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EDITORIAL

Editor

Nigel Bradford
nigel@mogmag.co.uk

Art Editor

Ian Denby-Jones
ian@meteorcreative.co.uk

Contributors

Phil Royle, Cain Poulton,
Bob Bull, Douglas Hallawell,
Granville Orange, Christine
Orange, Charley Bradford,
Michele Jarvis, Dave Smith,
Travis Blake

SUBSCRIPTIONS

Telephone
Email

01905 928278
subscriptions@mogmag.co.uk

PUBLISHING

Publishing Director

Matti Rogers
Tel: 07973 725760
Email: matti@alphadeal.co.uk

Publishing Assistant

Liam Fisher
Tel: 01905 611926
Email: liam@alphadeal.co.uk

Publisher

ALPHADEAL

Elmhurst, 9 Shrubbery
Avenue, Worcester, WR1 1QN
Tel: 01905 611926

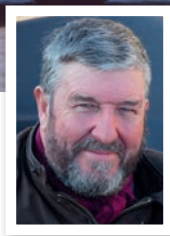
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EDITOR'S LETTER

You know how it is. A bunch of Morgan owners sit down and have a chat, we all agree with everybody else, because we all love our cars and wouldn't swap them for anyone's. Then someone says something that doesn't quite sound right, and beers are put down, lest they be spilt! On one occasion the strong opinion that started one of the most heated debates I have ever witnessed was this; "Whilst polished alloy finishes look great on a Caterham, it is just not right for a Morgan". Really? The protagonist then marshalled the opinion that "If Morgans looked good like that, well Pickersleigh Road would build them like that". Well that got me thinking, didn't Morgan have a shiny alloy Plus 8 at the motor show once? Of course they did, and MOG has tracked it down. I believe it's one of the most stunning Morgans ever. We'd love to know what you think.

As you thumb through this edition you will probably notice that we like silver finishes on all sorts of cars, but they do take an awful lot of effort to keep clean, so perhaps they are not for the winter months. Keep sending in your pictures and articles, and here's to a continued mild winter and a warm spring. Let's hope we only have Morgans and the weather to talk about by April.

All the Best

Nigel Bradford, Editor



010 SHINING STAR

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NEWS BITES

Issue Seventy Nine – February 2019



WIDEBODY MORGAN SEEN ON MALVERN STREETS

Autocar's website has produced these pictures, reportedly of the new chassised "Wide Body" Morgan. Well it looks rather like any old Morgan under a Daktari inspired Zebra Pattern wrap, with wider wheel arches. Are there some



FOUR WHEELERS BEGIN TO ARRIVE IN THE US

Now that the first new four wheel cars for the US market are beginning to arrive in America we are proud to show these pictures, by Josh Torres, of Bill Fink's Workshop at Morgan Cars USA in Sonoma, California. As the picture shows the cars are

being shipped without engines and transmissions, which will be added in the US. Tcherek Kamstra told MOG that since the red Plus 4, and the blue Roadster arrived so that we actually have cars here, the phones have been ringing. Both cars are going to Bay Area guys who have been waiting for years for new cars.





secret new side screen fastenings hidden under the wrap that the factory might not want other manufacturers to know about in advance of their launch? Or have Morgan finally come up with a way of eliminating all unwanted draughts in the classic car? Only time will tell.

Rumours abound of a chap from Lotus helping with the design and of a whole chassis production line arriving from Aston Martin, we couldn't possibly comment as we are as much in the dark as the rest of you. But this eye catching design has certainly got people talking. Remember the first Aero 8 chassis was disguised by just putting a Plus 8 body on it.

Look closely at the pictures and



MAKITA'S NEW FACTORY SERVICE CENTRE OPENS IN LONDON

Makita UK, official Morgan Tool Partner, has opened a third regional Factory Service Centre (FSC) in the busy London borough of Hounslow. This new FSC joins Makita's HQ facility in Milton Keynes, which serves the whole of the country, as well as Glasgow, which supports the rapidly expanding market penetration of the brand in Scotland and northern England. The London FSC will primarily service the essential London and South East region. In order to offer the best service levels in the industry Makita is committed to offering improved national coverage for the benefit of end user customers, as well as the network of Makita distributors, by building these dedicated FSC's.

While these facilities satisfy a vital role in providing technical repairs and maintenance services for all mains and cordless construction machines, and the rapidly expanding range of grounds care tools, including 2-stroke and 4-stroke petrol

engine products, training remains the cornerstone of Makita's marketing success. It ensures that both authorised distributors and operators are fully conversant with the power tools they own, or may purchase in the future; how to obtain the best and safest performance from these machines, and how to maintain them for efficiency and productivity.

At each location the theory elements of courses are held in a lecture theatre, followed by essential hands-on practical work which is carried out in specially adapted and fully equipped training demonstration rooms. Courses are of 1 or 2 day duration or tailored to specific needs. The CITB certificated course, which can include a combination of in-house and on-site training, relates to abrasive wheel training, and both instructor or user courses are available. Gas nailer user training, chainsaw cross cutting and service courses are also available.

Letters



CONTACT US AT:
letters@mogmag.co.uk

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

DEAR MOG,

It was good to see MOG magazine dropping through my door again. Having said that I am a little disappointed at the content in recent editions.

My interest in Morgans stems from the fact that my father (Harry Whitehouse) was employed as a panel beater at Pickersleigh Road for almost all his working life. With that in mind I do consider myself to be part of the Morgan 'family'. It is that part that I am missing - you don't seem to have so many articles

relating to the factory and to the people working there. The magazine does seem more of a 'Club' magazine with articles supplied by owners/drivers.

Can I ask have you any plans to go into the factory at all and extend the range of articles.

Phil Whitehouse

Hi Phil, thanks for your letter and honest opinion! I assure you that this is your magazine as well as all our owner driver readers. Of course you

are part of the "Morgan Family". We most definitely are not a Club Magazine. We certainly will have some more factory features in future. Meanwhile, If you have any stories or pics of Harry Whitehouse's years at Pickersleigh Road we would be delighted to share them. Perhaps you could tell us what his "Secret Mark" was so readers could tell which panels of their cars he made! Marks on the Bonnet Panels are usually easily seen by the hinges inside.

DEAR MOG,

Hope you had a good Christmas. Seeing the picture of Fionn the dog in last month's mag prompted me to send in the attached pic of Clara our Cockapoo who loves travelling in the Morgan, doggles on. The car draws attention anyway as all Morgan's do but when people see Clara in the car with her shades on looking super cool

it brings a smile to everybody's face (and a lot of pictures taken...).

Keep up the good work and best wishes to you and the team for the new year.

Peter Hine

Hi Peter, thanks for your good wishes and the lovely picture. I hope you passenger doesn't mind your edit of it!

MOG's Facebook Page published one of the Autocar Camouflaged Morgan pics featured in this edition's News Section. It drew some interesting comments ...

Are you sure it's not the new Porsche?
Dennis Glavis

That would be a great disguise!

Being such an icon, I'd wager that It's pretty much impossible to disguise a 'new' Morgan from the media, no matter how much camouflage is used.
Alexander Baker

It would have made more sense to paint it BRG with black weather equipment. Then only die-hard enthusiasts would have spotted the differences. This way draws attention to it!

Andrew Garlick

We couldn't agree more chaps!





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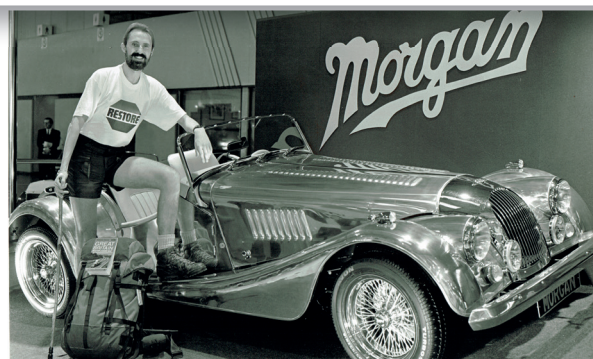
Twenty years after the Plus 8 model was launched in 1968, few could have imagined that its production would last thirty more years. At the same time, in 1988, one man's dream of acquiring a classic car started to take shape...

WORDS Douglas Hallawell PHOTOGRAPHY François Béraud, Unai Ona and Douglas Hallawell

François Béraud had only just abandoned his then current project of owning a Mk II Jaguar, realising that a Morgan could possibly fit his budget. Being a successful trader does have its financial rewards and, by 1989, François decided it was time to take a half-day off (trading) and head for the Morgan dealer in Paris. As a Frenchman, and living in the nearby suburb of Saint-Germain-en-Laye, he made an appointment on May 25th 1989 with the Savoye family dealership, alias *importateur exclusif Morgan pour la France*. Contrary to Germany, France's premier Mog import model was not the Plus 8 in those days. At a time when 5 out of 6 Mog customers (in France) would opt for the less expensive 4/4 or Plus 4 models, François,

nevertheless, knew he could afford the top-of-the-range model. And contrary to the UK – where the waiting list for a new Mog was 7 years – François was quoted 2.5 – 3 years by Claude Savoye for a Plus 8.

