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EDITOR'S LETTER

After all the excitement of last month's momentous news, I was wondering what April would bring. Well the weather took on a decidedly Mediterranean character here in the UK, but that was about it. Of course that meant we could all go about enjoying the important things in life, like driving our Morgans. The Season has got off to a great start.

This month's magazine covers many facets of Morgan based activity, in particularly racing. After all, isn't Motorsport the prime reason for a sports car's existence? That's quite a statement as the evidence suggests that most people driving Morgans are doing it to enjoy the scenery, rather than the speed of the journey. Indeed most of us feel that putting a Morgan into a picturesque setting enhances the view, rather than detracts from it in the way that a modern hatchback does.

Of course what we use are Mogs for is just one of many subjects that we all like to talk about, and this month we have introduced a new feature that we have named Conversation Street. Everyone likes a good natter, and we hope you will all join in now and again. This first conversation was a real one, held around a lunch table. In future the conversations may be virtual or face to face, but all will be anonymous. So you can all say what you really think! I do hope you enjoy the new feature, and the rest of this month's edition as much as we have all enjoyed putting it together.

All the Best

Nigel Bradford, Editor



010 MORGAN CHALLENGE

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NEWS BITES

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MORGAN OVERTIME - SATURDAY FACTORY OPENINGS

For the second occasion this year Morgan Motors opened the factory for tours and test drives on Saturday April 13th. MOG was there to enjoy the occasion and as ever the visitor car park was a delight for any Morgan enthusiast.

The factory will be open on one Saturday each month through the rest of the year, 08.30am - 12.30pm, and details can be found on the Morgan Motor Company website. The next two dates are 11th May and June 1st. Book factory tours (£24) and test drives via the factory themselves, and this year the factory are offering 15 minute "tasters" for

£25 offering you a drive in and around Malvern with a driver which are proving a very popular gift indeed.

The restaurant, museum and shop are also open, and Angie, who manages the shop as well as the Visitor Centre is there to help

you empty your wallets or heat up the plastic as you spend, spend, and spend on all the wonderful merchandise on offer! We are also very pleased that the shop sells MOG Magazine, and as well as the latest edition they also sell some back copies subject to stock.



'MR LE MANS' LAUNCHES CLASSIC TRIBUTE TO THE WORLD'S MOST FAMOUS ROUND-THE-CLOCK RACE

This summer's Silverstone Classic (26-28 July) will honour Le Mans, the world's most famous 24-hour race, with Saturday evening's on-track action featuring three spectacular sportscar showdowns under the evocative 'Twilight Tribute to Le Mans' banner.

The exciting initiative was launched at the special Silverstone Classic Preview by

Tom Kristensen, the great Danish racer who holds the record for the most outright victories.

Widely known as 'Mr Le Mans', Kristensen has won the gallic endurance epic no fewer than nine times, six of which were consecutive successes between 2000 and 2005. Seven of his wins came with Audi, one in a TWR Porsche and one with Bentley in 2003.

Ensuring the Classic tribute celebrates the full history of Le

Mans, the trio of races selected for the Saturday evening highlight programme will feature 150 cars spanning almost a century of racing through the French countryside, drawn from the Bentley Centenary Trophy for Pre War Sports Cars, FIA Masters Historic Sports Cars and Masters Endurance Legends. It is anticipated that there will be a Morgan or two in there, somewhere!

PRACTICAL CLASSICS CLASSIC CAR AND RESTORATION SHOW WITH DISCOVERY

That's the full title of the show and henceforth we will refer to it as the Resto Show, which is the common parlance for the event.

This show ran from 22-24 March and was billed as "Spring's best Classic Car Show" an appellation with which MOG fully agrees. This is a great start for the classic car season and is the show for car enthusiasts who are members of the "oily-fingernail brigade". The show

comprised car club displays, traders, autojumble and company stands as well as the auctions, Sporting Bears rides and the Practical Classics seminars and Discovery Channel discussions. Although only filling Halls 3,4 and 5 of the NEC there was plenty to see and do.

Many people felt that the show was not as busy as last year but when the figures were released it turned out that there were almost 29,000 visitors which was a few thousand



up on last year. This year the visitors spread themselves out a bit more and there was not the usual rush at opening until midday and then a rapid tail-off to mid-afternoon.



FIRST 'DBS 59' SHOWCASES RACING HERITAGE

The first images of "DBS59" limited edition DBS

Superleggeras have been released.

MOG is not turning into Aston Mog, but we feel that a little Aston Martin news doesn't go amiss, considering the new investment in Morgan Motor Company. Built to celebrate one of the most illustrious moments in Aston Martin's motorsport history, 'DBS 59' is a

limited run of 24 special edition DBS Superleggeras, the first of which has just been built at the company's global manufacturing headquarters, Gaydon.

'DBS 59' was a special commission through 'Q by Aston Martin', the luxury brand's unique personalisation service that allows for the creation of iconic sports cars through close collaboration with the

Aston Martin design team.

Commissioned by Aston Martin Cambridge, the project honours Aston Martin's historic 1-2 finish in the DBR1 at the 24 Hours of Le Mans. Each car represents one hour of this iconic victory in Aston Martin's history, in which Roy Salvadori and Carroll Shelby took the chequered flag ahead of the sister car piloted by Maurice Trintignant and Paul Frère.

Letters

CONTACT US AT:
letters@mogmag.co.uk

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

DEAR MOG,

I always enjoy the articles on 'other marques' in MOG, and the piece on Allards struck a particular chord. Back in the early fifties when I first became aware of motor racing it was Sydney and his big J2 that caught my eye in International sports car races at Silverstone, and I fell in love with Allards, cutting out pictures from Autocar, and Motor Sport for my scrap book. Sadly I was never at the 'Allard Owner' level of wealth, however, by riding a bike to circuits such as Crystal Palace, Brands Hatch, and Silverstone I became quite a proficient cyclist joining the Edgware Road Club, racing in time trials and road races. Living in North London I frequented Don Farrell Cycles of Holmstall parade in Edgware, and riding a Farrell lightweight racing bike, and became acquainted Don, who I knew raced an Allard in sprints. Sadly wife, Stella crashed the car and wrote

it off in a sprint event, so Don set to rebuilding it as the car featured in one of the pictures in the article. When visiting to buy parts for the bike, Don would show me and my friend Eric how progress on the car was going on in the workshop behind the store. He named the car the Farrellac-Allard.

Many years later the car reappeared in the hands of Tony Bianchi competing in Historic events, and I was pleased to share my memories of the car with him. During one conversation he mentioned he would like to own a Farrell bike to compliment the car. Well having a rusty old Farrell frame hanging in the garage, a deal was swiftly done – Tony acquired a frame ripe for restoration, and I got three laps of the Silverstone Grand Prix circuit in the Farrellac driven by Nick Wrigley during a Classic Media Day.

What goes round comes round they say, and who am I to disagree?

Bob Bull



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MORGAN MILESTONE



A view from the back of the grid as the 2019 season gets underway

Thirty one cars lined up for the start of the first of two rounds, the venerable Keith Ahlers on pole, with Roger Whiteside alongside him, Phillip Goddard and Andrew Thompson were next up, Andrew leading Class 'G'. Andy Green, taking time off from his MSA duties, headed Class 'J' in 5th spot with Richard Plant making a welcome return in his Rolls Royce Royal Red * Plus 8 in control of Class 'H', lining up 10th. Craig Hamilton-Smith shaded team mate Tony Hirst by 0.07 tenths of a second to claim bragging rights in 'S', Brett Syndercombe took charge in Class 'H', while Phil

Tisdall did the same in Class 'C', with reigning Champion Tim Parson fastest in 'R', and Michele Bailey in Class 'E'.

Simon Orebi Gann, and Tony Rivers failed to start for reasons unknown.

When the red lights went out Phillip Goddard made one of his demon starts to run side by side with Keith's fearsome TOK into Copse Corner, but the awesome power of the Ahlers' V8 soon told allowing Keith to pull well clear of the pack and dutifully rack up the elusive 100th victory in the Challenge, unchallenged. Come the chequered flag Phillip was 15 seconds adrift of

The thirty fifth running of the Morgan Challenge Series got underway at a rather cold Silverstone as guests of the Vintage Sports Car Club at their Spring Start Meeting. Amongst the entrants were several drivers who took part in the inaugural race at Snetterton in 1985, plus most of the regular contenders from 2018, and a couple of new comers to the series.



Keith, with Roger Whiteside a comfortable third, and Andrew Thompson's ARV6 next up. Andy Green took an untroubled fifth place, so we had to wait for John Emberson, and Simon Baines to finish to witness any action with less than a second between them at the flag after a good scrap. Richard Plant, Phil Thomas, and Max Whitehouse completed the top ten all refusing to keep company with each other. Tony Hirst in eleventh place was eleven seconds clear of Mr Hamilton-Smith, but only due to Craig spinning at Brooklands on the last lap, "Trying too hard." Craig was the revelation of the race as

he and Tony went head-to-head until the incident, never more than a few feet apart with C H-S leading for much of the time. Last season Craig showed that he was getting close to Tony's pace, and what he had for breakfast we do not know, but it certainly made for great racing.

Tim Parsons, Phillip Tisdall, and Chris Springall filtered in next before another close run thing, as Greg Parnell squeaked home from Peter Cole, after a race long battle the extra power of the Aero 8 making the difference to the outcome. Steve Lockett, Jack Bellinger, and Sharlie Goddard also preferred not to be in close company, ➤



Duelling Duo. Tony Hirst and Craig Hamilton-Smith battle for supremacy, side-by-side for most of the day

leaving it to Simon Sherry, and Kelvin Laidlaw to provide the excitement with just the proverbial sheet of Bronco between them as they crossed the line under 0.5 seconds apart. Peter Rafter, and Peter Sargeant, headed home newcomer Tom Richard, and Richard Fohl, still getting to grips with his Club Sports, while Michele clinched Class 'E' just three laps in arrears.

Tony Lees, Paul Bryan, John Milbank, and Brett Syndercombe all failed to finish what they started.

Keith Ahlers, Chris Springall, Jack Bellinger, Michele Bailey, Andrew Thompson, Richard Plant, Tony Lees, Tim Parsons, and Tony Hirst all bagged the extra championship point for fastest lap in class.

And so, after several near misses, Keith Ahlers managed

to notch up his 100th Morgan Challenge victory, a quite staggering feat considering that his other racing commitments preclude his appearance at many rounds during the year. The chance of anyone else achieving their century, must surely depend on Mr Ahlers retiring!

While many people think that a Morgan looks 'old fashioned' the colourful field of cars fit neatly into the Vintage ethos, and when compared with, say, a pack of 40 vintage Bentleys are modernism personified. The sight and sound of thirty Moggies battling amongst themselves is alone worth the price of entry to meeting while the Morgan pits are always a place of good cheer, and Neil Frost's sausage links and burgers. Thank you MMC!

* Having been chided by Richard for previously ➤

Keith Ahlers kept well clear of the pack as he raced to his 100th Challenge victory







Phil Thomas gets last minute instructions before qualifying. "Don't bend it" Perhaps?



The winner makes way past the backmarkers, Peter Cole next to find himself a lap behind



Keith Ahlers was in imperious form totting up not just win number 100 in race one, but adding 101 in race two

describing his V8 as a 'Muddy Brown' I am pleased to put matters right.

In between the two Aero Challenge rounds several Moggies took part in the, 31st Hawthorn International & Tom Cole Trophies Race for 1950's Sports Cars event. The field included Mark Shears with his 1952 Flat Rad, Leigh Sebba in his 1953 model, and Alan House's 1959 Plus 4, they were up against some much more sophisticated machinery in the shape of Colin Chapman's engineering genius in two 1958 Lotus 15's, plus specialist racing machinery from Cooper, HWM, and Frazer Nash.

In this exotic, not to say, eclectic mix Alan finished a creditable 15th, while Mark beat Leigh by 0.57 seconds to ensure that he was not last. 24th, and 25th. they were 5 laps down at the end, but come on they are not in the same class as Lotus, after all.

