowers to create and maintain beautifully manicured pitches to enable the very best players in the world to demonstrate their silky skills, the likes of Lionel Messi and Cristiano Ronaldo, benefitting from the cut and finish that an Allett mowing machine provides.

Being a major part of one of the biggest sporting events in the world, with a television audience of three and a half billion, does not happen overnight. The

process began two years before a competitive ball had been kicked with Dave Allett, the Company's Export Sales Manager, making presentations and attending seminars and taking the available opportunity to demonstrate Allett's product range to key influencers and buyers for the prestigious event. Key to securing this contract was Unisaw, Allett's Russian distribution partner, who invested in demonstration equipment to promote the brand and display the products undoubted abilities to prepare the pitches to the world class standards that such an event demands.





Allett supplied an impressive one hundred and eighty five units to eight of the official stadiums and 13 training grounds used in the FIFA 2018 World Cup Finals, unsurprisingly making Russia their biggest export market of 2018. A variety of Allett models from the product range were used to ensure that the tasks required for perfect pitches were completed seamlessly. The main machines supplied to the stadiums and training grounds are the Allett C34 from the Professional Range, powered by the Honda GX200 engine, the Buffalo 34, RM34 and the Regal 36. The World Cup really was a major success story for Allett

and British export.

Such success in International markets and on the World sporting stage does not go unnoticed and this lead to the Staffordshire mower maker being recognised for its growth in exports and contribution to the growth of the British economy by receiving the highly prized Queen's Award for Enterprise in 2019. This deserved recognition for the Company that has been at the forefront of design and manufacture of machinery for the sports and premium lawn market for fifty years, is not just for the Russian success, Allett have been increasing exports to the U.S.A, Spain, >



Mordovia Arena. Max Losev Groundmaster





France, Germany and more, steadily over the past few years. Receiving the award, Allett's Managing Director, Austin Jarrett said, "We're very honoured to receive the Queens Award, it recognises our achievements and the team efforts in bringing innovative developments in our mowing systems to meet challenges in overseas markets with large potential. We're no longer confined to the seasonality of domestic sales cycles in the U.K. Our mowers and turf maintenance systems are used throughout the world where they are maintaining sports surfaces and lawns to the highest standards."

As the business continues to develop new products

and innovations a recent addition available in the Homeowner Range has caught my eye, the Liberty battery powered cylinder mowers. Available in three different blade widths, 12", 14" and 17" the Liberty range of cylinder mowers are powered by a lithium ion rechargeable battery providing a greener alternative to the traditional petrol engine mower and greater freedom and ease of use than a mower with an electric cable. A further benefit is that the mower is quieter in operation so you can mow the lawn without disturbing your neighbours, has lower vibration and the advantages of being emission free at the point of use! Could it be that

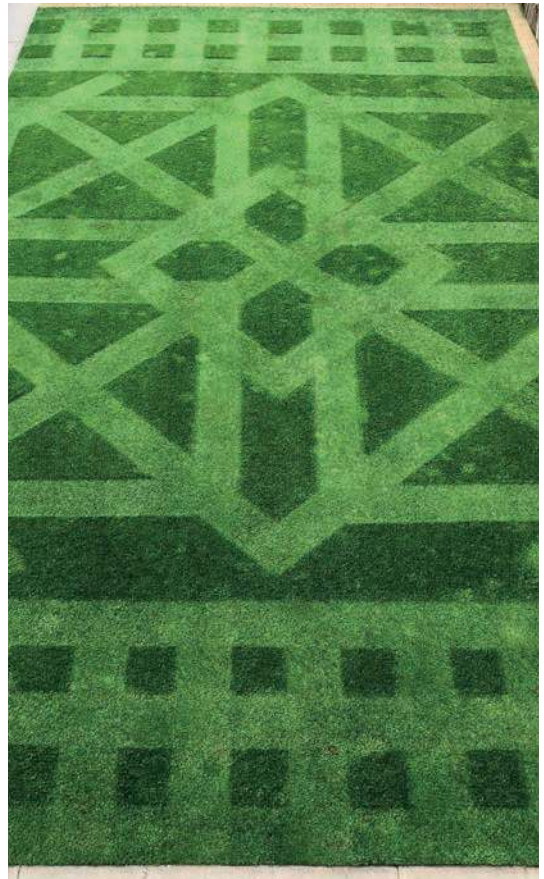


the future of the perfect pitch, lawn and bowling green is also electric? The Liberty battery mowers retail from £589.00, up to £1220.00 depending on specification and package required.