A deposit for 37000 francs was taken for a contract that specified: *all aluminium body, Connaught green paint, Connolly tan leather (ref A4208), galvanised chassis, luggage rack, locking petrol cap, walnut dashboard, spare wheel cover, cigar lighter & a hifi installation (for installation in the rear)*. François was informed that there were 14 customers ahead of him in the queue for a new Mog. But little did Claude Savoye realise what would actually materialise from this single order out of 15-20 that the French dealer was then receiving each year... ➤





François Béraud (in the middle) with Charles & Peter Morgan in March 1998 at the factory

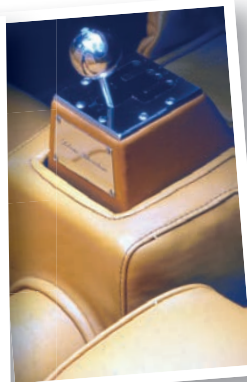
For the ensuing two years, the prospect of finally owning a Plus 8 was to constantly occupy the back of François' mind. In April 1991, while playing golf with a friend, François was coaxed to make his Mog extra special by requesting a polished ali finish. The very next day he phoned Claude Savoye for his opinion on the matter and lo & behold, Claude's prompt reply was « why don't you write Peter Morgan a letter and submit your request directly to him? ». Firstly, François wanted to check and see if the job of polishing a Plus 8's ali bodywork could be carried out on a finished Mog, in nearby Paris. It turned out it could be done but it quickly became obvious that the operation would be more complicated and costlier than having it done halfway through build at the factory...

On August 1st 1991, he decided to address the issue in a letter to Peter Morgan. Peter replied on August 7th, politely turning down the very unusual request, the main reason evoked being that the factory wasn't equipped to deal with this kind of work. Further bad news was to

follow when he heard from Savoye that the introduction of the 3.9 Rover V8 unit entailed an 18-month delay while road certifying the engine took place in France, during which time not a single Plus 8 could be sold by the dealership. At this stage it should be noted that Savoye had sold a mere three Plus 8s from September 1989 to September 1990. So, even at the best of times, Plus 8s were a rare sight on French roads! The only positive news came in February 1992 when he learned that the waiting list was now down to 11 (from 14).

Meanwhile, Charles Morgan and his father were seriously weighing the pros & cons of going ahead with François' request for a polished ali finish for his Mog in spite of the earlier refusal. Unawares to François, the factory had already contacted a company in Birmingham, Brent Brown, that was willing to take on the outsourced work. Finally, the decision was reviewed in François' favour and - when asked for permission to display the Plus 8 at the upcoming Birmingham Car Show in October prior to despatching the car to the French dealer ➤





- François spontaneously agreed. Charles even went a step further by giving in to François' earlier request for wire wheels, an option unheard-of for the Plus 8 model at that time. Charles' personal Plus 8 had indeed been specially equipped with chrome wires and, consequently, were to be mounted on François' car during its build in order to properly align the wings whilst awaiting a set of five new stainless steel ones.

By then, everyone at the factory was fully aware that François' Mog was going to be unique as well as being displayed at the car show. Superform ali wings were yet to be invented and supplied to Morgan so extra care had

to be taken with welding together sections of the front wings as Peter was concerned that smoothing down the seams might weaken the wings to some extent. Pictures taken during build by François on September 18th 1992 showed the Mog fully clothed in matt ali, apart from one rear wing that had been highly polished to gauge the finish. Moreover, it was to serve as a reference for the rest of the body's finish. Peter and Charles Morgan were obviously intent on making the finished 'product' a real eye-catcher on the Morgan stand at Birmingham!

The deal struck between the factory and Brent Brown was for approximately 250 hours of professional





polishing by two designated employees with instructions to do the job in three weeks. Morgan was to take care of the cowl and scuttle as the two were still steel items at the time. On return to the factory, a chromed cowl was fitted to the Mog as well as the remaining items like the windscreen, hood and wire wheels. As for the scuttle, chroming was out of the question so it was decided by Charles that a clear ICI lacquer would be applied after it had been well shined at Brent Brown's premises. For the purposes of the show, the Mog underwent four days of hand polishing with a soft cloth just before being sent to Birmingham in time for Press Day on October 20th 1992.

François was of course present that day, with a VIP card provided by Morgan for permanent access, and his Mog was clearly visible in a slightly elevated and inclined position on the stand. The fully polished aluminium Plus 8 was truly dazzling as later witnessed on the Sunday in BBC's Top Gear Motorshow review. Furthermore, those manning the stand received several enquiries from prospective customers wishing to place orders for an identical Mog! The main goal, however, for displaying the special finish was to highlight the sheet metal craftsmanship and to stress how much aluminium is used >





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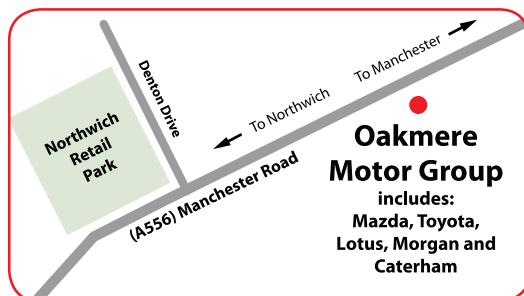
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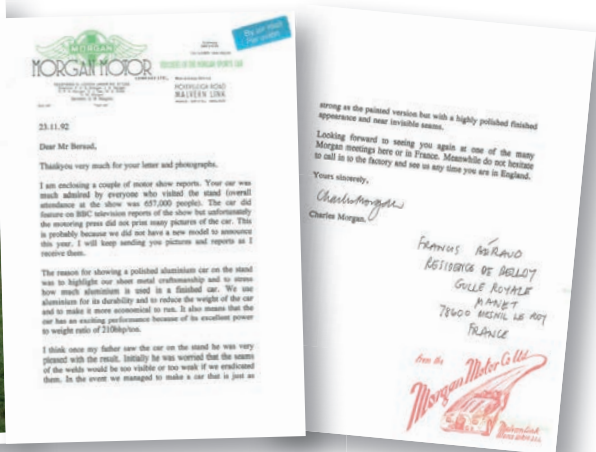
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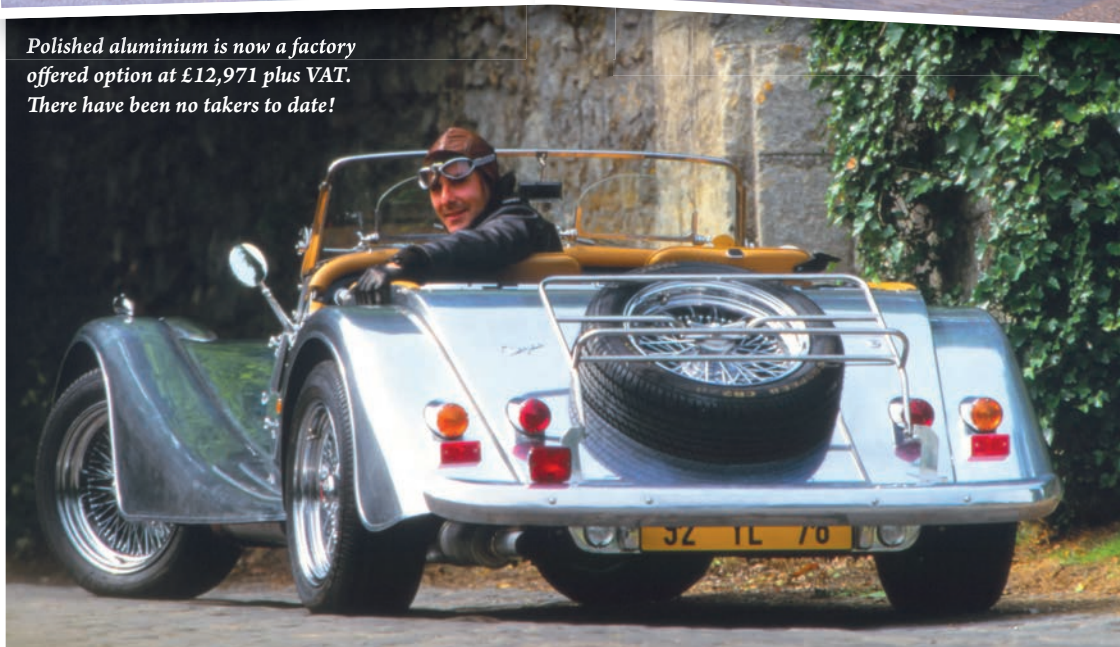
bringing the grand total to a whopping 421426 francs, the equivalent of 64000 euros! As soon as François took his Silver Phantom Plus 8 out for summer drives, it would invariably attract a lot of attention. It wasn't long before the newspaper 'Le Figaro' discovered the car's existence and published a flattering article by Philippe Loisel on the Mog and the marque. Then came the turn for national TV with 'Turbo', a regular Sunday programme, where the Mog was filmed at speed for an extensive report on the car. This indirect publicity quickly generated 30 new orders for Morgans that year, very much to the delight of the French dealer.

Unsurprisingly, François has held on to his Mog to this day, despite several offers over the years to buy his unique Plus 8. It has covered 120000 kms and, mechanically, only the gearbox has required reconditioning. A regular sight at Morgan Club de France outings, the Silver Phantom even returned to the factory in March 1998 with a group of MCF Morgs on the occasion of the club's 25th anniversary. In August 1993 it was awarded a prize at the prestigious Concours d'Elégance in La Baule. It was even portrayed on a fancy Champagne label specially created in 2001 for the French club's very own cuvée, but that's another story! **MOG**





Polished aluminium is now a factory offered option at £12,971 plus VAT. There have been no takers to date!