RACE TWO

With all of the non-finishers from race one, apart from John Milbank, fully restored to rude health, thirty Morgans took their positions on the grid in the order they finished the previous round, meaning that Keith ➤

Tony Hirst took two Class 'S' wins despite Craig's best efforts. A Championship Year on the cards? That would please the MMC





Richard Plant made a welcome return to the series scooping two Class 'H' awards to make his day

Ahlers headed affairs with win 101 firmly in his sights. His task was aided by a lack of any competition from Phil Goddard who disappeared into the pack, at some stage! Hmm? Therefore Roger Whiteside led the chase, albeit some 22 seconds in arrears at the finish, the Class 'A' V8's finishing in the first two places. Andrew Thompson took third spot comfortably ahead of John Emberson, and Andy Green, in fourth and fifth. Tony Lees made it up to 6th place a lap down, but having started well down the field did well to get so high in the pecking order. Max Whitehouse, and Richard Plant finished 7th and 8th with a recovering Phillip Goddard pipping Simon Baines by 0.07 of a second for 9th, and 10th places. Phil Thomas kept himself to himself in 11th, as did Tim Parsons, 12th, however, the factory boys, Tony and Craig, had renewed their race one antics, with another titanic battle for 13th/14th with Tony scraping home quarter of a second in front of Craig. From the off Craig

had made a rather poor start and had to fight hard to get on to his team mate's bumper, and once there threw everything but the kitchen sink at the other Club Sports as they passed and re-passed all race long. Tremendous racing yet fair and clean throughout, Brands Hatch look out! Jack Bellinger found that no one wanted to play with him so he sulked home to take Class 'D' spoils, but behind him the Brands Hatch Morgan duo of Greg Parnell, and Brett Syndercombe were just another sheet of Bronco apart in 16th/17th places. Brett another man starting from the back of the grid. Phil Tisdall was less than a second behind the Kentish lads, while Peter Cole, Chris Springall, and Steve Lockett were covered by less than three seconds as they took the flag. Simon Sherry, and Peter Rafter were well clear of Sharlie Goddard and Kelvin Laidlaw who staged another close finish, less than half a second the gap between Sharlie's rather garish Plus 8 and Kelvin's more sober dark blue version. Peter ➤



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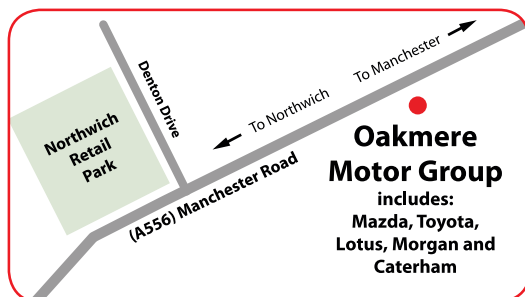
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101 NOT OUT, A GLORIOUS CENTURY OF WINS FOR KEITH AHLERS

Keith Ahlers made his race debut in 1997 and notched up his first win at Brands Hatch in 1999. He has won rounds every season since. With ten wins in 2014 alone, and the title in 2002 and 2009. A year after his ninety ninth Morgan Challenge race victory in the Season Opener at Snetterton, Keith finally achieved the landmark Ton during this Season's Opener at the VSCC's meeting at Silverstone.

Not only that, but he went on to win the second race as well, so he is now on 101 Not Out in the Challenge.

"I had two Did Not Finishes last year, with a broken leaf spring and then a blown engine, and a deserved whipping from Olly Bryant at Silverstone, so it's taken a while," said Keith. (He was awarded the win at last year's Bentley Drivers Meeting at Silverstone as Olly was not competing in the Challenge, but does not count this result in his glorious Century.)

"I've owned the +8 from new in 1993 and did 106,000 miles before rebuilding it into its current pure racing guise, with full cage, glassfibre wings and



Keith Ahlers on the podium for his 100th win, along with Andrew Thompson (2nd) and Roger Whiteside (3rd)

4.6-litre John Eales Rover V8 engine. Fundamentally, though, the centre section and ash frame are as they were."

The combo also won 750MC Roadsports crowns in 2001 and 2002.

"I've done lots of other racing, including GTS with an Aero 8, but the Morgan Challenge is my roots," added Ahlers. "I always go back, because you shouldn't forget where you started. Rob Wells looked after the car until 2005, when we set up on our own, since when Billy Bellinger has prepared it and co-driven the historic cars very successfully."

Sargeant, Paul Bryan, Richard Fearn, John Richards, and Michele Bailey brought up the rear. So there were no retirements, with fastest laps for Keith, Phil Tisdall, Brett, Michele, Andrew, Richard Plant, Andy, Tim Parsons, and Tony Hirst. More points! Every little helps, remember, there was just a single point between first and second in the Championship last season.

During the Prize Giving Keith received a rousing cheer

as he took the trophy for his 100th Challenge win, and fully deserved it was.

Congratulations to Katy Thompson for delivering another splendid season of Morgan racing for us to look forward to, just two weeks to wait before action resumes at Brands Hatch. If you can't make it MOG will bring you comprehensive coverage of the next round. Don't miss it. **MOG**



John Emberson took time off from his International activities to return to his roots, showing a fine turn of speed in his Roadster



*Andy Green's Class 'J' V8 prepares to take to the track for race one,
two Class wins the result of his day out*

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BROMYARD SPEED FESTIVAL



Once again the streets of the quiet Herefordshire Market Town echoed to the sound of high performance engines and the fresh countryside smells were obscured by sweet perfume of Castrol, other motoring oils and even the odd whiff of burning rubber. Editor Nigel Bradford returned to his family home-town to wallow in nostalgia.

WORDS & PHOTOGRAPHY Nigel Bradford

It is said, in some quarters, that as even as late as the 1990s in certain parts of eastern England the locals would stop and point when a car drove past. Of course this was probably just a comment by some elitist faction of the Motoring Intelligentsia reflecting on the excessive distance between the area and the motorway network. Over on

the other side of the country Herefordshire has never let the lack of decent roads get in the way of its familiarity with, and love of motorcars. This is incredible really when you remember that the county council highways department was the last in England to use a coal fired steamroller. You see Bromyard has a proud motoring heritage. It has a claim to be the true home of Morgan >



BROMYARD SPEED FESTIVAL



Motors, being just down the road from Stoke Lacy, the parish of Rev Morgan, and many components of early Runabouts were manufactured by Petifers in the town. Over the years many small engineering works sprung up in and around the town supplying both the motor industry and the motor racing world. In 2012 the great and the good of Bromyard decided to do something to celebrate this heritage, and the Bromyard Speed Festival was born. First run in 2016, it went on the road to Shelsley Walsh last year but this April it returned in triumph to the narrow streets of the town.

Once again, the Festival drew a great field of Supercars, Racing Cars, sportscars, rally cars, the odd family saloon and motorbikes. This year there were no

real famous stars of the show as in the past, when two of Sir Malcom Campbell's record breaking Bluebirds graced the Herefordshire market town, along with the Beast of Turin. However there was a wonderful tribute to the Italian Job, commemorating 50 years since the making of the famous film. Bromyard didn't quite resemble Turin for the occasion but the but the two E Type Jaguars survived the ordeal, as did the Aston Martin. The Pakistani Ambassador was once again represented in absentia by his car.

Rather than stealing gold from a security van driving from the airport, this time the gold was taken from the former Midland Bank in the centre of town. (Your correspondent is happy to report that his family's safety



deposit box was removed years before this terrible crime was committed.) Then, before a vast crowd of witnesses, all of whom denied seeing anything, the gold was placed in the boots of three minis who then tore off around the town. The Minis stuck to the 30 MPH speed limit as did all cars on show throughout the day, but this attempt to avoid drawing attention to themselves was thwarted by their discovery and chase by a splendidly decrepit Alfa Romeo patrol car of the Polizia. One would think that a West Mercia Constabulary BMW might have caught the Banditi Inglesi, but even they may have played it straight and obeyed the marshals' orange flag instructions and slowed down!

That's the thing about Bromyard, the proximity of the

crowds to the cars ensure that the legal speed limit is just right for the safe and effective demonstration of all the participants.

Once again in the final act of the great caper the coach was trapped in an awkward position. But this time, after the great idea of moving a couple of barriers, it drove on. If only the problem in the film had been as easy to solve!

In previous years cars had run in groups dictated by type or manufacturer. This year was different and cars were run in age groups. So for once the Morgans were all separated, but this meant that Martyn Webb and his 1910 Runabout had the privilege of wearing Number 1 and leading the first and oldest group as his was regarded as the oldest car present. Of course it also





meant that from the early post-war cars to the present day all groups contained at least one Morgan, showing the longevity of the four wheel design. Remarkably Martyn's Runabout was the only three wheeler present this year. (Something that must be rectified for next year, dear readers and colleagues!)

The Alfa was not the only police car present. The running order meant that driving my 1983 4/4 I was "pursued" by a very noisy 1985 3 litre V6 Ford Granada of the Kent Constabulary. At least I think that's what it said on the badge, but I'd forgotten my reading glasses. As the driver was constantly using his blues and twos it really did feel as if I had stepped back in time, and

I couldn't shake him off. Oddly enough, subsequent YouTube footage shows that Charlotte Holden in the Holden Vintage and Classic Caterham couldn't keep up with him! Kids of today eh?

The other celebration on the day was a commemoration of the life of dear departed Barrie "Whizzo" Williams, who passed away last year. Barry was a famous son of Bromyard who cut his racing teeth driving FastaKart go-karts built in the Williams' workshop on Rowberry street by Barrie's father Tony and Mel Baylis. He went on to become possibly the most famous British driver of his era outside Formula 1. This tribute consisted mainly of Mini Cooper S's in





recognition of Barrie's first win in the Welsh Rally in 1962. One of my earliest childhood memories is of being driven around Bromyard sat in the back seat of that car whilst my dad and Barrie were laughing and wondering at just how well that little car went. Dad was a Mini Man for years after that. I don't think Bromyard had a speed limit in those days! Of course a FastaKart go kart was included in the parade, well they were tested up and down Rowberry street, back in the day.

Williams Engineering's former premises were re-branded for the day and became an Aston Martin garage, but of course there were a couple of FastaKarts on display as well. It is sad to relate that this historic

garage will soon be demolished for a housing development.

Well the weather stayed dry and the sun came out in the afternoon. And yes, for this one special day of the year the people of Bromyard and its environs do stop and point as the cars go by. But the next day it was business as usual. I parked a Mog on High Street and no one plplayed the car any special attention whatsoever. They are used to cars in Bromyard, exotic, special or otherwise. That is until next year.

Many thanks to the festival organisers for the picture of the "robbery" as no one else claimed to have seen it ... **MOG**





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NEWER PERSPECTIVES

With new investment creating excitement at Pickersleigh Road we feel it is appropriate to re visit our New Perspectives features that were summarised in edition 60. Who knows? Some of the designs featured might turn their wheels in future. One of them already has, in the form of the eight end of the line Aero GTs. So whilst we said “Never Produce”, Steve Morris has famously said time and time again “Never say Never”. Was he thinking of these designs when he was addressing the crowd at last year’s Run for the Hills event?

HERE WE REVISIT MORGAN’S HEAD OF DESIGN JON WELLS’ FEATURE FROM MOG EDITION 60 AND ADD SOME OF OUR THOUGHTS TO HIS ILLUSTRATIONS.

It’s a question that’s been asked before, but it’s a good one; “How would you design a vehicle, which Morgan would never produce, but using Morgan design principles?” The beauty of industrial design, or any creative work process for that matter, is that the designer never knows exactly what will appear in the end.

No matter how specific the brief, or how vivid your imagination, it is impossible to picture the outcome until the journey to ‘finding it’ commences. I use the term ‘finding it’ deliberately. Once you commence a design project, there is a degree of excitement in not knowing what will appear, but there is also great opportunity for frustration to take over. For me, it is almost as if the concept you are looking for is lost. No matter how hard you try, or how many hours you spend sketching, sometimes you just can’t find what it is you believe you

are looking for. And then, just like your lost car keys, the ideas appear to you, often when you least expect them.

When I set about the challenge I could never have imagined the concepts that you see on these pages. Designing vehicles, especially in a high-pressure, small- ➤



*Surely a 3 Wheeler van is almost certain in time as a few pre-war Three Wheelers now run as vans.
(Pic from Morgan West)*



team environment such as Morgan's, is not a 9-5 job. You carry your thoughts with you everywhere, constantly on journeys to answer the various briefs being set for you. Between that, and the ever pressing call of real life of course, our MOG New Perspectives concepts were only ever destined to be initial thoughts. These ideas were coloured in, and thrown down as a means to show how one would set about designing a Morgan, boat, plane, bike or tractor! And therein lays another frustration attached to being a designer... the job is never finished in your eyes. And of course in the case of concept sketches like this, you feel as if it's barely started!

I've been fortunate to have a significant hand in the design of many Morgans throughout my tenure at the company. Although I am always very proud of everything the entire team has achieved once we see the final car displayed to the world, not one of those vehicles could I say was exactly as I envisaged.

Financial, resource, safety, packaging, material and time constraints always leave you questioning what else could have been. As my experience has broadened I've come to realise that it is in fact those constraints which add the energy, features and quirks to a design which make it unique. It adopts a character determined by



This car made it into road going form as the Aero GT, minus the wing



the environment in which it is created and as such is as 'complete' as it should be. Therefore should the quest for mythical aesthetic design perfection be completed, the cost would have been to remove the product from the circumstances and attributes that nurtured it, and it would no longer be a Morgan. At least that's what I tell myself so I can sleep at night!