To find out more about this successful, growing, innovative and market leading British cylinder mower developer and manufacturer visit their website or give them a call, details below. You too could have the perfect patch of nature's green carpet. **MOG**

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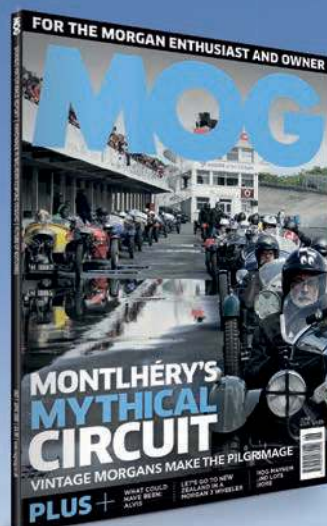
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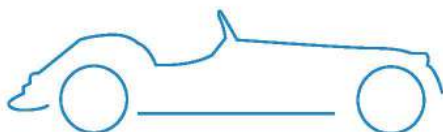
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THERE AND BACK AGAIN. A HAPPY BAND OF 3 WHEELERS TRAVEL TO NEW ZEALAND



It was an early start to get to the port in Wellington for our crossing to Picton. On the way in to the port I didn't see an unmarked speed-bump and hit it at speed. I'm not sure if I completely left the ground but Roger, who was following, did see my heavy luggage rack lift at the back as the car jumped which then came down hard - so hard that the suction cup made a round dent the back of my

car! At least nothing else was broken.

The 3½ hour crossing was nice and smooth and there were lovely views as we cruised Queen Charlotte Sound. We said goodbye to Richard, Laura and Grace who shared the crossing before rolling out onto South Island. Just above Picton at a viewpoint we came across a lovely Bentley. The owner has done about 100,000 miles in the past 9 years and the car hasn't been home for 7 years. He ➤

Continuing from last month, Mog Adventurer Richard Hardy tells of his epic journey with fellow 3 Wheeler owners to the Land of the Long White Cloud





just ships it from country to country. It has been to USA, Canada, Mongolia and Australia and it is off to Japan after New Zealand.

We continued on along the beautiful coast road to Nelson where we stayed overnight before heading out the next day to Buller Gorge for a jet-boat ride and swing bridge crossing. Brilliant fun and a must when visiting New Zealand. Our route took us down the west coast past to the very beautiful Pancake Rocks passing more fabulous coastal scenery. We then turned inland over the Lewis Pass to Hanmer Springs. The views along this part of the route were incredible. The majesty of the mountains and the clarity of the air is breath-taking. After leaving our very smart hotel in Hanmer Springs we headed south as far as Amberley before heading west then north over Arthurs Pass. We had our first taste of rain as we travelled through some thick cloud, but it soon cleared. A highlight along this section was Castle

Hill, an area of otherworldly limestone rock formations known as Kura Tawhiti (treasure from a distant land) by the Mauri whereas the European settlers saw them as battlements of a castle – hence Castle Hill.

We stayed at a very unusual place on the way down Arthurs Pass. Part hotel, part museum - a very strange experience. We escaped the following morning into light rain and headed out to the coast before following the coast road south west for the rest of the day. The light rain turned heavier and heavier as we pushed on to our destination that night in Fox glacier. The rivers were now raging below the bridges and as we were all completely soaked, we didn't stop before Fox Glacier Lodge. We checked the forecast, but they were forecasting 700mm of rain in the next two days. Surely that can't be right!

They were right. The bridge we crossed the previous afternoon was washed away and a state of emergency declared. The only road left out of town was closed and



mobile phone, landlines and internet was all out. We had no choice but to stay put. Our one-night stay ended up being three nights before the road was finally open. We had some catching up to do!