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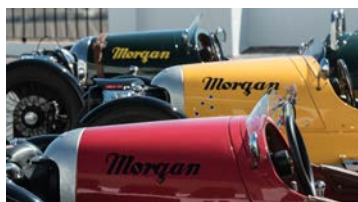


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SUNDAY SCRAMBLE

The 6th of January saw a huge turnout at Bicester Heritage's first Sunday Scramble of the year, MOG was there, of course. WORDS & PHOTOGRAPHY Nigel Bradford

There is something rather strange, yet satisfying, about driving along the M40 on the first Sunday in January. Whilst we are all looking to the future, and trying really hard to concentrate on keeping to our New Year Resolutions, it can seem that in that we are not just travelling through Oxfordshire but travelling through time as well. All of a sudden, the ubiquitous M40 Mercedes seem to be

1970s models, the F Paces have become Mark 2s and the locally produced oversized Ersatz Minis have been replaced by the proper little ones from Birmingham. All of sudden you might believe we have been transported to the Tropics as well, as there are open topped sports cars everywhere. It is clear, even to the most switched off driver taking their family home after a prolonged holiday period that a great phenomenon is occurring, as even ➤



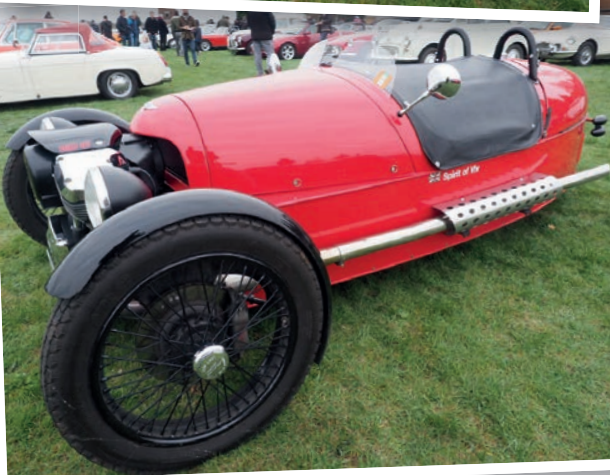


Mogs are out there, in January!

That great Phenomenon is Bicester Heritage Sunday Scramble, now firmly set as the first major date in the classic car diary for every year. Leaving the M40 and taking to the B roads leading to the former RAF Station, you experience a nostalgic experience like none other, a traffic jam reminisced of a Bank Holiday in those glorious pre-motorway days. Though to be fair to the organisers, entry to the airfield is very smooth and well organised. Many drivers have bought their tickets in advance, I must remember to do that next year, and parking is well marshalled. Many car clubs are in evidence, resulting many cars parking in marque groups. This includes Morgans, of course, but there were Mogs dotted about

throughout the extensive public parking areas. Often drawing little crowds of their own. This is particularly true of 3 Wheelers as no one seems capable of just walking past one without a second glance at the very least!

The beauty of this event is in its simplicity, throw open the gates of a large fascinating site, and see what turns up. The result is fantastic. It is safe to say that every car that turns up is their owners' pride and joy, even though some may be unremarkable in the eyes of many, all are treasured the same. The Lamborghini parks next to the Nisan, the McLaren next to the Volkswagen and the Rolls Royce next to the Vauxhall. Last year a large empty exhibition hangar was taken over by the Porsche club, obviously expecting bad weather. This year it was ➤



SUNDAY SCRAMBLE





occupied by a group of wonderful cars, many from a time when Ferdinand was still a boy, or wondering how to realise his beetle fixation. Star of this esteemed assembly was undoubtedly one of the smallest cars in there. A stunning 1939 4-4, looking as fresh as the day she left Pickersleigh Road.

The majority of cars park "Airside", in the dispersal area of the aerodrome. The active part of the airfield is simply roped off so that flying can continue. Other Mogs were just parked in what is known as the Technical Area. This consists of all the small buildings and workshops

that went to make up a vast RAF station during the Second World War. Many of these buildings now house vehicle restoration companies, and most were open and giving demonstrations of their work, skill and craftsmanship. Positioned right in the middle of the Area are possibly the smartest "Latrines" I've ever found, perhaps contradicting the old proverb about what can and can't be polished.

As befits the home of the Flywheel Festival there was activity on the airfield as well with joyrides being offered in various "Moths" and the local gliding club

>





carrying on as normal.

So any Morgan owner wanting to test the Ball Theory on driving Mogs and flying was able to do so. After all we all come fully dressed for both activities at this time of year!

Later this year, in addition to the regular Sunday Scrambles in April and October there will be the first Super Scramble in July, where in addition to the static cars there will be track action and parade laps for invited cars and their drivers.

Please check their Website for further details, it should be a great event. www.bicesterheritage.co.uk **MOG**





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(2013) 4/4

Ford 1.6L
Sport Blue,
Brown Leather

£34,495



(UNREG) THREE WHEELER

S & S 2.0L V-Twin
Pastel Green,
Charcoal Leather

£43,595



(2003) RUNABOUT

Ford 1.8 Zetec
Bulldog Blue,
Black Leather

£24,995



(1996) PLUS 4

Rover 2.0L
Fiat Night Green,
Green Leather

£25,995



(2007) PLUS 4

Ford 2.0L
Royal Ivory,
Blue Leather

£34,995



(1985) PLUS 8

Rover 3.5L V8
Signal Red,
Black Leather

£44,995



(UNREG) PLUS 4

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NEW YEARS DAY

The VSCC annual gathering at the Royal Oak in at Much Marcle drew a huge gathering of Pre- War cars, including many Morgans. MOG went along.

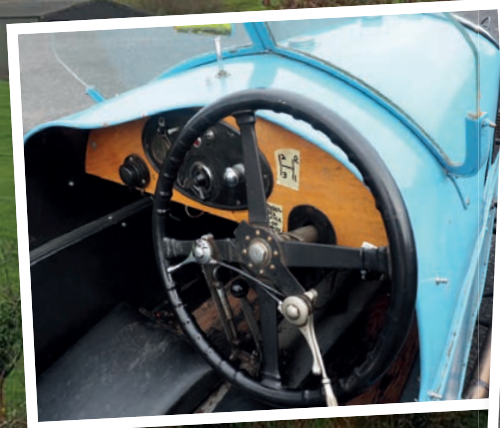
Words and Pics. Nigel Bradford



New Year's Day dawned bright, dry and mild. A perfect excuse to get the Mogs out, and forget what turmoil and strife 2019 may have in store. Of course there were a few organised gatherings up and down the country, that would have gone ahead no matter what the weather had in store for the day. One such meeting was that held by the Vintage Sports Car Club at the Royal Oak in Much Marcle, Herefordshire. Officially for pre-war sports cars. There were a few interlopers and couple of groups of cars that by definition cannot qualify as pre 1939, namely Land Rovers and Second World War Military Vehicles. Amongst those that did qualify was a very good turn out from the local group of the Morgan Three Wheeler Club. The inter war years were fully covered

by the Mogs, ranging from a beautiful Anzani engined Grand Prix right up to some fine examples of the final F types. (Some Media Bounder sneaked in a 1983 4/4 as well. Pre-war design, I suppose, but pushing it.) All had arrived under their own power and many had travelled for well over a couple of hours to get there.

The interloper 4/4 wasn't the only four wheeled Mog present, as probably the most spectacular little car at the Meeting was a Three Wheeler that wasn't. Originally a 1927 Super Aero, Dave Winbow had re built the car from scrap about 20 years ago, incorporating a GN back axle. He also built the 'Home Brew' Jap engine, using all original parts. There was something about the chassis that made him think that it may have been converted to four wheels earlier but this is not known for ➤





certain. Whilst three wheelers with GN transmissions are familiar on the track, his little beauty is a road car. Its good looks tell of its sporty performance, but in common with its sporting cousins it also has challenging handling. Not having a differential means that cornering in the wet is very sporting indeed.

But this is not a Morgan event, that VSCC includes all marques of car. It is said that the original British Sports Car was the 1910 Vauxhall Prince Henry, though Mercedes might dispute the claim. This car is much larger than the lightweight cars of the 1930s, including Morgans, that came to define our understanding of the term. Indeed according to a lovely lady who glories in the nickname of Bang, it seemed that being a Vauxhall owner was practically a pre-requisite for a Chairman of the VSCC. She seemed astonished that in recent years a couple of upstart Bentley owners had held that august office. Indeed even basic knowledge of the history of motorsport seems to have fallen from the job specification, a recent Chairman didn't even know who Fangio was! Terrible, but the club survives!