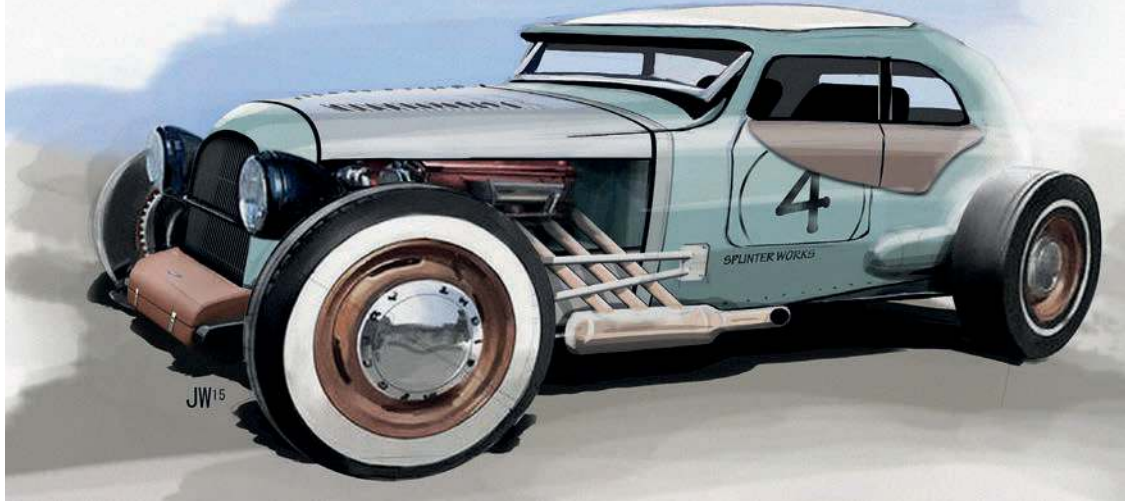
Philosophical principles of design aside, the concepts we finally brought to the light have, I believe, served their purpose in presenting the story of the multiple Morgan brand qualities. They have demonstrated how one would begin designing different vehicle types, but more

importantly, I hope, have raised a smile or two! Morgans are designed to be enjoyed and the process of designing them should be equally as involving.

Once or twice we have popped a new MOG concept on social media and it has been incredible to read the responses. The Morgan 'MOG Rod' and '2-2' motorbike in particular caused quite a frenzy. Often taken out of context, there was fierce opposition to the ideas alongside acclaim and excitement that Morgan was making such a vehicle. In one instance we even had dealerships taking calls from clients insisting that they take their money as a deposit! Only to be told to look at ➤

MOG ROD

MOG's favorite, though probably another private project, not a factory one





SHOOTING BRAKE - *It would seem that this has already been privately built!*

the date and realise it was April fools!... The age old 'no such thing as bad press' expression certainly rang true, development of the vehicles closer to reality or the Morgan 2-2 motorbike!

I could easily fill the pages of this final article with summaries of the different concepts we created, but I feel it more important to talk about the commonality between the designs. Not to mention, you can always order back issues from MOG if you feel particularly inclined to discover what makes a Morgan 'EV ski snowmobile.' (And no, that's not a joke).

The intention of all those articles was to distil the design principles and values of Morgan cars within different vehicle types to discover what it is exactly that makes a Morgan so unique. I had hoped to perhaps reinforce my own understanding of this in doing so, but am left with the same conclusion: there is no one thing that makes a Morgan so special.

Many would argue it's the manufacturing technique; the coach-built body, wooden frame and craftsmen that make them.

Others would insist that it is the proportions of the vehicle with the long bonnets, long rear overhands and short noses. For many it is the history: the broader Morgan family, the years of manufacture, what it means to the British automotive landscape. Some

suggest it's the round lights, the friendly face and non-aggressive grill / cowl arrangement. For others it's the big combustion engine and noisy, visceral driving experience with the roof down...and of course for some, the obvious design statement is the flowing inflicting wing line or running boards.

However, not every Morgan ever produced features all of these elements. For example the 3 Wheeler has no running board. The EV3 has no engine. The Plus 4 Plus or SLR from the Sixties had no suggestion of the wing line, and like many other coupes we have created, were also not open topped. The Aero range of cars featured mechanically formed superformed panels, as does the Plus Six, opposed to raw panel beaten bodies albeit they are hand worked into place. Yet... all of these vehicles carry the Morgan badge with conviction.

I believe, more so than when I started this feature, that there is no one thing that makes a Morgan a Morgan. It is in fact a combination of these elements and the way in which they are blended in varying measures that matters. I also believe that if any one of these elements were diluted or removed entirely that a new Morgan vehicle can still be true to the brand DNA. Although in saying this, the decision to drop elements must be taken seriously to ensure the same uniqueness applies. 'Unique' is a word commonly used by Morgan, and

PLUS 4 PLUSH

Perhaps the most far fetched Future Design , but with the new investors, who knows? Pus Six Plush anybody?



with good reason; whilst one could argue that a BMW 7 series is unique in style and performance, it could easily be compared to say, an Audi A8, for example. I honestly can't think of a true competitor in production today that rivals the 3 Wheeler or Classic Morgan.

This may be largely because these vehicles occupy highly niche market segments. When trying to design an entrant into the popular city car or SUV segments, the challenge of maintaining that uniqueness was heightened. In these instances the core visual design cues such as the wing line graphic, proportions or 'face' of the Morgan became much more important to maintain.

I have been at Morgan for almost eight years now. Each year has presented different opportunities to learn and grow. Some years have been focused on practising conceptual vehicle design in its true forms.

Other periods have been focused on building the Morgan brand with other visual media. The 'Morgan Design' team employs a collection of designers from lots of different backgrounds not just automotive. The principles and inspirations behind our photography, web, video and illustrative design ensure that the team is dynamic and broad thinking and I'm sure that variety, and ability to broaden your knowledge within a mixed skills environment, is what makes the work so enjoyable.

To the surprise of some, Morgan is a very free thinking company. Design creativity and exploration is encouraged. Our challenge is to play with the ingredients list and 'consider' different concepts in order to ascertain what the future looks like for the marque. I suppose that these concepts also demonstrate free thinking and help focus the eye on what aspects of Morgan design ➤



NEWER PERSPECTIVES

TRACT-FOUR

The one retro design to make the hat this time as we love a tractor at MOG, we know some of our readers do too. It didn't do Porsche any harm did it?



are most important. They have also served a purpose in discovering new ideas and details, some of which may well appear on future models!

I particularly like the hooded fighter cockpit graphic of the 'Aero Av8', the GT3 detailing on the Aero GT3, the grill treatment of the Morgan 'Plus 4 Plush' and the forward stance of the SP30. If I had to pick a favourite I'd be lying if I didn't say I'd like to see a Morgan motorbike! Although that may be fuelled simply by my passion for

all things two-wheeled!

Design will always, thankfully, be subjective. I trust that the team and I, at the helm of new Morgan creation, can maintain the characteristics that attract

the enthusiasts that are so important to the brand. I for one am very excited about the future designs on our studio walls at the moment. I hope that they will in reality justifiably carry the Morgan badge going forward whilst offering a real-life 'New Perspective'. **MOG**



COMPETITION TIME

We are re-opening our competition from March 2017. Once again, we would like you to send in your thoughts in the form of a paragraph or sketches with your thinking behind them. The top three chosen examples will receive a factory tour for two and a

digital subscription to MOG. The most exciting may be chosen for a future special feature. We still have the original entries so please do not resubmit, unless you have had second thoughts!

Send your thought to editor@mogmag.co.uk



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(2007) PLUS 4, 4 SEATER

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(2016) PLUS 4

Ford 2.0L GDI
Royal Ivory,
Black Leather

£39,495



(1981) PLUS 8

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WHERE TO STAY - HILLSIDE HIDEAWAY WEST MALVERN, WORCESTERSHIRE

For those of you who have followed this series of articles, we sincerely hope that they are a useful source of reference when looking for somewhere to stay when visiting the Morgan factory in Malvern. We have focussed upon high quality establishments, and to date have featured Hotels. This month we feature something a little different: a self-contained holiday apartment.

WORDS Granville Orange PHOTOGRAPHY Granville Orange & Hillside Hideaway

Now to begin, I have to declare an interest. This apartment is the property of a proud Morgan owner: Me! Whilst reluctant initially to advertise our own place to stay, Christine and I decided why not? As I stated above, we have focussed upon high quality establishments and will continue to do so over the coming months and have some fantastic recommendations for you, and I can with confidence state

that this month is no exception.

Hillside Hideaway is a beautifully furnished large four bedroomed and comfortable apartment with character. All four bedrooms are particularly large double rooms, one of the bedrooms being on a mezzanine floor above the lounge. The beds are particularly comfortable and tested by the nation's biggest bed critic - my wife! There are two bathrooms and a large kitchen / diner too. The apartment



is on the top floor of a residential property, but being on the western slopes of the stunning Malvern Hills the access to the holiday apartment is via a front door straight onto the hills. The views from the apartment to the west across to the Welsh Borders are amazing, as can be the sunsets in West Malvern.

The apartment sleeps 8, and is immaculate. It was converted just over a year ago and the reviews from guests to date have been excellent. The apartment is decorated with interesting and attractive art work and a number of items are for sale, to take away as a memory of your stay. All the white goods that you might expect are fitted, and new. Bike riding on the hills is very popular and we have safe and secure storage space for bikes (and walking boots) in the conservatory.

For those readers who know the Malvern area the property is in the village of West Malvern, and about two miles from the Morgan factory. There is a delightful village pub - The Brewer's Arms, which serves food, and there is a village shop too. Been on the hills, it is simply a matter of stepping out of the front door and you are literally on the Malvern Hills. Within a few yards there are areas for children to play, or to sit and enjoy a picnic. The more

adventurous can walk the length of the hills - nine miles or so, north to south and back, all direct onto the hills from the front door. In addition, it is just a short and enjoyable walk over the top and down into Great Malvern for all the shops and cafes there, or a short drive around the hills into town, or to the Three Counties Showground should you be attending any of the many events held there, not least car related events. There is also a bus service that runs through the village taking you into Great Malvern or down to the attractive town of Ledbury.

As an extra special offer to our readers we are happy to offer our guests a ride around the Malvern Hills in our Morgan 3 Wheeler (MOG 3W) subject to our availability and of course the weather. So, whilst I hasten to add there are no guarantees, if we are around and about when you stay, then we shall be happy to offer a ride to any one nominated person in your party if you fancy experiencing the wonderful hills as a passenger in a three wheeler... a lovely surprise for anyone celebrating a birthday for example, or indeed any other occasion.

The ride around the hills is legendary, and in late spring is especially attractive when all the blue bells are out. Take in the views, the Iron Age Hill Fort, the Elgar



WHERE TO STAY

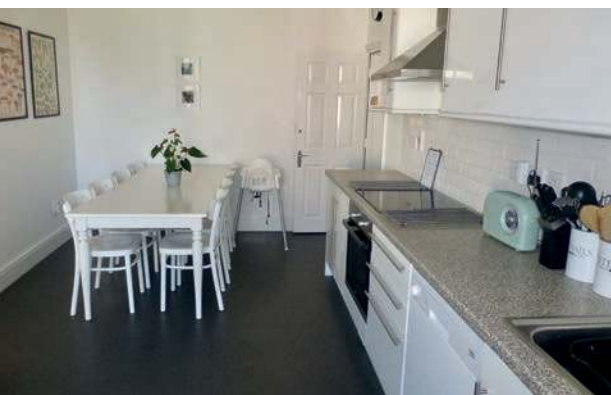


graves, and more. Stop off at various hostelries along the way, a number of which we have covered in past articles on “Where to Stay”. Also of historical interest are the old working gas lamps around Malvern, one of which is just immediately opposite Hillside Hideaway just a few yards away. As mentioned in our article in the February 2019 edition (079) there are 104 of these working gas lamps dotted about the Malverns. It is said that they were the inspiration for C.S. Lewis’s “Narnia” stories as a result of his attending Malvern College as a schoolboy. Also dotted around the Malvern Hills are the famous wells with a continuous flow of natural spring water, said to be the favourite water of Queen Victoria, who it is alleged never went anywhere without her supply. Just 100 yards up the track from Hillside Hideaway is one such

spring - Westminster Bank Spring, and there is another on the West Malvern Road adjacent to the neighbouring property. In the 19th century Malvern became famous for its water cure resulting in its rapid growth and the building of many large Victorian and Edwardian hotels as people flocked to Malvern for the “cure”.

If arriving without your Morgan, then don’t forget you can hire by the day from the factory, and parking for all cars is out to the front of the property on the West Malvern Road. It is a short walk up the track to the apartment front door. To assist you and help make your stay all you might hope for our daughter Tara and family live below, and she is on hand should you need any help or advice to make your stay as comfortable as possible. All guests upon arrival receive a welcome pack including wine, fresh milk and eggs, butter, bread, preserves, sugar, tea and coffee.

It is via Tara and not Holiday Cottages that you can book a ride with me in our 3W should you wish. However, all booking for the apartment must be made via Holiday Cottages and with apologies we do not take bookings direct. **MOG**



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GORDON-KEEBLE

A stunningly beautiful, blisteringly powerful British GT coupe that was the victim of its own success - this is the story of the Gordon-Keeble

WORDS Dave Smith PHOTOGRAPHY Various

The Sixties were surely the post-war heyday for the refined gentleman's carriage. An Italian suit, a whole lot of muscle, but British through and through - that could either describe James Bond or Gordon Keeble.

From the mid-Fifties on, Europe was awash with elegant coachbuilt GTs for the distinguished chap. France had Facel, Italy had Iso, Lamborghini and Ferrari, while Great Britain had Aston Martin, Bristol, Alvis, Jensen and AC, alongside the traditional Bentley. Although those latter companies were very, very British, they would often go shopping for styling on the continent, and many looked across the Atlantic for cheap, reliable powerplants. From the mid-Fifties to the mid-Seventies, America was a net exporter of horsepower.