We stuck to our planned route but doubled up for the next two days to catch up. We started early and continued down the coast through wonderful early morning light before heading over the Haast pass into the Mount Aspiring National Park. Beautiful driving across a stunning landscape. We drove down the side of Lake Wanaka which was just beautiful. The colours are amazing on a lovely clear sunny day. Just when you think the scenery can't get any better we then passed over a rise (the Neck) which then opened out to give amazing views down to Lake Hawea. We follow the shores of lake Hawea for some miles. Just spectacular.

The road up and out of Cardrona was like a mountain pass. Just brilliant. Then we traverse Crown Terrace before

dropping down the switchbacks to Arrow Junction. I have driven many thousands of miles on some of the most amazing roads in the world but I can honestly say that I have never seen such stunningly beautiful views as I have seen on this section of road. The combination of mountains, valleys, lakes, trees, rocks and the amazing clarity of the air on this perfect sparkling autumn day cannot be translated into words. Truly awe-inspiring.

The early morning misty drive to Milford Sound was spectacular. Mirror lakes was just sublime in the early light. The road was great fun as we beat most of the traffic to the car park at the end. We had a boat trip booked which was well worth it as the weather was perfect. We were still catching up so we couldn't linger too long and made our way to Invercargill. Here we visited the world's fastest Indian before reaching Bluff to complete our North-South traverse.

After continuing north east as far as Oamaru we ➤



headed inland again towards Lake Pukaki. Unbelievable views greeted us around every bend. The colour of the water was just unreal. We continue on as far as the road goes to the foot of Mount Cook. This magnificent drive is one I will always remember. We continued on through more glorious landscapes past more lakes to our overnight at Tekapo before heading on the next day to our final stop - Christchurch. We dropped the cars off the following morning having covered 3,144 miles.

I have to say that the cars were all brilliant. 9432 miles between them and the only fault was the zip on my tonneau. I love touring in my 3-wheeler. The whole experience of travelling is magnified - the good and the bad. I was definitely right. New Zealand is perfect for

the 3-wheeler. My only problem now is where to go next. I have a couple of trips into Europe planned later in the year but what about the next big trip? I hear New England in the fall is nice ... **MOG**

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I started the blog purely for myself to help remember my Morgan travels. It is great to look back at on rainy days and to get me motivated to plan the next trip. There are so many moments I would have forgotten about if I hadn't written it down. If it encourages anyone else to go a little further afield in their 3-wheeler then that's a bonus.



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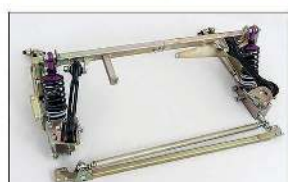
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MOG

Life



HISTORIC THREE WHEELERS

Among the many visiting cars at Williams Automobiles open day were these two wonderful three wheelers from each end of the car's history. A fantastic Grand Prix, that just made us think of that famous photograph of Albert Ball sat in his, and a late model F Type. It did start us thinking. Would there be a market for a new F type? It would be possible to hide all sorts of hybrid gubbins under that bonnet wouldn't it?

CHOCOLATE FROG TO THE RESCUE AT LA VIE EN BLEU

You're at Prescott and a gasket blows. What do you do? Well you encourage your little one to finish his Freddo choccy and then use the wrapper to form a new one. Guaranteed to get you up the hill until the end of the day.



TOP BAR

MOG's favourite bar at Shelsley Walsh is half way up the Hill. What finer excuse could there be for a little libation than a stiff climb up to it and where better than in the shade under the trees? Or shelter from the rain on this occasion. Liz's bar is located next to Bottom Ess. Why, what were you thinking?



In the factory and beyond



BEETLE BATH

At last there is a use for your expired VW Beetle. Seen at the Royal Three Counties Show, this jacuzzi would gladden the heart of any petrol-head needing to relax after the commute home. Wouldn't it?



MOG ROCKET

This famous racing special is known as the Flying Droptank. Its body is indeed a droptank from a DH Mosquito, and it employs a compressor from an Avro Lancaster as a supercharger. Seen here at the Three Wheler club sprint, you might be mistaken in thinking it was powered by the engine from a V1 as well. But after initial start up all is well, and the smoke disappears.





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