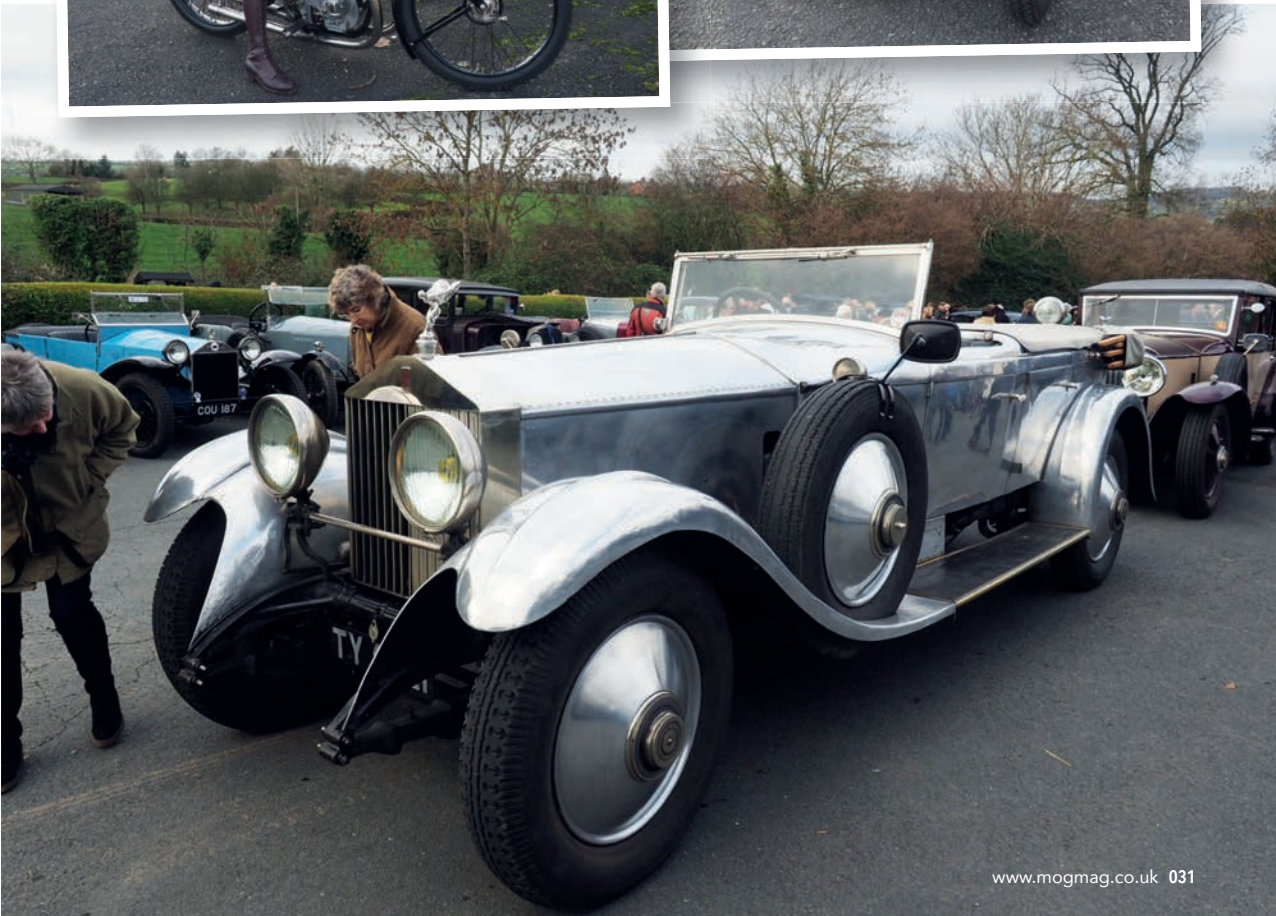
Right in the centre of the assembled cars, resplendent in the sunshine, was possibly the most iconic of all shiny silver cars, a Rolls Royce Silver Ghost. The original Silver Ghost is painted with aluminium paint. And has silver fittings. This one was a fine example of bare polished metal. Bang didn't have a view on Rollers, they don't have much of a competition history.

Walking around the cars it was clear that whilst all were the pride and joy of their owners, pride in

ownership comes in many forms. Some cars were immaculate in appearance, possibly even more shiny than the day they left the factory, others looked as if they were still running on all their original parts and had never seen a tin of polish. But looks can be deceptive. The scruffiest of F Types, was running as sweetly as ever and boasted modern LED lighting in its original fittings. A fine concession to safety! It was also noticeable that a few owners really dressed the part in period clothes. At summer meets of all organisations club polos and t shirts seem to be the rig of the day, even amongst the VSCC. Winter however, brings out the seldom worn coats of yesteryear, including furs. It would seem some people do live in a time warp.

Of course most aspects of retro motoring are to be celebrated and this meeting was certainly a joyful celebration of a golden age of motoring, before Europe was once again thrown into turmoil. **MOG**







WHERE TO STAY - THE COLWALL PARK HOTEL

Granville Orange continues with his series on where to stay if visiting Malvern and the Morgan factory, with an emphasis on recommending comfortable, quality hotels with safe, off road parking for your treasured Mogs, within or near to Malvern.

WORDS & PHOTOGRAPHY Granville Orange

The Colwall Park Hotel is the fourth hotel in this series, and is located in the pleasant Herefordshire village of Colwall, sited at the foothills of the western slopes of the Malvern Hills. The hotel, which dates back to 1904 is exactly 5 miles from the Morgan factory in Pickersleigh Road.

The Colwall Park is independently owned, with 22 recently refurbished rooms, and is licensed with a cosy, newly refurbished bar, plus award winning restaurant which is listed in the Michelin and Good Food guides.

The restaurant has been awarded 2 AA rosettes and serves modern gourmet food using fresh local ingredients, much of which is grown in the hotel's own kitchen garden or foraged locally. This includes wild garlic, which is one of the abundant aromas noticeable when driving a Mog along the lanes on the hills above the hotel. The hotel has in 2018 also achieved "Highly Commended" in the Visit Herefordshire awards.

The bar, to the front of the hotel, serves local ales and spirits, some of which have of course previously



featured in MOG. On the other side of the corridor there is a wonderfully intimate lounge whose walls feature a gallery of British stars of stage and screen commemorating their stays at the hotel whilst staring at the Malvern Festival Theatre. A perfect place for a quiet read. The hotel's connection with the arts does not end there, as in the later War Years from 1943 onwards the noted artist Dame Laura Knight lived in and had a studio there.

The hotel has complimentary private off-road ➤

WHERE TO STAY



parking to the rear for 40 cars, safe for all Morgans, and car clubs are particularly welcome. It also has two acres of lovely gardens. Footpaths lead directly from the hotel onto the slopes of the Malvern Hills, (wellies may be borrowed from the hotel if there's no room to pack your own into your Morgan's), and the hotel is dog friendly even having its own "paw wash" station, with dogs welcome in the bar (which sells doggie ale!) and selected bedrooms.

Dare I suggest that should any reader be considering leaving their treasured Mog at home and arriving by train rather than road, then Colwall station is adjacent to the hotel. Trains run to and from Hereford via Malvern, Worcester, Birmingham and beyond, and London Paddington direct. The London train service is by the GWR, and some services

feature new 800 class.

The hotel is half way between the towns of Malvern with its links to the Victorian water cure, Elgar, the Festival Theatre and of course Morgan, and Ledbury, which is a lovely historic market town known for its significant number of timber framed buildings including the outstanding Market House. Colwall is also not too far from the cathedral cities of Hereford, Worcester and Gloucester.

The hotel web site also has links to local attractions.

Visit www.colwall.co.uk

Phone the hotel reception direct (**01684 540000**) to benefit from the best rates and agreed discounts for MOG readers, and please quote "**MOGMAG**" when booking. Enjoy your stay. **MOG**





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(Left) OM Rubber Bearing Housing with ball-race bearing



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PANTHER

Bringing classic styling and contemporary running gear together, the Panther Westwinds Car Company was another British star that burned brightly but all too briefly.

WORDS Dave Smith PHOTOGRAPHY Various

Styling reminiscent of a Thirties British sports car, hiding a modern powerplant under a long, shapely bonnet - this will doubtless strike a familiar note with all you Morgan fans. There were plenty of other players on that particular field, of course, and one of the better known and loved was Panther Westwinds.

Company founder, Robert Jankel, built his first car at the age of 16. He worked in the family fashion business, but continued to indulge his automotive passions on the side, culminating in the restoration of a 1930 Rolls Royce in 1970. Legend has it that he was offered £10,000 for the finished Rolls - around £150,000 in 2019 money - and that's what paved the way for the Panther car company. After getting the ball rolling in his garage at home, Jankel opened his factory near Brooklands, in Surrey, in 1972.

The first Panther was the J72, a beautiful hand-made aluminium two-seater roadster that looked a lot like the Jaguar SS, and was underpinned by the 3.8 straight-six running gear from the contemporary Jaguar XJ saloon. Given how much Jaguar was in the first model, it doesn't take a great intellectual leap to figure out why the company was called Panther... He later offered Jaguar's 4.2 straight-six and 300bhp 5.3 V12 in the J72 - that must have been a monster to drive.

The next car out of the gate was the Panther FF, or Panther Felber Ferrari. This was real exotica, being based on Ferrari's 330GTC underpinnings from the late Sixties, including the howling 4.0 V12, while the hand-crafted aluminium body had more than a whiff of the late-Forties Ferrari 159S Grand Prix car. Although the basic design came from the Felber studios in

Switzerland, and the mechanicals came from Ferrari, it was Panther who turned it into a stunning and sumptuously trimmed car that debuted at Geneva in early 1974.

The next project was a one-off, and something of a white elephant. The Canadian importer of Panther Cars asked Jankel to build a car for his wife as a surprise gift. The result was the Panther Lazer, a peculiar car with 4.2 Jaguar power, three-abreast seating, and styling so wedgy that it could have embarrassed a TR7.

Apparently, the aforementioned missus was so impressed with the Lazer that she sent it straight back to Panther, where it gathered dust for a few years before being sold to the teenage Crown Prince of Iran!

Another great launch in 1974 was the Panther De Ville, a large and opulent four-door or convertible that managed to combine styling cues from the Great Gatsby-era Bugatti Royale with a healthy dose of Seventies kitsch. The De Ville again used power from that other big cat in Coventry, and trimmed its cars with any luxury the nouveau-riche buyer demanded in the hope that they wouldn't notice that, although the body was handcrafted aluminium and the car was among the most expensive in the world, the doors had been pilfered from the Austin Landcrab... Still, Panther managed to pull it off and stay just on the right side of vulgar in an era when 'bespoke coachbuilt' was often synonymous with 'eye-searingly garish' - just Google the atrocities committed in the name of Stutz in the Seventies. This was the car made famous as the ride of Cruella DeVil in Disney's live-action 101 Dalmatians, but with a name like that, how could she choose otherwise?





PantherJ72

Panther DeVille



Panther DeVille advert



DeVille Convertible

The DeVille Convertible is perhaps even more exciting, moulding as it does the spine tingling exhilaration of the J.72 with the magic carpet luxury and sophistication of the DeVille Saloon. While retaining the flowing regal lines of the Saloon, we have given the Convertible a sleeker and generally more sporting appearance with its two wide doors, electric pillarless side windows and sloping back.

The roof of the car comes with a fully trimmed Everflex covered detachable hard top with heated rear window, and folding mohair soft top.

For the discerning owner, a Panther DeVille provides quiet, sophisticated travel, coupled with style, elegance and prestige. For those of us who are less fortunate, the DeVille represents the last word in exclusivity, a classic of classics.