One name that burned very brightly but all too briefly was Gordon-Keeble. The names belonged to John Gordon, the MD of Peerless Cars Ltd in Slough, and Jim Keeble, a racing driver and builder of some note. In the late Fifties, Peerless were already making their handsome GT based on Triumph TR3 running gear, but Gordon and Keeble got together to make a one-off special, powered by a Chevrolet Corvette V8 and clothed in a Giugiaro-designed, Bertone-built 2+2 body. Keeble was based in Ipswich, and it was an American airman from nearby RAF Bentwaters that suggested popping American muscle into a lightweight British coupe; hardly a new idea, but one that would later turn Carroll Shelby into a household name.

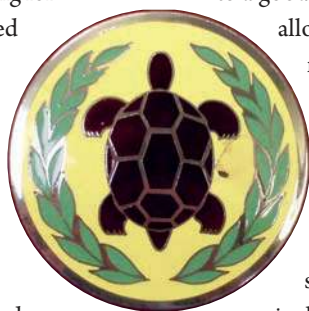
The result was brutally beautiful, with almost 300bhp of Chevy 283 power and a sophisticated spaceframe chassis featuring DeDion rear suspension and all-round disc brakes. The Gordon GT starred

on the Bertone stand at the 1960 Geneva Motor Show, where it received glowing reviews. Sadly, in the slightly less stellar surroundings of Slough, Peerless had been teetering on the edge of collapse for some time, and, around this time, Gordon cleared his desk and walked. Peerless fell. The remnants of the company were bought up by one of the original founders, who modified the Peerless GT and sold it as the Warwick GT, but that also foundered within just a couple of years.

Meanwhile, Gordon and Keeble seemed to be on to a good thing with their pet project. They'd allowed the prototype to be used for press road tests, and received some sensational reviews, so, when they approached GM to supply crated 283 V8s and four-speed manual transmissions, Chevrolet not only agreed; they suggested the latest version of the small-block 283, the new 327 cubic inch Corvette motor. Rumour has it that

Ed Cole, the top of the top brass at GM, was considering importing the car to sell as a halo car, a 2+2 to sit alongside the two-seater Corvette in Chevrolet showrooms and get the buyers drooling.

If only things were so easy back in the UK. Gordon and Keeble had secured some financial backing from a wealthy enthusiast and found factory space in Slough, but getting the ball rolling with other parts suppliers was proving troublesome. After the original prototype's debut, it took a further four years for the first cars to reach production. By this time, the backers and existing suppliers were getting nervous, and Gordon had once again cleared his desk and walked. Keeble continued, adding his own name to the project to make it the Gordon-Keeble, with one of ➤





1958 Peerless GT
(Chris Sampson)



1964 Gordon-Keeble
(Tony Hisgett)



1964 Gordon-Keeble GK1
(Andrew Bone)



1967 Gordon-Keeble engine



Gordon-Keeble (Ralf Prien)



*Gordon-Keeble Cockpit
(Karle Horn)*



and beauty of the design that Gordon-Keebles sold as quickly as they could be built.

The great and the good were queuing up to buy the car, and they were even getting some interest from the lucrative American market - though not by Ed Cole's mass-market standards - before Gordon-Keeble realised that they'd priced themselves out of the market. The GK1 wasn't too expensive; quite the opposite. At around £2,800 it was way too cheap. This was around 30% cheaper than a comparable Aston Martin, and half the price of any Ferrari. When full production amounted to around three cars per week, the profit margins were just too narrow, and even after a couple of modest price rises, they were still not reaching fluidity.

The company, which should have been revelling

in its own success, was already struggling when the final kick in the teeth came from a local parts supplier. Gordon and Keeble wanted to use rack and pinion steering in their original design, but there was no way it would have fitted around the bulky Chevrolet engine and 'box. So, their sophisticated spaceframe chassis had to use a distinctly old-school recirculating ball steering box, built and supplied by Adwest. In early 1965, Adwest workers went on strike. Suddenly, with production halted for the want of steering boxes, orders backing up and no cash coming in, Gordon-Keeble faltered and died. Keeble left and, in May 1965, the company went into administration.

An enthusiastic Gordon-Keeble sales agent, Harold Smith, and Geoffrey West bought up the remnants of the company and moved it a few miles to Eastleigh, >





Gordon-Keeble coupé 1964

incorporating it under the new name of Keeble Cars Ltd in July 1965. Unfortunately, with just a handful of further GK1s built, this company also went to the wall in the summer of 1967.

Only around 100 Gordon-Keebles were ever built. Nobody is quite certain of the exact number, but 98 production cars were made, with another supposedly being built in 1967 and another assembled from spare parts some years later, but a nice, round 100 is too neat for a narrative such as this. John de Bruyne bought the rights to the company in 1968, with the intention of launching it properly in America, but aside from supposedly exhibiting a pair of examples at the New York Auto Show, nothing further ever seems to have come of this.

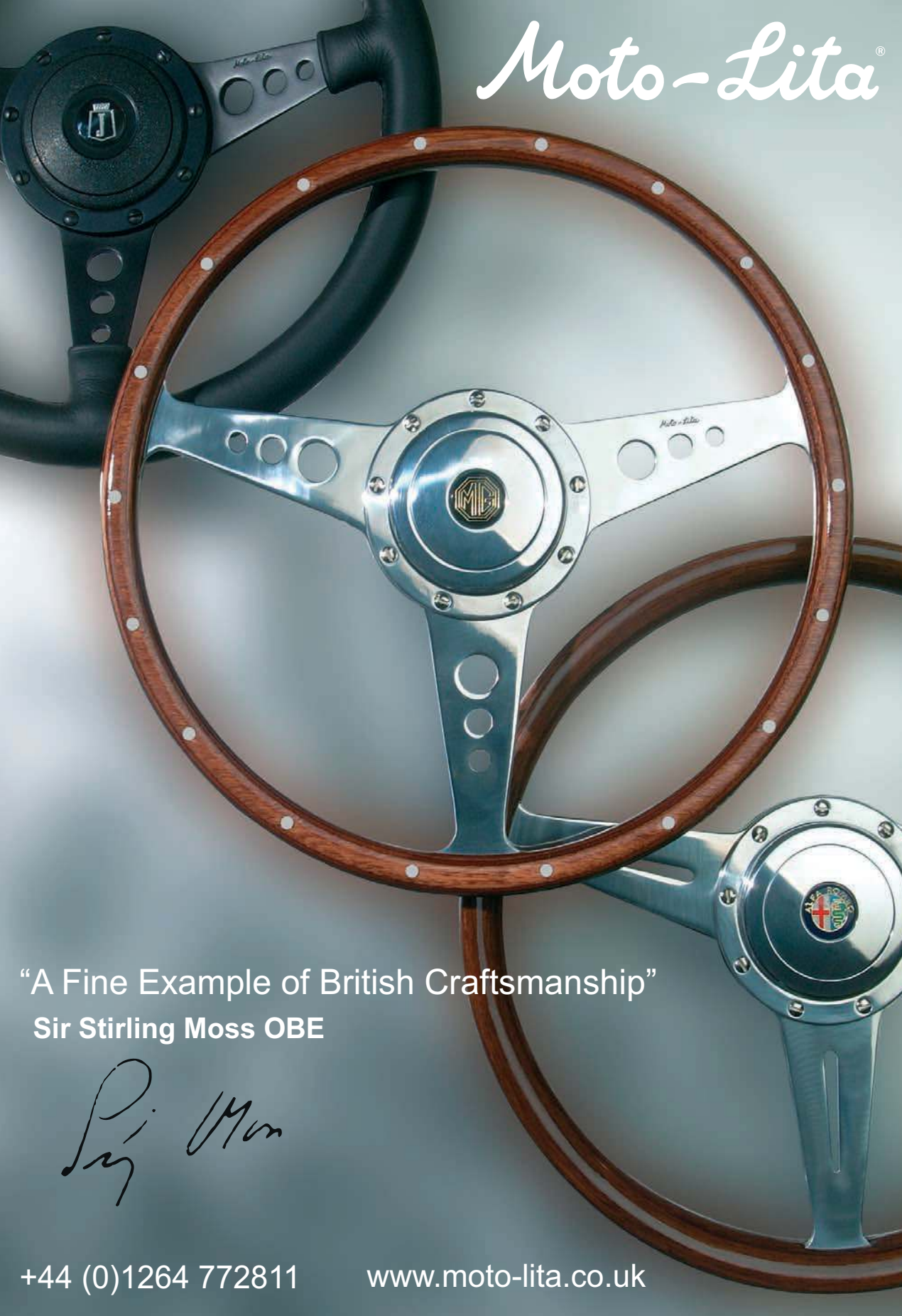
This is a car that deserved to succeed. It had all the right ingredients, it was beautiful, it was powerful, and it drove superbly despite its far-from-lightweight build... Had Aston-Martin made this car, it would

surely have been a world-beater. Even so, survival rates have been amazing - the owners club (www.gordonkeeble.org.uk) believes that 92 of those original 100 or so cars are still around, with 88 of them roadworthy. They are also deservedly loved and sought after by collectors and restorers, with prices to match. The cars have achieved the status of other contemporary coachbuilt grand tourers from traditional names, despite the company only existing for a handful of glorious years.

Incidentally, the cars were definitely hares - 140mph wasn't too much of a problem - but the company badge was a tortoise. Apparently, this is because of an early photo shoot with the prototype, when someone's pet tortoise wandered into shot and appeared in the photographs. It was a superbly inappropriate badge, with a tinge of irony - tortoises may not be known for their speed and poise, but they are known for living a long, long time... **MOG**



1968 de Bruyne Gordon Keeble



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THREE WHEELER RACING

WORDS Rob Pike PHOTOGRAPHY Neil Kirby and Don Stringer

The new sporting year for the Morgan Three-Wheeler Club opened at Mallory Park in Leicestershire over the weekend of 13th & 14th April. The forecast was for dry weather, which would make for a good start! Rob Pike reports from the driving seat of his 3 Wheeler, or "S Speeder" as they are known in the traditional Three Wheeler World

BRITISH HISTORIC RACING – MALLORY PARK 13 & 14TH APRIL 2019
ROUNDS 1 & 2 MORGAN THREE-WHEELER CLUB CHALLENGE SERIES

Mallory Park started as a grass track and was converted into an oval in the 50's and had the extension added slightly later to include the 180-degree Shaw's Hairpin. This gives the track a length of approximately 1.3 miles making it probably the shortest permanent race track in the UK. It has hosted all sorts of European Championship races, British Touring Cars, BSB so has a very rich history. The configuration for the weekend included the Bus Stop, but did not include Edwina's or the chicane just after the long Gerrard's that you would see during the British Superbike races. It's a beautiful venue with a large lake in the centre of the circuit, and because there is a hill

over by the hairpin, it's possibly one of the best spectator circuits as you can see almost all of the circuit from that vantage point.

We were races 8 and 27, one on each day of the meeting and being the first meeting of the season, everybody has little trepidation to see whether their winter upgrades, or fresh rebuilds would be as good as hoped or expected.

Tom Cowley had rebuilt the engine on Cathy Quinn's red Super Aero 2 speeder, Tony Pearson had brought his beautifully prepared new F type racer, that had only been 400 yards up the road before Saturday, and the Bibby's had also done some work on the green and red Super



Aero. Greg was to drive the car in the Morgan only race, whilst son Hamish took the car over for the B3 races, where the pre 1973 Morgans battle it out with other 3 wheelers, mainly sidecars but also mini- based 3-wheeler outfits too.

There were seven cars in the Morgan race, being Bill Tuer in the grey machine that is instantly recognisable. Bill and Maggie have been racing this car for well over forty seasons now I think, and are very successful indeed. There is a fantastic amount of work and development that goes on behind the scenes on this car to ensure that it is always very fast, reliable and could almost give the impression that Bill just brings it out of the garage and





wins, but I'm sure it's not quite like that! Greg Bibby, likewise, has been racing his car alongside Bill for many years, and is a wealth of experience and living only a stone's throw from Mallory, could probably drive the circuit blindfolded! It was nice to see Greg out with his regular passenger Paula Heaney again who hasn't been out in the car too much of late. Greg has a wonderfully laid-back persona, but seems to change on track, and really enjoys his racing. Petra and I were out in our red 5 speeder – one of the new generation Morgans from 2013, and I was eager to see if my steering quickener that was beautifully fitted by Cameron Engineering and Motorsport in Malvern, would have the positive effect that I was hoping for. Nigel Clay, with Gordon Jones had made the trek from North Wales, again in a Modern





Morgan 3-wheeler and this was to be Nigel's first circuit race after gaining his ACU licence a couple of weeks before. Danny Hodgson was back out with wife Sandra in their superbly prepared F type racer, and we also had father and son team Mike and Hugo pickup in their lovely black Super Aero 2 speeder.

The two races where both 8 lappers, and we were assigned random grid positions for the start. Because there are various classes competing within the race, there can be quite a difference in speed between the cars, and usually they all naturally separate into their respective "groups" after the first lap or so. Me and Petra have an advantage on the start by having 5 gears and a wider rear tyre than everybody else, so we got in to the lead first, but were caught up and passed by Greg with Bill closely

behind within the first couple of laps. Now, our 5 speeder is a very fast car by any standard – probably doing 0-60 in under 5 seconds, and has brilliant disc brakes that are really effective, but it still amazes me how fast the vintage cars can be made to go with great development. Imagine, that these two cars are from the early 30's, have half of the engine size of the modern version, have less gears and thinner tyres. (perhaps I need to get some driver tuition and loose some belly!!) Unfortunately, Tom Cowley and Maggie bridge had ignition problems and retired after 2 laps, but everybody else finished the race safely. Greg took the honours, followed by Bill and Maggie, with me and Petra in third, with only 1.03 seconds between us. If you ever want the best seat in the house, follow Bill Tuer from three feet away around

>





Gerrard's at around 90 MPH watching his inside wheel just floating of the ground – there is nothing better – especially when you are hopefully doing the same just behind him! His average lap time was 80 MPH.

Danny and Sandra came in fourth, followed by the Pickups and then Nigel Clay who really enjoyed his first successful race. Tony Pearson was having some doubts about his oil pressure readings, so a lot of people mucked in to take the sump off and inspect the pump to see if the problem could be solved. Phil Bridge, went all the way home to go and get some spares to try and cure the problem, but in the end, Tony decided to take it easy and use the weekend as a test session. The camaraderie in Morgan racing is brilliant. If anybody has a problem, everybody is willing to muck in and try their best to get it sorted so that we can all continue with our racing.

After a very cold and frosty night in the paddock, our second race was just before lunch, which was good timing, as it allowed some people to get on the road

home during the break in the meeting. As at Mallory, you are “locked” into the paddock as it is in the centre of the circuit, so can only exit at lunch or the end of the day.

Again, Me and Petra set off as fast as we could, and soon had Bill Tuer right behind us. We managed to keep him behind us for about 4 laps, as we were slightly better on the brakes here and there, but his experience shone through and he passed us and stayed ahead to take the win. Greg came in 3rd, with the Hodgsons in 4th again. Tom Cowley finished the race in 5th after successfully doing some intricate internal lock wiring on his magneto at seven o'clock in the morning so that was a good result to get some reliability issues sorted. Nigel Clay and Gordon Jones brought up the rear of the field after Mike and Hugo retired after the first lap with some issues.

All in all a great weekend and shakedown for us all, and we are next at Prescott for La Vie En Bleu on May 26th and after that, the Morgan Three Wheeler Club Sprint at Curborough near Lichfield on June 2nd. **MOG**



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CONVERSATION STREET

March 19th saw the annual Richard Thorne Trackday at Castle Combe. Possibly the first gathering of Morgan owners since the big announcements at Geneva, so MOG went along for a chat, a drive and the start of our new regular feature Conversation Street

Castle Combe dawned grey, but dry, a marked change from last year when melting snow had caused all sorts of embarrassing wet patches on the track. The turnout of Morgans was as eclectic as could be, from a some very tidy road cars, through an eye-catching series five Aero 8 to a some very potent race cars using the opportunity for some pre-season testing.

As usual the cars went on the track in no more than groups of 6, so no one got in anyone else's way, indeed often there was only one car on the track. A perfect

opportunity for drivers to get familiar with their Mog at higher speeds than usual, Indeed a modern Plus 4 is very happy at 110mph and breaking sharply from that speed to enter a corner.

But for MOG the highlight of the day was the chat at Lunch Time, with all the important Morgan News flying about.)

Sitting down with some very experienced Morgan people the comments started to flow in answer to the question:

“What do you think of the Italian bid?”

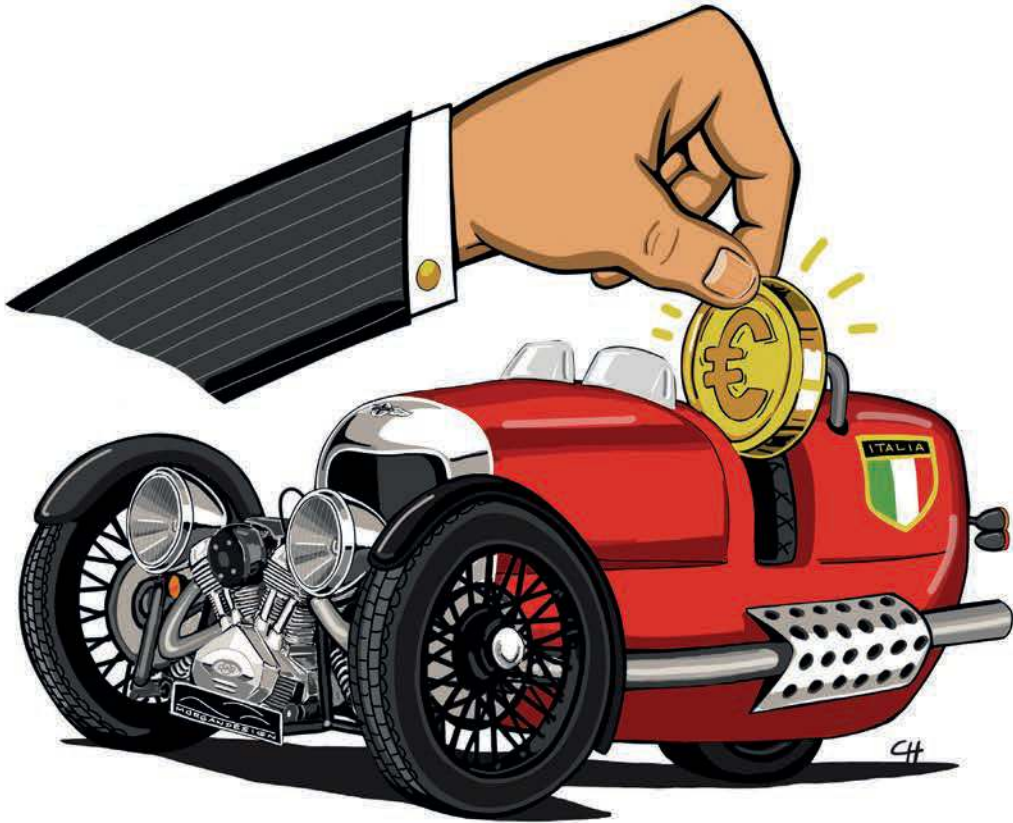
“I was initially heartbroken, as for me one of the proudest aspects of Morgan ownership is it being a totally British car. But, if it keeps the company running it's what we needed.”

“It will end up with the Japanese, then putting four wheels on a baked bean can, and calling it a Morgan! Like MG, that's my biggest fear. On the other hand, being positive, it could be fantastic, something really good could come out of this.”

“If it keeps the company running, it's what we needed.”

“How will they ever build enough cars to service a Worldwide Market? The Volume has to go up for it to work, but they have to do it carefully and understand the Morgan Market.”

“I don't know enough about it to comment specifically, but I'll tell you what I do know. It's extraordinarily hard to maintain a niche car company, and the fact is they won't have access into world markets unless they build hybrids. They certainly won't have access to China and



places where the cars can't be homologated. You need hundreds of millions of pounds to do that, unless you have access to firms such as BMW or Mercedes. I believe there is a tie up between the new people and Aston Martin, so there is technical expertise there. Of course there is Morgan's relationship with BMW who can bring their knowledge in. I think, sadly, it's the only way in the modern era that they could survive."

"I would echo that. All the requirements of making a modern motorcar have become prohibitively expensive. So if the wanted to maintain any position in the market this was the natural progression to do it."

"I'd agree with both the previous comments. If you want my take on it, it is this, having run a fairly big size family business myself. Really, Morgan is still a family business, so you have to remember that for the family I would imagine this is a good deal for them. My only reservation is that there are good venture capitalists and bad ones, but these people seem to have a good record. So it should be good for the longevity of the company. It is clear that Morgan needed more leverage, which they clearly hadn't got.

And also, if you run a family business it may be that at some point your dynasty doesn't want to take it over. So if you want to cash out you're going to have limited opportunities to do so, which is exactly what happened to my business."

Products

BIGBOI BLOWR MINI - TOUCHLESS CAR DRYER

www.theultimatefinish.co.uk | £149.00

Traditional methods of drying your car can come with problems and can cause scratches, even synthetic chamois can be ineffective in soaking up water while natural chamois can remove wax protection.

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mirror housings and other hard to reach areas. Its supplied with three interchangeable nozzles to ensure air can be directed into tight to reach areas or along channels and grooves. You can choose from two wind speeds and three temperatures, depending on the task at hand.



MHDSA2 TIMEPIECE - THE SPRINT AUTOMATIC 2

www.mhdwatches.com | £645

MHD Watches are the official timing partners for Shelsley Walsh Hill Climb, the oldest Motorsport venue in the world. It was only a matter of time before the cars that race up the infamous hill became an influence for the next MHD watch.

The SA2 houses a Miyota 9034 automatic 24-jewel movement, which is known for its hacking function for precise time setting and 42-hour power reserve. The beautiful Miyota 9034 movement can be viewed from the sapphire crystal display case back, which is also externally engraved with "MHD SA2".

The MHDSA2 has an exoskeleton chassis case its shape is influenced from

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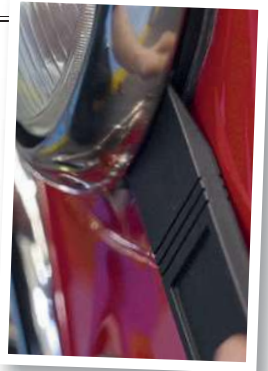
suspension wishbones of hill climb cars, designed with solid bars for strength and simplicity, which makes for fast and efficient strap changes.

The MHD SA2 is limited to only 100 units, with a 10% pre order discount today at £580. Free worldwide shipping will commence in July 2019 when RRP will resume at £645.

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www.lasertools.co.uk |

Typically £7.63 for the socket inserts & £38.40 for the wrench set



When working on show-quality classic vehicles the fit and finish of the fasteners is just as important as the paint and bodywork. These fasteners can be damaged easily, especially when using standard metal spanners and sockets, that's why Laser Tools has introduced two specialist non-marring tool sets: the Non-Marring Socket Inserts set (part number 7463) and

the Non-Marring Wrench and Pry Bar set (part number 7464).

The Socket inserts set includes 6 inserts that fit metric fasteners from 8mm to 17mm and are supplied with a snap-together metal ring to keep them tidy.

The wrench and pry-bar set includes a large and flexible pry bar plus four double-ended wrenches that usefully fit both

metric and imperial sizes: 6mm, 8mm, 10mm, 12mm, 13mm, 3/8", 7/16" and 1/2". The pry bar is ideal for removing interior trim panels, headlight rims and hub caps. Supplied in a sturdy blow-mould case.

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www.meandmycar.co.uk | £10.00

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Rumblings From The Shed

Keeping on the current rumblings theme of wheels, this month we are looking at wheel bearings

WHEEL BEARING REMOVAL & INSPECTION

After you have taken the wheels off to reveal the hub, remove the Castle Nut and pull the hub off the Stub-Axle (**photo 1a**) shows the results of water contamination where the bearings run.

You need to clean all the dirt, grease and general contamination from the Stub-Axle. We use general bulk brake cleaner in a hand pump spray bottle, as it does not

leave any residue on the cleaned surfaces. You can now inspect the surface of the Stub-Axle, (**photo 1b**) show corrosion that has eaten into the metal and (**photo 1c**) shows the large bearing has overheated and the small bearing shows signs of not being fitted correctly. If necessary, use fine emery paper to tidy up any rough areas but in cases such as photo 1b, a replacement

Stub-Axle is advisable.

You can now remove the small bearing race by just lifting it out, clean all the grease out of the bearing race so that you can rotate each roller to see if they are damaged. (**photo 2a**) is showing blue wear marks on all the rollers that are also seen on the bearing seat or cup (**photo 2b**).

For the large wheel bearing

Photo 1
Water contamination



Photo 1b
Below surface corrosion



Photo 1c
Shows an overheating bearing and a loose bearing



Photo 2a
Shows blue wear marks on the rollers



Photo 2b
Bearing seat or cup showing signs of wear marks



Photo 3
Removing the grease seal



you will first need to remove the grease seal (**photo 3**) by using a prying tool for example. Then you can remove the race in the same manner as the small bearing, clean and inspect.

If you decide to replace a bearing you will now have to remove the bearing seat or cup from the hub. At this point, you will need to decide whether to have a cup of tea and biscuit before or after the seat removal.

You can buy blind bearing pullers that use expanding legs to get a purchase on the rear lip of the seat and then with a sliding

hammer you can ease the bearing seat out of the hub (**photo 4a**). If you do not have a bearing puller you can use a drift and hammer (**photo 4b**) making sure that the drift is a slightly softer metal/material than the hub so that you do not damage the hub during the removal process.

When you have removed all the bearing seats or cups then clean all the surfaces again and check for damage that may have been hidden under the seats and tidy up as required. Next month we will look at how to grease and install new bearings.



Photo 4b
Hammer and drift method



Photo 4a
Blind bearing puller in use

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THE FUTURE OF MOTORING

In this month's issue we will take a look at the Politics of motoring and how this will inevitably affect our future as motorists

WORDS Travis Blake

As we continue to stumble onwards in an exasperated sense of disbelief, there are, believe it or not, areas of our lives that are

heavily subjected to both planned and implemented political policies at both a local and national level, and of course, motoring is one of these areas and it is particularly under the microscope.