1978 Panther DeVille



Rio wears company registration number, but not many buyers thought the Rio was 'worth it'



Panther Rio





1978 Panther Lima

Everything appeared to be going swimmingly for Panther, but they almost got bowled over by a fast ball from left field... or, rather, from the Middle East. The OPEC-induced energy crisis that began in late 1973 meant that petrol prices soared and fuel was often rationed. This didn't often affect the sort of customers who bought Panthers - privilege and wealth can cut through lots of red tape - but Panther thought they should show willing, and the result was the 1975 Panther Rio.

The Rio took a production saloon car and added an aluminium nose and tail, plus the sort of sybaritic Connolly leather and walnut interior you'd expect from Panther. The production car it was based on, however, was the humble and unremarkable Triumph Dolomite 1850 four-door saloon, though some versions used the more remarkable two-litre 16V Sprint engine. Sadly, the Sprint engine was as remarkable for its unreliability as for its lively and responsive power, and Panther's customers weren't keen on unreliability, especially



Panther Six

when they'd just bought a British Leyland in a posh frock for three times the price of the Dolomite it was based on. Strangely, the front-end treatment on the Rio was frighteningly similar to the Rolls Royce Silver Spirit that came along five years later... coincidence, surely. Between 1975 and 1977, only a couple of dozen were made, but by then the oil crisis was over and we could all go back to gas-guzzling again, hurrah!

The 1976 Lima was something of a departure for Panther, as they went for volume sales rather than the bespoke luxury market. It was a handsome two-seater roadster, with a whiff of Bugatti, a pinch of Morgan and a large lump of Allard on the floorpan of a Vauxhall Viva. It used Vauxhall's 2.3-litre slant-four motor, which was nothing special, but in the flyweight, fibreglass-bodied Lima, it could be quite sprightly. It was sold through Vauxhall dealerships for a reasonable price, and sold in the hundreds rather than the handfuls. A later update put the Lima on a purpose-built chassis rather than a production saloon floorpan, which improved it no end.

It was in 1977 when Panther leaped to the world's attention with their most outrageous offering ever, and possibly THE most outrageous offering ever. It was the Panther Six, a huge machine with four wheels at the front and two at the rear, à la Tyrrell P34 Formula 1 car. The front tyres were 205/40VR13, and the rears 265/50VR16, in a time when such low profiles were practically unheard of outside racing circuits. Those rear tyres were connected to the FWD engine and transmission from an early Seventies Cadillac Eldorado, mounted amidships. Not content with a mere 8.2 litres of Cadillac V8 - the largest production engine of the time - Panther decided to add twin turbos and claim a top speed of 200mph. Note: claim. While this 'fact' garnered plenty of column inches globally, it seems it was never actually substantiated. Similarly hard to swallow was the £40,000 price tag, about quarter of a million pounds today, and only two were ever made. They both survive.

Despite the sales success of the Lima, the company was struggling with cashflow, and Panther Westwinds finally collapsed in 1979. Young C. Kim, a South Korean businessman, bought the remnants from the receiver in 1980 for his family's Jindo Industries giant, and reopened the Panther Car Company, continuing



with the Lima, J72 and De Ville. Under Jindo, Panther began tooling up for the Lima's replacement, the steel-chassised, aluminium-bodied, Korean made but British assembled 1982 Kallista. Its styling wasn't a million miles from the Lima, but power now came from Ford's 2.8 Cologne V6, which later grew fuel injection and an extra 100cc. It sold well, to the extent that Panther opened a second factory nearby to meet demand.

In 1987, Jindo sold the Panther Car Company to Ssang-Yong, who opened yet another factory in Essex, and continued making the Kallista until 1990. In the meantime, a modern, mid-engined, Jankel-designed sportscar called the Solo - which had been on the

drawing board since 1983 - finally saw the light of day. It debuted in 1989, around the same time as Toyota's MR2 MkII ... which looked almost exactly the same. Quick modifications were made, including ditching the 1600cc XR2 engine in favour of a mighty Cosworth and 4WD, and stretching the chassis to make an ungainly 2+2. It didn't matter. Ssang Yong halted production of the Solo after just a handful of models were made, shipped the remaining Kallista parts inventory back to South Korea, and began making wide-body GRP versions of their own. By the end of the century, Ssang Yong had been swallowed up into Daewoo, and the Panther name lost forever. ➤



Panther Kallista



Panther Kallista

Or was it...?

While Panther Westwinds was running, Robert Jankel had a very profitable sideline building other specialist vehicles. He built one-off Rolls-Royce, Range Rover and Mercedes-Benz conversions for ... ahem, discerning customers, alongside other projects such as futuristic hovercraft. After Panther Westwinds, his Jankel Group continued building armoured cars and stretched limousines, and he was the sole subcontractor to Rolls-Royce for the Silver Spur limo. In 1992 he built the Jankel Tempest, an upmarket, luxuriously appointed Chevrolet Corvette,

whose supercharged V8 accelerated it into the record books with a 0-60mph time of 3.89 seconds.

In 2001, Jankel bought the rights to Panther back from Daewoo; however, in May 2005, pancreatic cancer carried him off. On his drawing board were the designs for an all-new, 21st century Panther sports car, a car his son described as Robert's "unfinished symphony." The Jankel Group continues, building specialist and armoured vehicles for military, law enforcement and private customers, but so far it seems that Jankel's unfinished symphony will remain just that. **MOG**



Panther Solo

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THE MORGAN AERO CHALLENGE 2019 – A PREVIEW



Mog's Motorsport Correspondent looks ahead to this year's season.

WORDS Bob Bull PHOTOGRAPHY Tripos Media

The familiar sight of Keith Ahlers in full flight in his fearsome V8, TOK

Two Thousand and Nineteen sees the 35th running of the Morgan Challenge Series that started at Snetterton in 1985, when Mary Lindsay proved that being a lady was no handicap to taking the title, even if the results were based on a handicap system! Mary continues to compete as do several other pioneers of the original race which, sums up the friendly nature of the series.

Last year Tim Parsons took home the Peter Collins Tray awarded to the Champion, pipping Bret

Syndercombe by a single point to the title, while Tony Hirst clinched the AR Motorsport Trophy by scoring more points than anyone else, but dropped scores meant he came up short on the championship. Phil Thomas was very much in the hunt until the final round at Snetterton finishing fourth overall.

Will 2019 give us such a close fought battle? Details of entries are not available at the time of writing, but we can fairly certain the Tim will be back to defend his championship, and that the Morgan Motor Company's ➤



The always feisty, John Millbank is another of the original entrants back in 1985



Tim Parsons in his Supersports flaunts his allegiance to Scottish fish



The view from the middle of the pack, Brett Syndercombe sits behind Roger Whiteside, and Hamilton-Smith



Chris Springall a previous Challenge winner, back in Class 'C'



Past Champion, Simon Orebi Gann has a frustrating season with his ARV6 as it let him down on several occasions



The rain at Snetterton gave Andrew Thompson chance to shine in his ARV6 leading both races from the start, and giving Keith Ahlers a run for his money



John Millbank raises the spray at Snetterton in April

team of Tony Hirst and Craig Hamilton-Smith will be anxious to demonstrate the effectiveness of the new for 2018, Club Sport model after a successful debut season. Phil Thomas is pinning his hopes on a refurbished Class 'J' BabyDoll, while Brett Syndercombe is sure to be back with his faithful Brands Hatch Morgans 4/4, and sights set on going one better than 2018.

Keith Ahlers, who looked a sure fire bet to rack up his hundredth Challenge victory during the season, can be counted on to bring his fearsome Class 'A' V8 back looking for the so far elusive century of wins, and

should be joined by Roger Whiteside, OBE in his black V8, hoping to retain the Class title he won last year. Phillip Goddard has had his Class 'A' Morgan up for sale so we may see the Hertfordshire vet in a different class in 2019.

Class 'C' went the way of Tim Ayres in 2018, and he can be expected to bring his New Elms +8 back for another tilt at class and overall honours, as long as he can hold off an ever improving Simon Sherry, and Chris Springall.

Andrew Thompson, Sharlie Goddard, and Alan ➤



Phil Thomas chases Simon Orebi Gann, and Stuart Anderson during the Bentley Drivers club Meeting



One of the regular, irregulars, Peter Sargeant is rarely seen without a huge smile on his face



One of the regular, irregulars, Peter Sargeant is rarely seen without a huge smile on his face



Most points but no cigar, Tony Hirst fends off the precocious talent of James Sumner



Tim Ayres heads the bunch at Donington, another ex-Champ

MORGAN CHALLENGE

House are sure to be chasing back-to-back Class titles, and regular runners like Jack Bellinger, Peter Cole, Greg Parnell, Mr and Mrs Bailey, Dominic House, assorted Sumners, and veteran John Millbank will assuredly add their presence to the scene.

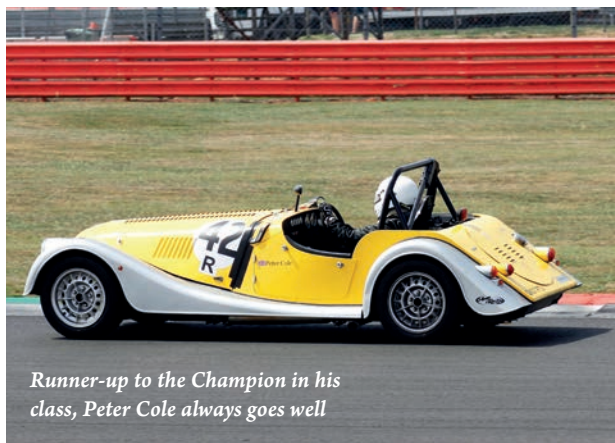
Simon Orebi Gann has sorted out his licence and will be back again, but probably not chasing another Championship, while irregular regulars, Peter Sargeant, Kelvin Laidlaw, Peter Rafter, Leigh Sebba, Tony Lees, Andy Green, and John Emberson can be expected to pop up on occasion.