Some big changes are afoot, some of which we have touched upon in previous discussion, but some very big news is the implementation of the new ULEZ in London as of 8th April 2019. Just to explain the acronym, Ultra Low Emission Zone, easy for me to say, but what is an ultra-low emission zone, do I want or need one and if so where can I get one?

To answer these questions we need to go to London, where political will has enforced the World's first, yes that's correct, it is the World's first 24 hour air pollution charge zone, ULEZ! World beaters after all! What about my health I hear you ask, typical London centric

thinking, there's a whole country out there, well don't despair as a ULEZ could be coming to a city near you sooner rather than later as Birmingham, Leeds,

Nottingham, Derby and Southampton are all considering implementing similar, but not so all encompassing, CAZ (Clean Air Zones) by 2020.

In certain areas, mainly but not exclusively inner cities, the levels of air pollution have become a danger to human health and are causing the nations citizens to suffer from serious respiratory, heart disease and asthma. This excessive and unhealthy level of air pollution needs to be reduced as quickly as possible, and the responsibility for this falls firmly in the lap of Government. The state plays

a vital role in promoting the health and wellbeing of its citizens, obviously this is a hugely complex area, but to be blunt, where there is an undeniable risk to our health then rapid action is needed to find an air pollution solution.





As we all know there are many ways to slice an onion and air pollution is not a one dimensional problem, if only it were that easy. For an immediate fix the source of the pollution, in this case combustion engines both petrol and diesel that are not compliant with Euro 4 and Euro 6 emission standards, needs to be stopped, or heavily penalised in order to rapidly reduce the deterioration in air quality. Under the new ULEZ system cars that do not conform to the above mentioned emission standards will have to pay £12.50 daily to enter the zone, plus the already in place

congestion charge as the areas overlap. The other option is to remove vehicles that pollute at the point of use and emit harmful substances altogether and replace them with a mix of alternative non-polluting public and private transport such as trams, buses and cars that are powered by electric motors and not internal combustion engines, but we know this already.

The Transport for London website states that it would rather we used vehicles that met the standards set out for the Ultra-Low Emission Zone than just paid the charge every time we travelled within it, suggesting





that this is not merely another cynical money making scheme used to victimise the motorist. However, policy and system implementation is one thing and sure if our combined efforts and the will of politicians can create a cleaner and more healthy environment in which to live I'm all for it, but we need to see how and why we ended up with the problem that we are tackling and to ensure that it does not continue. I may not wish to or even be able to afford to pay £12.50 per day to drive my vehicle into the ULEZ, or any future "pay to drive zone", or be able to change my vehicle to a more

compliant model, but what if my livelihood depends on me being able to get to this location for work perhaps?

Ultimately politics is about power, profit, wealth, money, and the politicians have a balancing act between their duties to citizens and those who give them the power of office by voting for them and big business, those who fund them, lobby them and look to have legislation that favours the corporations ability to make vast profits irrespective of the often detrimental human cost that may be a by-product of their actions. When it comes to motoring in the future is it better, as ➤





we look to legislate for a pollution solution, to penalise or incentivise the motorist, potential voter and citizen of the state, and the corporation that employs our citizens and provides tax revenue?

As we now are all aware the near future is electric vehicles and we can see the world over that Governments are investing heavily in the technology and indeed the corporations that are at the forefront of this development from, Tesla in the USA to BYD (Build Your Dreams) in China, which became the second biggest manufacturer of plug-in passenger



vehicles in 2016. So, where is the incentive for you or me, the average motorist, because I can clearly see where the penalty is and how it will grow as it gains political support at a regional level as revenues are generated. Will this revenue be used to incentivise the motorist to upgrade their old technology, let's face it the motor manufacturers have to sell vehicles to make profits for the shareholders and their power and influence shouldn't be underestimated, I have a diesel Golf!

The Mayor of London has introduced a localised



Scrappage Scheme to coincide with the introduction of the ULEZ which is designed to incentivise motorists and business users of the zone to make a change to alleviate the crisis. While there are some fairly strict criteria required to qualify the amounts on offer are not paltry with £3,500 for moving to a Euro 6 vehicle and £6,000 for a fully electric vehicle. This at least shows some political will to incentivise, whilst penalising with the other hand, but of course this is a London only scheme. Alas at the national level the politicians seem less inclined to incentivise the motorist in the street to

run a less polluting at the point of use vehicle and have cut the “Plug-in car Grant” by nearly 50 per cent. I’m unsure what policies will be vote winners for future generations or even if motoring will be on the next generation’s agenda given that the numbers of new drivers is decreasing, I guess we will have to wait and see.

We are really enjoying the debate here at MOG and hearing your views and opinions on the rapidly approaching future of motoring, we really appreciate your input so keep it coming by sending an email to travis@mogmag.co.uk **MOG**



IN THE COCKPIT

Peter & Cheryl Gilbert

What are you driving?

Morgan Roadster 3.7

But it's a little bit unique isn't it?

It's sort of an ARV6 but isn't, it's one on its own really, I had an ARP4 and it wasn't quite what I expected so I ordered a new car as close to spec as possible and put a 'proper' engine in it.

Have you had any other Morgans before this?

We started off in 2009 with a standard classic Plus 4, and we changed that as we were doing upgrades, and we thought 'this is silly' so we changed to a SuperSport, which we had for a couple of years. And then of course they launched the Cosworth, and it was supposedly everything I wanted in a car – and then I got it, and realised that it

wasn't! But the 3.7 V6 does everything that it says on the tin.

There's something else that makes it unique though, isn't there?

I think I might be the only person in the world who's ever taken leather out of a Morgan and put cloth in!

What's your most memorable Morgan moment?

In Luxemburg, driving on the wrong side of the road, and being hit head-on by an Audi. Something your co-driver is supposed to keep track of! We left a castle, turning out of the carpark, and just forgot where we were – until the car speeding the opposite way around a 90 degree bend reminded us!

(MOG Magazine would like to extend its sympathies to Cheryl

Gilbert for the implication it could have been her responsibility to make sure her husband drove on the correct side of the road. It wasn't.)

And I have got to ask you about that steering wheel.

It was just a find on eBay! I emailed Motolita and asked if it was genuine, and they said it was a special edition done for someone. So I bought it, sent it over to them, and then had it covered in the matching leather for the car. So it's a very genuine and unique Motolita restoration piece.

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MORGANS CELEBRATE ST. PATRICK'S DAY

On the other side of the Pond St Patrick's Day is celebrated in ways that we can only imagine. Morgans often seem to feature on the day. This year in Northern California was no exception.

WORDS & PHOTOGRAPHY Larry Ayers and Gordon Craig

On 17 March 2019, the Morgan Sports Car Club of Northern California went to Dublin, that's the other one located in sunny Northern California. After days of rain, the weather finally broke, and gave us the opportunity to celebrate St. Patrick's Day. Club members, Angie and Grant Larson, our gracious hosts, met our group at the IHOP in Dublin and greeted nearly 15 Morgans and a few tin tops for a planned journey of around 90 miles to our luncheon destination for corned beef, cabbage, and broiled

potatoes at a place called the Mountain House Bar and Grill.

Mountain House began in the 1850s known as Zimmerman's Mountain House, a supply and way station for '49ers going east to the Sierra gold fields through Altamont Pass. In 1915, the dusty trail was paved and named the Lincoln Highway, or US Route 40, linked all the way to Chicago and eventually Philadelphia. The Mountain House became ever more popular, changing hands several times. The original buildings were razed in 1940, and the current structure was built on the

site. It has survived, even though bypassed by US I-580, and continues to reflect a roadhouse panache.

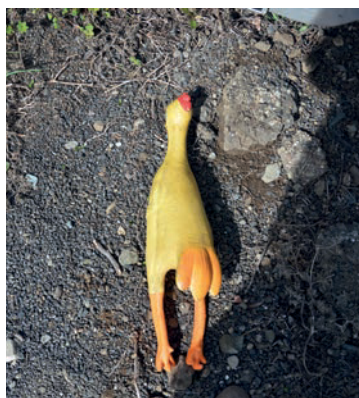
Angie and Grant passed around wee green top hats, lapel pins, and shamrock gummy stickers for the windshields of +4s, +8s, one Aero, and two modern Morgan trikes. Driver Directions were discussed and we set out east on Dublin Blvd. and into the southern and eastern foothills of Mt. Diablo. We zigzagged through Livermore to get on Vasco Road, and eventually a turnoff on Camino Diablo.

All the hills were Irish Green,



and glistened after the recent rains. Up and down, over hill and dale we journeyed, ever onward. Until. One of the Morgans blew a rear tire, shredded it actually. Yes, it was that SS owned by Paul Marchant who loves to display rubber chickens on the Morgan's rear. The chickens were no help this day, but fortunately hadn't sucked the air out of the spare that was pressed into service. Many were the hands that pitched in to install the spare before speeding onward. How many Morganeers does it take to replace a tire? You tell me. Too many!





Our hungry group safely arrived at the lunch stop without any further complications thus completing the first half of the event. Some bellied up to the bar and enjoyed a beverage or so while awaiting lunches. Guinness and several other brews were on tap and washed away the dust. The hospitality at the establishment was very friendly, and the corned beef was tender, tasty, and ample for our consumption. All seemed contented with the service and the portions.

Following this first half of the journey, route sheets were checked and then the group took off toward Patterson Pass Road, passing the California Aqueduct, drove

along Tesla Road (named for the inventor, not the car) and through Livermore, the site of numerous wineries. We continued south on Hwy 84 toward Sunol, and along Niles Canyon to Niles, a rather historic stop in its own right.

Charlie Chaplin made the place a Film Town savoured for its historic railroad and buildings. However, on this day, it wasn't viewing old films that were desired, but instead, ice cream to soften the 70 degree (21c) temperatures at the end of this 90 mile adventure. Thanks to Angie and Grant for a wonderful day out and may the "Luck of the Irish" continue to be with all Morgan drivers. **MOG**



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JUST WHO'S WOLF CAFÉ RACER IS IT?



How wide are the parking bays...

I have a feeling that I have lost the Wolf Café Racer to M' Lady. As you might remember from last month and for that matter January as well, M' Lady keeps "borrowing" my little Mog.... but she does top up the girl with the best Shell! With the weather finally catching up with the idea that it is spring with the sun in the sky (well not hidden behind the clouds!) bathing us in warmth. I keep hoping to go for a blast around the local back roads to help stretch the Mog's legs.

But every time I plan to head out, the Hobbit's short little legs beat me to the keys and the driver's seat. I cannot recall getting her legs stretched over winter! But she keeps winning... damn those little legs are faster than they look. Just shout Cakes Up!

With the Victory Run - MOG19 only about 9 weeks away M' Lady has busy helping with the planning and organisation of the event with FolkMog and AngleMog, but I have a feeling that some of the meetings are just an excuse to have a 2nd

breakfast while she is out and about. I had discovered the remains of a wrap-breakfast from a roadside drive-through in the Mog on her return from counting and measuring the car park spaces at Dunston Hall. It must of been really trying day as she also made sure that the travel chairs were in the Racer before she left!

On another of those sunny days M' Lady was visiting a business client in Hitchin with no second breakfast en-route. M' Lady's client's offices has an actually a car parking space that ➤



Morgan Parking





Hard at work

is specified “Morgan Parking Only”, so being a good and up standing professional who believes in leading by example she duly parked in the said space. This was then followed by several confused onlookers; the space is actually reserved for a M3W. As with all Morgan outings you get those sly glances from people passing by, but a couple of the onlookers came over and started the conversation of with “so you decided to get something with a normal quality of wheels” swiftly followed by “sorry I thought you were someone else!” luckily for the Wolf Café Racer the M3W was not in work that day.

As I mentioned at the beginning, I have been trying to go out for a blast and stretch the Wolf Café Racers Legs (not M’ Lady Hobbit’s legs with the hairy toes, of course that would be barbaric!) So when you are being a good partner and have a lovely mid-week roast dinner cooking in the oven ready for when M’ Lady returned home from a day of teaching in Hertford in MY lovely MORGAN, you would expect HER to arrive back home promptly and with the potatoes that I had texted for HER to pick up on the way home! And not to get home an hour after expected and without the potatoes....

What was her excuse? Her phone turns off when she is driving and the A10 was blocked so SHE had to take to all the TWISTY and WINDING back roads to get HOME! I was not happy to say the least. AND what did M’ Lady do.... she LAUGHED, grab the keys, got back into MY MORGAN and shot of to get the potatoes....

So what is a MAN to do! All she does is abuse me, ignore me and just goes out to play in MY WOLF CAFE RACER. But the worst thing was, I did not even get a peck on the cheek or HOW was your day Darling? Hobbits!!!!!! **MOG**



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PHIL ROYLE

MORGAN – A SUITABLE CASE FOR TREATMENT



It does have an engine

Spring has sprung and with it the first handful of major events for Megan and myself. The first being the Resto show - the full name is elsewhere in MOG and life is too short to write it all out again.