The season kicks off at Silverstone's VSCC Spring Start meeting in April, and visits Brands Hatch, Oulton Park, Donnington, Mallory Park, and Castle Combe, before the final round takes place at Snetterton in October.

Thirteen races with the best ten to count towards the Championship, no clear favourite, a lot of good racing, a friendly paddock, and the camaraderie that characterises the Aero Challenge, all organised with impressive efficiency by Series Organiser, Katy Thompson means success is assured. Naturally you can keep up-to-date with events through MOG as we be will reporting on all rounds during 2019. **MOG**



Class 'G' winner, Andrew Thompson took three overall victories in his ARV6



Runner-up to the Champion in his class, Peter Cole always goes well



Series Organiser, Katy Thompson hits the high notes



Tim Parsons clutches some silverware, but there is more to come



Class 'A' winner Roger Whiteside OBE, honoured in the New Year's List



Champion elect enjoys the sun during the Bentley Drivers Club Meeting, the same event that saw his chances suffer a major blow in 2016



The first ever Challenge Champion, Mary Lindsay with her faithful 'Bulldog', both forever young



Stuart Anderson and Phil Thomas go head-to-head at a sunny Silverstone

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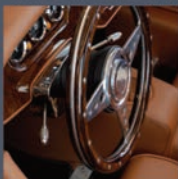


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AUTOSPORT INTERNATIONAL

AUTOSPORT INTERNATIONAL / NEC 10-13TH JANUARY 2019

Editor Nigel Bradford and Columnist Granville Orange attended on behalf of MOG in search of all things Morgan, which to be totally honest, was a rather difficult task this year. However, the show covers all aspects of motorsport, and there was plenty else to keep us entertained as you might imagine within the four vast exhibition halls plus the live action arena... the UK's largest indoor race track featuring high octane stunts, parades, racing, drifting and celebrity guests.

WORDS & PHOTOGRAPHY Granville Orange



We began by catching up with MOG favourite Sharlie Goddard, of BWRDC (British Women's Racing Drivers' Club). Sharlie was at the NEC in November when we featured her alongside Bruce, her 1968 Morgan Plus 8 race car, but alas Bruce was missing at this show. A pity, but nevertheless Bruce featured in our interview of Sharlie, not least over the choice of livery (Bruce, if Sharlie will forgive us, is a version of rhubarb and custard! Nigel teased her with his Penelope Pitstop pet name...PP drives a similar coloured car...but rather than emulating

any female cartoon racing driver Sharlie explained that Bruce is painted to emulate the colour scheme of the St Moritz Tobogganing Club would you believe, of which Sharlie is a member. Sharlie, who is self-funding, hopes to race this year in the Morgan Auto Challenge, and at HSCC (Historic Sports Car Club) events of which there will be 12 race meetings in the UK this year. HSCC had their own large stand at the show celebrating the 50th year of Formula 5000 with six legendary cars from the series with associations to iconic drivers such as Jody Scheckter, Mario Andretti, Rene Arnoux, Patrick





Tambay, Alan Jones, Derek Bell, and Mike Hailwood.

Next stop of interest was the Tillet racing seat stand, and here, as the photos show, Nigel took a particular interest in one of their designs to the point of testing it out. The photo of Nigel enjoying the snug fit is a delight! Is he thinking of fitting them to one of his Morgans? He was certainly impressed! Granville looked far more

comfortable.

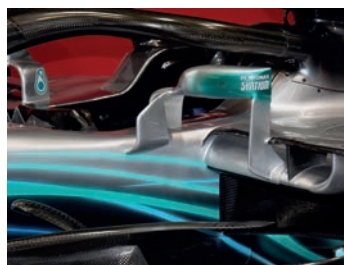
Throughout the show there were examples of electronic powered vehicles and the move towards ever greener, innovative and ever more efficient cars, as one might expect in today's environmentally friendly world, albeit within the context of a show promoting supreme fast, exciting and fuel thirsty monsters...quite a





dichotomy albeit a narrowing gap as green technology rapidly accelerates development. However, of particular interest to us was the unusual and indeed unique example of a solar powered vehicle designed by students at Ardingley College, Warwickshire, the Ardingley Solar Team. They recently achieved 10th place out of 20 in the European Solar Challenge, were the first school

to compete in the Bridgestone World Solar Challenge (coming 6th), and are now preparing for the next Bridgestone World Solar Challenge later this year. The vehicle frame is mainly carbon fibre, the body carbon fibre, the battery system developed by Lincoln Binns Ltd & Rob Smith, and the motors were specially produced by Mitsubishi to provide 95% efficient hub induction. ➤





If interested the students are keen to attract additional sponsors to help fund their work. Contact them via ardingleysolar.com

Race simulation experiences were a popular attraction, and Classic Race Simulators offered the public the opportunity to sit in a Jim Clark simulator driving the tracks of your choice on the screen in front. Great fun and very realistic. They will build a copy of any car of your choice...what a superb addition for any deluxe man-cave if you have a spare circa £50,000 to spare.

The Silverstone auction ring was a centre of attention at the Classic Car Show in November, and here they were again with another fantastic eclectic collection of cars plus an ex Nigel Mansell Ducati motorbike, and motoring memorabilia and watches. No Morgan's this time unfortunately, but some very desirable vehicles nonetheless. Nigel and I kept our hands in our pockets...with difficulty at times...if only! The star lot was a 1973 Porsche 911 Carrera 2.7 RS, guide price £340,000. It failed to sell at the auction, so is still available (at the time of writing), for the "Buy Now" price of £375,000 should any reader be interested. (Contact Silverstone Auctions direct). Catching our attention however was a stunning 1935 Mercedes-Benz Type 290 2-door Cabriolet, with an estimate of £60-£70,000. With right hand drive, six cylinders, long wheel chassis and a beautiful interior leather finish, it was very tempting. Proving that your esteemed editor and I have good taste, it eventually sold, alas, for £121,500, double the guide price! Oh well...perhaps next time!

As well as the live car demonstrations the other very popular stand is the F1 collection featuring cars from the 2018 season - some of the most technically advanced cars in the world. We enjoyed the opportunity to get up close to some fantastic machines and to take some photographs whilst the stand was relatively quiet. Pirelli had their stand adjacent, displaying their range of F1 tyres, along with, as it happened, attractive young models promoting the brand. I couldn't resist the opportunity to take a shot with their permission...it would have been rude not to!!!

Then at the weekend, the star of the show, well in MOG's eyes, arrived. A Morgan Plus 4 Police car. Resplendent in its Bermuda Blue 1960s style panda-car livery it took pride of place on the Central Motorway Police Group's stand. Its purpose, to promote road safety. The Police Officers who are its temporary custodians assured us that it whilst would not be used to chase a villain or block a speeding suspect's car, it would be quite legal for them to exceed any speed limit, with its blue lights flashing, if Police business dictated it necessary. A Case of a 110 edition Morgan doing 110 mph on the motorway!

Dragsters, rally cars, karting, trailers, motorhomes, parts and tools, gears and brakes, tyres, pistons and lubricants, magazines, holidays, car clubs, books and die cast models, photos and talks, watches, celebrities and more! All represented at the show, and all in all a great day out and there was certainly something for anyone with an interest in motor sport of any sort. See you there next year. **MOG**



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PIONEER ANNOUNCES BRAND NEW SLIMLINE SUBWOOFER ENCLOSURE AND DRIVER

Here at Mog we know some of you need more music than just the exhaust note so here's an idea to crank up your bass.

Space saving bass is generally considered to be one of those mythical creatures – like a non-fattening chocolate. Despite the fact that conventional wisdom suggests neither are particularly obtainable, it turns out one of them does exist. Thing is, words like slimline, shallow and space-saving all suggest some sort of compromise, when in fact the precise science of cubic area that the Pioneer boffins meticulously calculate to extract maximum performance from its drivers, is exactly what makes pre-built, manufacturer approved sub boxes such a sensible option.

If space, bass and grace are what you require from a subwoofer enclosure, and let's face it there isn't much space in a Mog, here is the Pioneer TS-D10LB. This incredibly slender, 10-inch sub box features a 2-ohm Pioneer driver that can draw up to 350w RMS without even breaking a sweat,

which leads to more than enough low end welly to fill most cabins with subsonic seduction. The driver in question is the newly released TS-Z10LS2 25cm subwoofer that benefits from immense balance, speed, power and bass extension for the ultimate pre-packaged bass solution. Unlike conventional subs, the placement of the Z-subwoofer can be optimised for sound quality and bass reinforcement, qualities that arise from its incredibly shallow mounting depth.

This surprisingly compact package drops down to as low as 20hz and extends all the way up to 3.4khz, making it the perfect companion to Pioneer's component speakers from the new Z and D-series. When combined with the custom made Pioneer box you'll always have passengers asking, "is that a 12 or a 15 you've got out back?"

Built from a strong foundation of class-leading subwoofers, the TS-D

Series delivers reliability, power, and a capacity to produce big, clear and distortion-free sound that is simply unbelievable given the dimension of the enclosure. Fret not that you're about to lose your entire boot space, and embrace the slender enclosure that still allows shopping to be stowed admirably.

When powered by Pioneer's GM-D series of high performance amplifiers, the TS-D series subwoofers are able to deliver really powerful, rich, high quality bass, no matter the volume level.