As usual we arrived to an almost empty hall and, luckily, we found that the MSCC stand was just inside the doorway. As various

cars arrived and we looked at the other stands, a remark was heard that ours was rather “sparse”. This was, in many ways, true, but when considering that other exhibitors arrived with vans, lorries, the latest in displays and what looked like an army of shopfitters to hone the stands to professional standards, there was really no fair comparison. We arrived with five cars and stand

components which could fit into two Morgans. We also had lots of fun and enthusiasm which I think showed us in a very good light. It was pointed out that the stand truly reflected Morgan drivers - fun, enthusiasm, the ability to invent and manufacture, a willingness to muck in and to engage with visitors of all sorts. Within a couple of hours, we had created a stand out of nothing



Nearly there



A blank canvas



Show time

with copious amounts of string, gaffer tape, a couple of picnic chairs and tables, together with an IKEA fabric wardrobe – dubbed by us all as the “portaloo” – and used to store our belongings.

There followed three exhausting days of chatting to visitors, doing routine and sometimes not so routine maintenance and cleaning of our cars, together with much

banter between the “staff” on the stand – including the use of a felt-tip pen to “crack” a windscreen and using polishing compound in a blob to make a very convincing pigeon dropping! I think our enthusiasm shone through as we were very busy throughout the weekend, although sometimes patience was strained by the odd persons (in both senses of the word!) who complain that

the screw on the right widget of the Plus 4 should be a hex head and not a Phillips and, in great detail, how they restored a double decker 1909 bus from an original rusty nail. 99.9% of visitors were great and appreciated the fact that they could get close to our cars and even sit in some of them if they so wished.

After a tiring four days we made a record time departure at 5:15pm ➤



Just about ready

after the show closed at 5pm giving us the final laugh on those who had to dismantle elaborate displays.

The following Sunday was the MSCC Speedmog Taster Day at Curborough Sprint Circuit for which I was booked in. It was a very early start for us all as signing on was at 8am but it was also the first day of Summertime so we had lost an hour during the night.

After signing on cars were scrutinised for safety. The scrutineer could not find the throttle wire on mine, but assumed that there must be one somewhere as I driven it from home that morning. It was then time to walk the circuit where those experienced sprinters pointed out the best lines to take, the quirks of adverse cambers, braking points and also breaking points (those parts where it is easy to come to

grief). We were then instructed as to the protocol of sprinting and how to ensure that not only could we drive on the track but also be able to drive home afterwards.

Then helmets on and into the cars with an instructor alongside – some who had not been on the course before were driven round in a tin top. My instructor Chris said he was impressed that I had found the best lines and had gone round smoothly keeping both hands on the steering wheel. He did say that when I had built up confidence I could put on more speed through some corners – in other words, I was slow!

Then, out on the track “solo” where I put on a bit more speed and tried to remember the correct lines to take, where to change gear and where to give it some welly. I did realise at one point that I was accelerating in

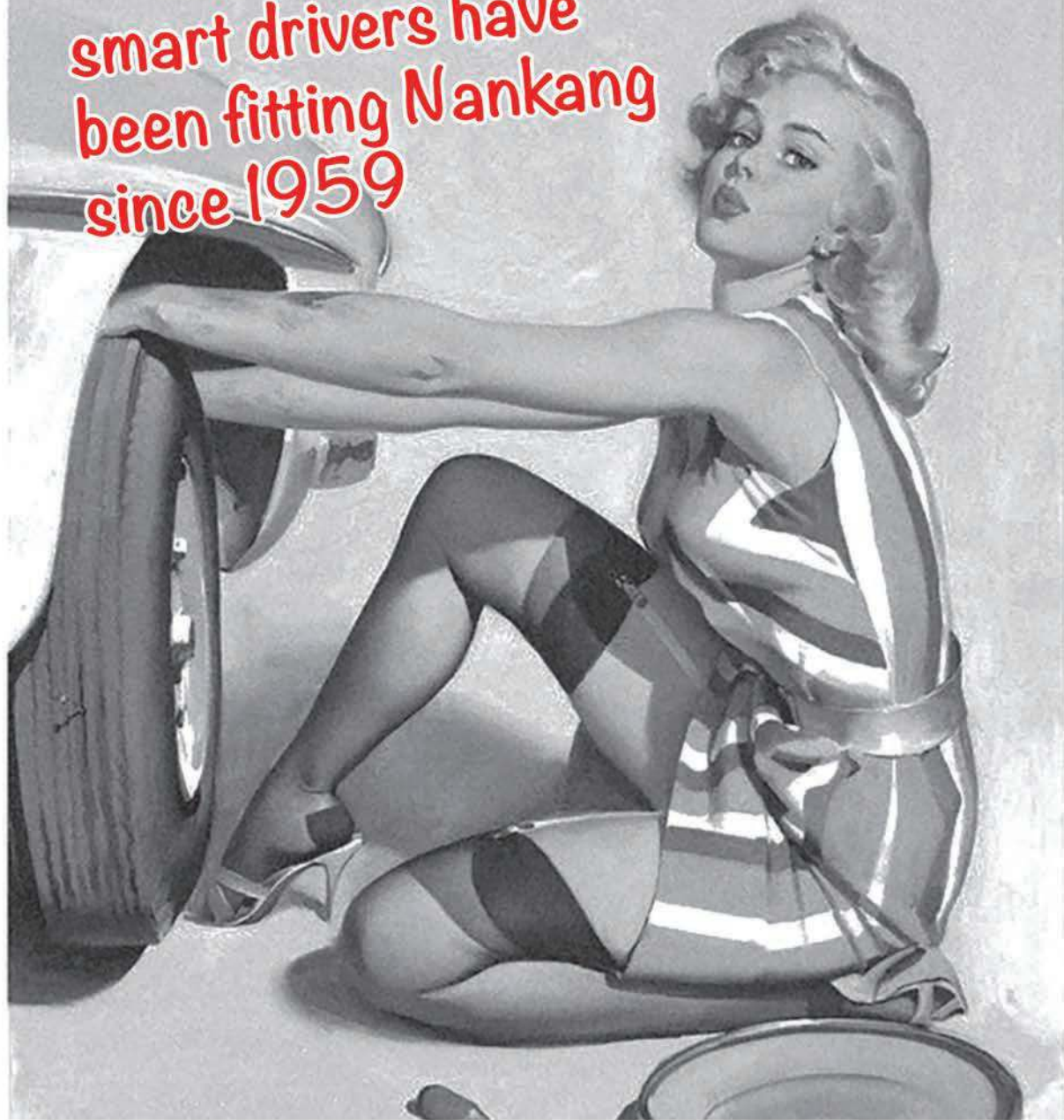
second gear and had reached about 70mph before changing up, but at least it shifted some of the carbon deposits from the engine. This was the day after my birthday and I felt pleased that although I was growing old, I was not growing up and definitely not slowing down – at least not when on track.

At lunchtime there was a great curry and chips and fantastic company with other drivers and spectators who had come to join in the fun from the trackside. Thanks to the organisers and, as always, those stalwarts of motor racing, the stewards and marshals, without whom none of this would be possible.

Now to get ready for Drive It Day and a day out at MMC – more of that next month.

It's Springtime – get out there and enjoy your Morgans. **MOG**

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MOG *Fleet*

GRANVILLE &
CHRISTINE ORANGE

MALVERN FESTIVAL OF TRANSPORT



It was a case of toss a coin and decide who was going to cover which event here at MOG Magazine as we were spoilt for choice this month between two excellent local events both taking place on Sunday 7th April: The Bromyard Festival of Speed and the Malvern Festival of Transport. It was Christine and I that headed to the Three Counties Showground which will be familiar with many a Morgan owner and enthusiast, albeit they were short on the ground this Sunday, perhaps because they had opted instead to

attend the Bromyard event where they were certainly out and about.

Organised by Classic Vehicle Shows, there are similar events on every month around the country all held at regional showgrounds or stately homes and parks. (Visit www.classicshows.org for further details). The show featured a wide range and number of classic cars of all ages and eras, a fabulous collection of classic bikes, concours competitions, club competitions, a special display celebrating 60 years of the Mini, plus autojumble stalls, and displays of new vehicles for sale as exhibited by

a range of local garages, along with ample food and drink outlets.

Fortunately it was a dry day as much of the show takes place outside of the exhibition halls, but did coincide quite nicely with a die cast model collectors fair within one hall and where we were more successful in coming across a Morgan or two! Christine has a keen eye for such things, not least as she has helped me over the years build up a handsome collection of model MG's - the history of the MG through the ages, but that's another story for another time and another owners' club magazine.



There were some superb vehicles on show, not least a beautiful 1929 Ford Model A in green and cream livery. There were a few surprises too, such as a collection of USA police cars all with working sirens and lights and drivers in appropriate uniform. Various car clubs were well represented, including Triumph, MG, Mini, Morris, Mercedes, Ford Capri, VW and Land Rover, amongst various others with a smaller representation. However, with the absence of Morgan's we decided to focus on something a little different - car bonnet badges...testing each other

on some of the less obvious ones!

The nearest thing we came across to a Morgan, and it was the three wheels that did it, (albeit back to front) - was the Bond Bug! What a lovely example it was, and like the Morgan 3W, such fun... and with a roof - dry too! It drew a lot of attention and like the M3W, brought a smile to all who admired it, not least because like the Morgan 3W, they are so unusual and so obvious to spot in their bright orange livery. The future wasn't quite as bright in orange as the manufacturers Bond Cars and then Reliant might have

hoped. A total of just 2,270 were produced between 1970-74 and whilst quite nippy (top speed of 76mph) it cost £9 more than the Mini 850cc at the time so one can see why it had limited appeal.

Quite a bit of interest was stirred by the two old eastern bloc cars - a Wartburg and its neighbour a Trabant. We loved the display in the window of the Wartburg informing the observer that it had been an entry into a "Festival of the Unexceptional" and an entry in the "Concours de l'Ordinaire"! How appropriate. The Austin Allegro and Morris Marina's ➤



on show were arguably a slight improvement on the output from our communist neighbours at the time.

There were various sections that were judged during the day, based upon vehicle era or type. The following all won their class and were featured in the final judging for “Best in Show”. In the line there was a black 1940 Ford Tudor; an MG TF from 1954; a Ford Fiesta SuperSports; a Rover 75 CDT; a Zephyr Mk2; a replica Cobra; and a Mk2 Escort 1.6. Judging took some time and the gathered audience waited patiently, each having their own favourite of course. We would have given the award to the stunning MG but it was not our decision and the judges

instead opted for the American Ford Tudor owned by Andrew Garmada who went off the proud winner on the day,

with the award for the best car club stand going to Land Rover with their impressive display of Defenders.

So it was off to the adjacent exhibition hall housing the toy fair that we went in search of anything Morgan, and we came across some interesting models. Of particular interest to us was a boxed yellow 3 wheeler of 1933 by Brumm of Italy, asking price £20. We then came across a boxed set of three Morgan’s by Camerama of China, asking price £4.50, a green Plus 4 by Majorette in France for £2, then finally in red and

green models by Tomica for £8 each.

We went on to the indoor hall housing the 60 years of the Mini with a large number of vehicles on show and a very comprehensive range of the 60 years it was. Our final stop was the indoor display of vintage and classic motorcycles, and whilst not in any way knowledgeable about modes of transport with just two wheels, we were nevertheless impressed.

All in all a good day out, helped by the fact the weather was dry and at one point in the early afternoon the sun appeared for a short time over the Malvern Hills in the background, off which were a number of hang gliders enjoying the early spring thermals. **MOG**

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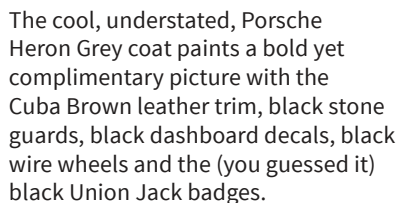
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PITCH PROWLER

If you've been feeling a little Morgan mainstream recently, here at the Pitch Prowler we have a one of a kind beauty has an exclusive backstory to match her individual looks.

Due to be released for Goodwood Revival, this beauty started out her life as the potential replacement for the 4/4 1.6 Sigma (Which you might calling saw a cease in production in 2018 due to changes in emissions laws) Due to homologation issues, Morgan decided to stop the project, but not before one incredible specimen rolled out of the factory doors. She is the ONLY vehicle built of her kind using the new Plus 4 2.0 GDI engine and 4/4 narrow body wings and wheels.



The cool, understated, Porsche Heron Grey coat paints a bold yet complimentary picture with the Cuba Brown leather trim, black stone guards, black dashboard decals, black wire wheels and the (you guessed it) black Union Jack badges.



Her charms aren't so superficial either! Boasting an inside too match her exterior, this girl boasts, in addition to that leather trim, we see black carpets, a sports dashboard, sports reclining heated seats, push button start, door check straps, a CD/ radio, and a chrome interior mirror - top it all off with a 14" Motolita Leather Wheel and you've got a car quite unlike any other.



You won't miss this car coming with the inclusion of a Club Sport Re-Map and full sports exhaust system, including 4 branch manifold from the factory. Producing around 180BHP, this girl has the bite to match her bark.



But the artwork doesn't stop there, with the black grille, full sports exhaust and round chrome door mirrors; each part of this car's interior just adds to the undeniable individuality of this specimen.