Turn it up with Pioneer and don't let the worry of practicality prevent you from indulging your passion for aural pleasure. This 10-inch combination is here to dispel myths that bigger is always better, particularly when it comes to acoustically pleasant, fast, reactive bass lines. For those who seek the speed, power and precision that real music demands, Pioneer is here to help you out.

WHAT WE'VE BEEN READING

1994 THE ESSENTIAL
STORY OF A TRAGIC
AND CONTROVERSIAL
F1 SEASON

Ibrar Malik

Performance Publishing £29 | ISBN 978-0-9576450-3-5

1994, will be forever remembered as the year we lost Ayrton Senna. Such was the tragedy of his loss that our collective memory has quietly forgotten just how dramatic and terrible the whole Formula 1 season of that year was. This book reopens those memories; indeed it reopens some old and long healed wounds.

It was a watershed year for F1 in so many ways, the fatal accidents of Roland Ratzenberger and Ayrton Senna shook the sport to its core. What followed was mayhem. For the first time all the arguments are painstakingly examined in one book. Fresh insights, exclusive interviews, and a plethora of evidence is brought together in a story that is guaranteed to amaze and shock.

This book is a thorough examination of a turbulent season, including:

- Rushed car changes
- Teams unhappy with how the crisis was managed
- A power struggle for control of the sport
- Vague rules being exploited
- Accusations of politically motivated penalties
- An alleged cover-up after a

horrific pit-lane fire

- A controversial conclusion

It also saw Michael Schumacher and Benetton first emerge as championship contenders, upsetting the establishment. Many believed their sudden rise was down to cheating, whilst others felt they were scapegoated because of politics. For the first time all the arguments are painstakingly examined in one book. Fresh insights, exclusive interviews, and a plethora of evidence is brought together to give the clearest analysis yet into the above events. The book contains over 250 photos which help bring this story to life, many of which are rare and from those involved.

There are exclusive contributions from former F1 driver Mark Blundell, Benetton insiders: Willem Toet, Frank Dernie, Simon Morley (the "junior employee" blamed for the Hockenheim fire, dramatically depicted on the cover). Williams' insiders Paul West and Richard Wise. You will be astonished at what is unearthed. 1994 was tragic, chaotic, political, technical and involved some very colourful characters at the heart of the

1994

The Untold Story of a Tragic and Controversial F1 Season



action. It's a story that will amaze.

Did Senna hear illegal traction control on Schumacher's Benetton at Aida?

Concealed launch control was later found on Schumacher's Benetton. Why?

Was the Hockenheim fire caused by Benetton removing their fuel filter?

Despite pleading guilty, why did Benetton receive no serious punishments after the fire?

Schumacher was banned / disqualified from a quarter of 1994 races due to various infringements. Politics or cheating?

Did a return to simpler cars contribute to the accidents?

The book seeks to answer these and many more questions.

Richly illustrated throughout with stunning contemporary photographs, this is a fine first book from the author.

If you're a fan of motorsport or just interested in how greed and ambition can get in the way of simple human values, this book is a compelling read.

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Rumblings From The Shed

Leaping forth from the cloak of anonymity Cain Poulton, who has been writing MOG's Technical features for many months now, describes the fix to his dramatic electrical failure as told in his MOG Fleet column this month.

REPLACEMENT OF MAIN FUSE IN A 2009 4/4

Symptoms;

Total loss of all power: No Engine, No brake servo (Very bad Brakes), No lights, No hazards, No Warning.

Initial checks;

Checked all fuses in the fuse box in the engine bay, all fuses were found to be intact. All accessible wiring connections, OK.

Diagnosis;

The 80 amp fuse located next to

the battery had failed. The fuse itself had not "blown" (which was confusing). It had corroded through one of the spade legs, the poor connection internally melted a small part of the fuse casing and the fuse housing.

The Main housing and fuse is located underneath the Morgan next to the Battery and is exposed to road debris, water, road salt. Just like the Battery RE: previous battery article with note to main fuse.

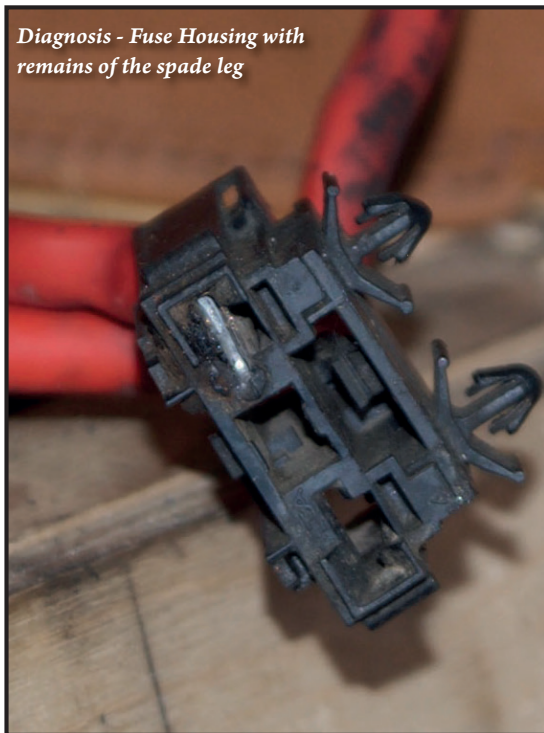
THE FIX;

1. Gain access to the main fuse, we removed the "shelf" from behind the seats to disconnect the battery and gain access to the fuse housing.
2. Remove all damaged cable and expose "new" wire
3. Using the new supplied connectors that come with the new fuse housing, crimp them into place
4. Crimping alone does not

Diagnosis - Corroded Fuse



Diagnosis - Fuse Housing with remains of the spade leg



Step 1 - gain access to wiring



Step 2 - Remove the damaged cable



ensure a strong fixing.

Soldering the terminals in addition to crimping does make a good joint

5. Push the new connectors into the new fuse housing
6. Check you have power, lights, engine runs.
7. Put the shelving back along with the carpet.

It's all fairly inaccessible back there, so as a result the Battery and the Main Fuse is often

neglected by owners.

Clean those terminals on the battery, pull the fuse from the fuse housing and clean the internal female terminals. Clean the fuse spade terminals don't just leave it to chance.

If you are unfortunate, to find yourself with no engine, lights, servo assisted brakes, or power steering (in some cases).

Stay Calm, get off the road, stay safe, then change your underpants!

Step 3a - Fit the new connectors to the expose new wire



Step 3b - crimp the new connectors



Step 3c - Both connectors crimped in place



Step 4 - Solder the connectors



Step 5 - Connected up the new Fuse Housing



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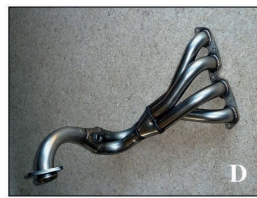
A



B



C



D

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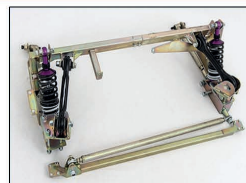
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THE FUTURE OF MOTORING

“Where would you like to go today Sir?” “The future please, as I’d like to see if we still have the same obsession with the motor vehicle that we have today”. In this month’s issue we will be considering the future of car ownership, and look forward to hearing your views and opinions on the subject.

WORDS Travis Blake

It gives us freedom, autonomy; we do not need a timetable we are able to choose when and where to go! Yes, that is what our first car gives us, sure our first bicycle, moped or scooter did also, but that was never the same as our very own car and hurrah to that. But this car ownership thing, it is all very twentieth century isn’t it?

Sure, we are aware of a need for alternative fuel sources and currently the electric market is making positive strides, but what about our need for vehicle ownership?

In our wealthiest nations the craving for status, or apparent proof of status, has become inextricably linked with the motor car, “Hey, what do you drive?” and it appears that this can say a lot about a person. From the ubiquitous VW Golf with its everyman appeal, driven by landed gentry and shop keeper, to the must have 4x4 school run Chelsea tractor.

Are we to be judged by what we drive, is that where our value lay? For some maybe the car does define them, like those who consider ones profession to be their primary characteristic, “And what do you do?”

I say no! There has to be a better, more logical and even ecological way, and there is but it will require a change to a 21st Century way of thinking. This is a mammoth challenge, yet I am always pleasantly surprised when I ask some simple questions to the staunchest car to image aligned individuals. Simple questions about “how necessary was your journey?” “Could you have used an alternative method of transport, or walked?” and “what does your car do all day?” Usually people respond in a positive way, and you can see a thought process happening before your very eyes as the last question is considered. There are tangible, measurable negative costs and burdens of car ownership, some obvious and some more subtle. Daily running costs, road fund licence, insurance, servicing, fuel, maintenance and wear and tear all have a financially measurable impact on our budgets. But what about the unseen less obvious costs, the stresses that both ownership and use cause us, considerations that then effect our wider decision making and choices, storage, parking, let alone the greater issues of the impact on the ➤





Sergey Rodovnichenko / Wikimedia



Daniel Lawrence Lu / Wikimedia

environment and the health of the population at large.

I am aware of a very large and very powerful, both financially and politically, industry of motor manufacturers who, let's face it, are solely focussed on selling cars. If there are four people in the household who can drive, why not have four cars? We won't all be going to same place at the same time; we need one car each, surely. However, due to some excellent technical innovation the motor industry have enabled us to start to move toward a more pooled or shared car ownership model, perhaps without considering that this is where the advanced technology would lead.

Anyone who has driven or travelled in the latest high specification vehicles from the premium brand manufacturers will know that the sensor, satellite and driver safety assistance technology on-board already

means that the car can, in essence, drive itself.