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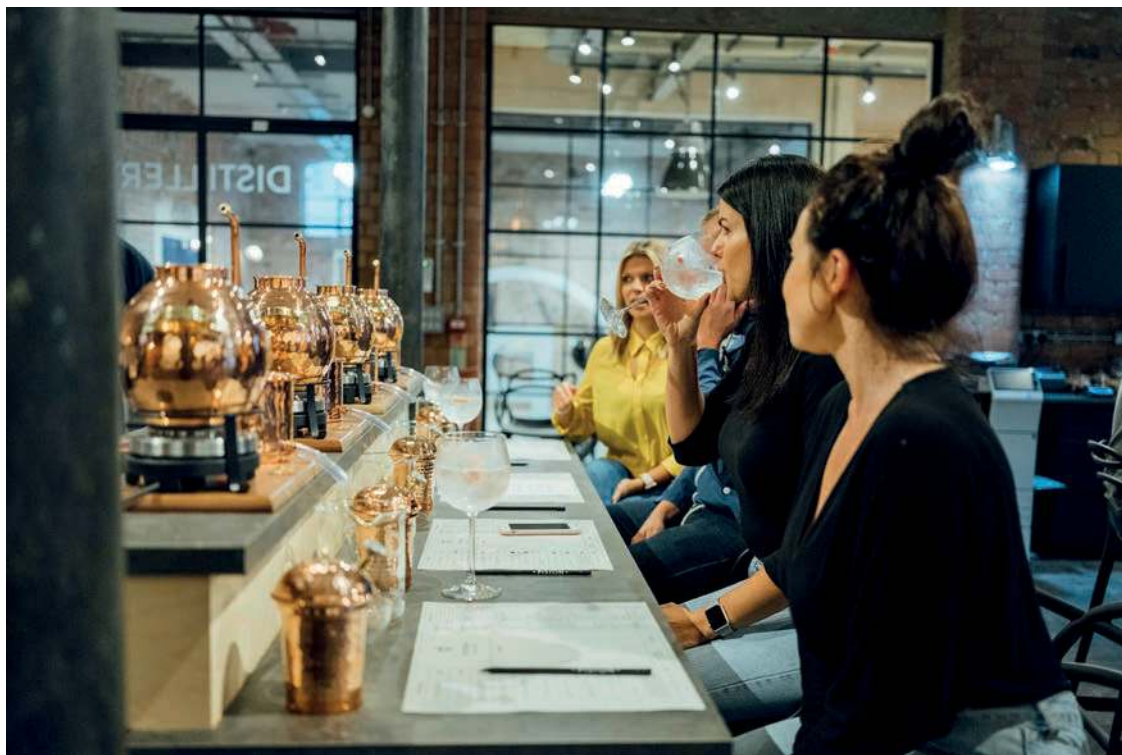
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PISTON GIN

A British distiller using an historic manufacturing premises to produce a thoroughly modern take on an age old libation!

WORDS Travis Blake



You know the scene, a beautiful summer's day, the warmth of the sun and just the slightest of breeze for a perfect temperature, the sounds and smells of the midyear months, "Gin and tonic anyone?" Hmm, don't mind if I do, but just the one, I wouldn't want to be one of Hogarth's subjects! More on that shortly.

Deep in the City of Worcester housed in the historic Painting House of Royal Worcester Porcelain you will find Piston Gin a craft distiller offering a range of gin varieties. The brainchild of Nick Weatherall the Piston brand is a new face on the gin market having only been established in 2018 and it is already causing a stir on the international gin stage.

A spirit with a long and interesting history, the gin we know today descends from an herbal medicine and

is a development of the Dutch liquor Jenever which is referenced as early as the 13th Century, it is also believed to be where the term "Dutch Courage" comes from as soldiers would drink Jenever before they went into battle. Gin became popular, especially London Gin, which can be made anywhere incidentally, under William of Orange, who became King William the 3rd of England. In fact gin became very popular in England and as its production and sale was unlicensed it was readily and easily available to all, from 1695 to 1735, the Gin Craze saw literally thousands of Gin Shops open up to exploit this roaring trade.

Back in 18th Century London the proliferation of cheap gin was seen as a cause of an increase in the levels of crime and social problems in the city and the Government of the day tried to curtail this increase ➤



by introducing The Gin Act of 1736 which levied high taxes on gin retailers, this ended with riots in the streets. This period in London's history is wonderfully depicted in William Hogarth's "Gin Street" engraving from 1751, which is when the Gin Act was finally implemented with some success.

Today I'm sure we'd like to believe that things are a little more civilised when it comes to our gin consumption and the once humble juniper berry flavoured spirit has become a multimillion pound industry with a huge

amount of distillers from multinationals to cottage industry producers offering an endless array of gin based concoctions. The modern spirit along with juniper is flavoured with a wide array of botanicals and fruit, spice and floral flavours.

The drinks industry has always had a particular skill for marketing and promoting such a wide range of beverages, while being able to quickly exploit a trend giving us Brits French wine by the booze cruise load in the 1980s and 90s to the explosion of Prosecco creating a million fizz





fans seemingly overnight. And now, right now, that drinks trend is Gin with a worldwide production of six thousand different types, five hundred of those in the U.K alone.

This is where the Piston Gin story begins, with its creator Nick Weatherall taking the opportunity to visit a gin school in the summer 2017. A builder and developer by trade Nick is a highly skilled craftsman with an eye and drive for perfection, or as realistically close to that goal as is humanly possible and this philosophy is applied to every endeavour that Nick undertakes. This relentless

pursuit of excellence has led to Piston Gin having some very prestigious awards bestowed upon it in an insanely short period of time. Having renovated and converted Worcester Royal Porcelain's old painting works to create just the right space for the distillery, Nick was driven to set about creating a flavour that he felt the world of gin was lacking, and Piston Gin was it. Also, this whole undertaking has breathed new life into a previously derelict building which is now alive with the sounds and smells of a 21st Century hand crafted distillery. ➤



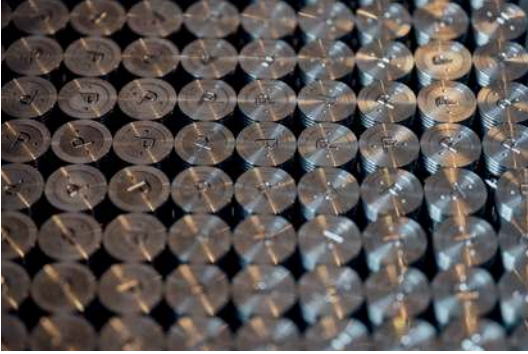


Gin Lane by William Hogarth

In its brief history Piston Gin has created five different gins which are award winners at the recent San Francisco World Spirit Competition, its Oak Aged Gin won a Gold Medal, the London Dry and Douglas Fir Gin both winning a Silver and it was Bronze for the Coffee infused gin and also the Strawberry and Hibiscus, a truly impressive haul for such a young business! As Nick states, "I'm a maker, I can't help but tinker with things to try and make them better, nothing leaves until it's as close to perfect as we can make it, it's something of a curse but

one I've come to rely on" Given that the San Francisco competition had the highest number of entrants than it has ever had in its nineteen year history for a maker who has only been distilling for under a year this is a monumental achievement and the team at Piston Gin could not be happier.

The good people of Piston also offer the opportunity for others to try their hand at creating their own signature gin at the Gin School; after all it was a trip to gin school that inspired Nick in the first place. Each week twelve



places are available for gin lovers to get up close and be involved in the distillation process, while learning about the history, ingredients and process, and of course gently sampling some fine gin throughout the afternoon.

The gin school is a three hour in depth learning experience for two and costs £130 for two people occupying a workstation each and taking home one bottle of signature gin to share and enjoy. Bottles of Piston Gin, range from £40 for the London Gin up to a very reasonable £45 for the Oak Aged dry gin and are all

available through the Piston Gin shop, gift vouchers are also available.

If you would like to know more about this up and coming award winning Made in Britain craft gin and perhaps sample some, you can contact Piston Gin directly, details below: **MOG**

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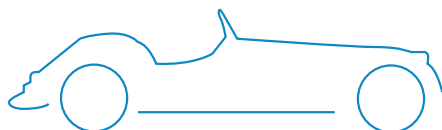
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DAVID WRIGHT

Ex-pat and former Motor Industry Professional David, tells how Morgan ownership reinvigorated his love for cars, and took him back into painting. Not to mention his memorable trips “home” with fellow enthusiasts.

After 40 years working in the car industry I was given the opportunity to take “early retirement” & did so at the ripe old age of 60! (couldn’t face another 6 years in what is an ever and rapidly changing industry). It all started in the late Seventies with Ford Motor Co, at Dunton, Essex as a Technical Illustrator, progressing through the ranks to Body Draughtsman, Seating Component Engineer,

CAD Surfacing & then leaving to get a Degree in Transport/Industrial Design at Coventry Poly as it was then. Eventually I ended up in Germany, as so much of our young talent did in those days. My last post was as a Digital Sculptor/Modeller in Rüsselsheim. With retirement giving me so much more time to do what I wanted to do I started painting again last Summer. Now it is winter and I have had even more time between ➤









household chores (wife's working during the day) to do a few more pictures. Also can't take my "Moggie" out in the winter because it's only registered for the best seven months of the year. In Germany it's possible to Insure/Tax a car for short periods, & many with classic cars just do that!

The "Morgan" thing started when I was looking for something to replace my Jag with. I was getting fed-up with the depreciation that most cars were suffering from & stumbled across Morgans and their values.

I was never a real Morgan fan, always thought they were an old man's car, but looking at their re-sale value surprised me. So I bought one, and drove all the way from Germany with my mate in his self-assembled Irmischer 7, with the roof down, to Pickersleigh Rd. We did the obligatory factory tour & were blown away with the honesty & skill of the people working there.

I picked up my car & we asked Mark Leddington if we could have a drive in a 3 Wheeler. He kindly obliged and I must say it was one of the greatest driving experiences I have had! On the way back to the Channel Tunnel we decided to visit Brooklands. We were both really impressed with that.

Every year a group of us try to do a UK tour. My involvement started with our "Pre-Brexit Tour" of 2016, taking in Morgan, Beaulieu & Brooklands again!

In 2017 it was decided that we would go to Goodwood for the Revival. This time only two cars and two bikes made the trip. Goodwood was superb, apart from the fact that it rained all day!

On the return leg of the journey we dropped off at Brooklands again and drove into London.

On our last day we crossed the Thames and Visited the Imperial War Museum, Duxford. ➤





The guys were so impressed with Goodwood that they said it's a must for 2018. Being the only Brit in the group, I was given the job of organizing the tickets.

Unfortunately after driving the Family all the way to Rovinj, Croatia in June, I ended up with severe leg pain.

On returning home & going to the doctor's I was diagnosed with thrombosis & had to wear a compression stocking and take tablets for the next 3 months, which effectively ruled out me going to the Revival.

However I managed to recover for October & went to England with my son in the Morgan for Brooklands Morgan Day.

Before going to Brooklands I had arranged to get my car serviced at Melvyn Rutter. Whilst waiting, I went into Bishops Stortford, and looking for somewhere to have breakfast bumped into Sir Rod Stewart, Lady Penny Lancaster & Mut!!!

To top things off Morgan Day was superb & the weather excellent for the time of the year.

I can't wait for this summer to start and the next seven months "Moggie Motoring"! **MOG**



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MOG

Life



RARE CAR SPOTTED

Here at MOG we love spotting a rare classic out on the road. So imagine our excitement when we caught this Morris Marina Fastback Two Door Coupe this month.

It is incredible to believe that of the many thousands of Marinas built, under 900 are still running. A rare car indeed. It was a joy to overtake shortly after this dash-cam pic was taken too!

As a footnote, MOG knows of one Marina in Barbados that is carefully stored for future use. Its owner knows it is the last in the Caribbean and he is determined that it will be the last one in the World!



MOG DOG SMILE

We couldn't resist another pic of Fionndog out in the Mog again. Well he did put his (Ahem, my) hat on for the occasion. Please keep your MOG Dog pictures coming in, hatted or otherwise. The smile is obligatory though.

In the factory and beyond



RARE MOG SMILE

A smile that says my Mog is better than yours? Well perhaps, but it's certainly rarer than even a Morris Marina. Of 50 ARP4s that were built, remember you could have them in any colour providing it was Black, Red(ish) or Prosecco, this is the only blue one. Of course owner Ian Smith may have been smiling because Morag had just passed her first MOT Test with flying colours, but surely MOT anxiety is only confined to us owners of older cars?

A VERY RARE AUSTIN

On a recent visit to Pickersleigh road this lovely Austin A40 Sport caused the boys from the body shop to smile as it drove past during their lunch break. (Austin owners are forgiven for using the wrong gate.) Incredibly they could tell that the car had an aluminium body from its lines alone. It shows the depth of knowledge of their craft that the Morgan workers have that they could tell just by looking at it. The bodies for these cars were made specially for Austin by Jensen. A very interesting pedigree.



HUGE FORMULA ONE SMILE

The biggest smile of all this month is that of Billy Bellinger, seen here at Silverstone after his first ever drive of a modern (1970s) F1 car, David Purley's LEC. Billy, known to Mog readers as the guy behind Keith Ahlers' racing Mogs, has driven other single seaters, but this one was way cooler than anything he had driven before.






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