Automated vehicle technology, driverless vehicles to you and me, is the biggest shift in motoring history and it can free us from the shackles of car ownership and the stresses, expenses, congestion and keeping up with Jones' that this brings. Imagine, I need a car to take me and my family to our destination, I simply order it and it comes to my door, or I make the short journey on foot or bicycle, to the vehicle pool and collect it from there. Now imagine no cars parked almost permanently outside your house, your neighbour's house, in your street, nothing blocking the view of your child as she crosses the road, not only this but the vehicles using the roads will be safer as human error will be eradicated. Today our streets are being used as vehicle storage at best, race tracks at worst. ➤



Certainly, it is early days for the technology but the number of miles clocked up by Waymo's driverless cars (formerly Google self-driving car) is reported to be ten million and all these have been driven on public roads. When you consider that Birmingham Airport's fully automated AirRail link has been in operation since 1984 and has never had a driver to give passengers any comfort, obviously it is sat on a rail but nonetheless a shift of perception and a leap of faith must have been required.

The how is maybe not as important as the when, the practicalities of payment and subscription, free at the point of use for example can all be decided later but with the ever increasing pace of life contributing to our growing impatience, the good news is you don't need to wait; the future is already here we and we are living in it!

It is time to be pioneers once again and drive forward a change that will be for the greater good, better for our communities, our wellbeing and our planet. Oh I nearly forgot, and better for our wallets too!

Please do get in touch with your thoughts and ideas of how the future of transportation will develop if you haven't already, as the debate is hotting up and many thanks to those who have been in touch.

Drop me an email; travis@mogmag.co.uk **MOG**



heb@Wikimedia Commons



A visit to the Factory this Month resulted in a chance meeting with a stunning car and a remarkable driver



IN THE COCKPIT

Osama Alkhashram

How come a car with Dubai plates is here in Malvern?

I have driven here from Kuwait, where I live, having travelled throughout Europe and Scandinavia on the way.

Wow, how many miles have you covered?

18,461 km to be exact!

Please tell us more...

Since leaving Kuwait I have driven through 23 countries. I decided to tour North Africa, the Baltic states, Scandinavia and mainland Europe on this epic voyage to Malvern to bring my 3W back to the factory. I shall leave it here and collect it in summer, when I return.

Whilst MOG was taking photographs, not least of the novel glass cover to the engine drive belts, we were joined by James Gilbert, Morgan's media and press officer, who was expecting Osama and wanting to make his factory visit as welcoming and as hospitable as possible.

When did you acquire the car?
January 2017.

What problems did you encounter along the way?

None...I have enjoyed complete and trouble free motoring. I shall have the car serviced now, and return in summer to collect it and drive back to Kuwait.

MOG commended Osama, not

only on the condition of his 3W (it truly was immaculate) but also on the livery, and as the photos show, it really is quite stunning in chrome and red leather, a beautiful example. If this doesn't help accelerate sales of Morgan's in the Persian Gulf then nothing will.

Thank you very much. Have you heard of MOG Magazine? Please keep in touch with us.

No, but I have now. Of course I will keep in touch, and I would like to subscribe.

We went into the Morgan shop and I introduced Osama to MOG magazine, which is now on sale there, whereupon he acquired his first copy!

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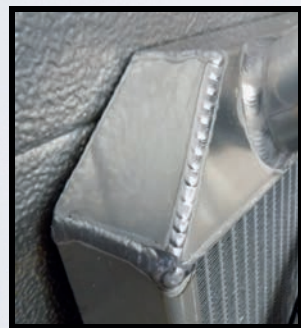


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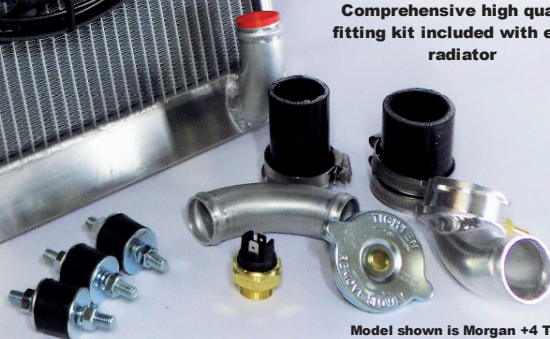


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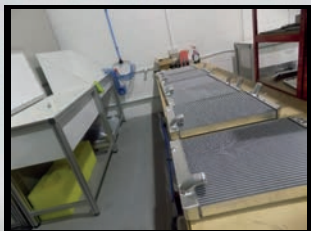


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MOG *Fleet*

CAIN POULTON

IT ALL WENT DARK!



My Baby...don't go

As part of the Crimble events, the Wolf Café Racer took us on a jaunt to Oundle's Talbot Hotel for the FringeMog Christmas lunch. It was also "The Lady-break-a-lot's" first event as centre secretary for the Cambridgeshire group. Lunch was enjoyed by all: especially as it was accompanied with a log fire crackling in a very impressive fire place that was said to be from Fotheringhay Castle, prison for Mary Queen of Scotland right up to when she lost her head!

After dinner, coffee and a mince pie, or in the Hobbits case tea and lots of mince pies. They were scrummy, warm and crumbly. This was followed by all the goodbyes and see you in the New Year and time to head home. The journey started as normal with the usual pre-start checks: Cibie Spot Light covers off, bags and camera stowed correctly, harness on and last but not least the "blocking off" of the draughts with the standard Welsh Tartan blanket, that is always a must. Even Mike Hawthorn in his Jag always had an

obligatory Tartan Travel Blanket!

The journey went smoothly through the usual A1 roadwork's without a hitch, just stopping for some V-Power juice in St Neots. To get home we headed for the Dreaded Gibbet Roundabout on the A428, a very slippery bugger! It has a fuel station on it that accommodates HGV's, so spillage on the off exits is common and often catches the unaware by surprise and we are not talking "Clowns in a Box", well Clowns in a tin top maybe!

As the story goes it was a





Preview of MOG19



Cracking view



Site walkabout





The Victory Autosolo!

dark and stormy winters night, the roundabout exit gave its usual thrill leading onto the dual carriageway. The Wolf Café Racer stretched her legs while overtaking the slower cars off the exit! Darkness fell upon us... No lights... No dash lights... No engine... No Hazards... No Street Lights... Only Armco to the right... a lane to cross to hit the verge with the gravel trap next to the open gully...

Sitrep: its night-time... It's raining... We were doing 70 mph... duel carriageway... Vehicles behind us and on the inside lane... we are in the outside lane... it is pitch black... no lights... no engine... no hazards...

What to do? Move to the hard-shoulder, no hard-shoulder just a verge, a gully and a Gravel trap but it's our only option, the Hobbit has already mistakenly chastised me with words that I barely understand for prating around with the Mog in such a dangerous manor as we head to the verge... (Self "this Dam Mog is low!") Let's hope She survives the

ensuing carnage.

The car behind us, stayed behind us until we had come to a bumpy stop, if this was you, Many Thanks for protecting us until we were off the Duel Carriageway.

First action, get out of the Morgan. Second action call the police. Third action, call for recovery, get told the wait time was about 2 hours. As with times like this, you know that it's going to be raining, get windier and definitely get colder (thank you Mike for the inspiration), luckily for us the cavalry arrived in the form of a police car with lights and a running engine. Slight relief set in, but still hoping to hear from the recovery company to call to just to say we are nearly with you. But alas, it was not to be for another 1 ½ hours.

During the wait, as it got colder, Michele was invited to sit in the Police Car and as we all do in situations like this; general conversations go on or in Michele's case, she looks at one of the officers and recognises him as

the lights in the police cars actually worked. It turned out that they had not seen each other for some 20 years when they were both in the Air Training Corps.

After a while I was given the chance to sit in the car, as my lady was feeling more gentlemanly. After about another half hour the long awaited call from the recovery driver came. Soon after the truck arrived, the Wolf Cafe Racer was loaded and our thanks given to Mark and Ryan (our police guardians) we headed home with the Mog to feed our 4 legged Mog who was getting really worried as his dinner was late!

So what happened to the Wolf Cafe Racer you ask, it's all in the Tec article.

The start of January saw M'lady taking the Wolf Cafe Racer into Norfolk for the day to carry out site visits in aid of this years MOG19 being organised by FolkMog.

The Cafe Racer was unharmed in the hands of Lady-break-a-lot... this time!

MOG

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MOG *Fleet*

PHIL ROYLE

ON CHRISTMAS DAY IN THE MORGAN



Don't worry – I did not drive the Mog into Bethlehem (which is in Pembrokeshire – look it up if you do not believe me) alongside the three ships, but had a different unexpected excursion.

I had parked Megan on the drive behind my son's Vauxhall estate and thought she would be happy there over Christmas, but then on Christmas morning, Liz and I were off to Church, where she was playing the organ, when I noticed that the Fiesta

had a tyre which was as flat as the proverbial pancake and had a number 10 crosshead screw embedded in the tread. There followed a quick shuffle round of cars and off we went in the Morgan which was, I think, the first time that Liz has ever been glad that we had another car. I suppose it was a case of taking the car for a service.

I am now about to upset a lot of die-hard Morgan drivers as I admit that at the end of October I put the top up on the Mog and decided to leave it up over the winter and use her

as a daily drive type of vehicle. Thus, I have been out in wind, rain, frost, snow, salted roads and sunny days all with the top up and have thoroughly enjoyed the experience. We have transported Father Christmas to various destinations, been to Tesco and Aldi, visited friends and relatives, ferried me to the start of my daily run and simply gone out for a drive for the sheer fun of it.

I know that this admission will kick up a storm from those who have never put up a top on their Morgan as





a matter of principal and also by those who may be of the opinion that our beloved cars melt if they encounter a bit of rain or road dirt, but I have had a great time and the car has been used several times a week, the vinyl top has stayed stretched and flexible, the engine and workings of the car

have been kept in use and apart from about two months' worth of crud on the bodywork which I have just washed off she is looking great and driving like a dream. In addition, I have had a fairly permanent grin on my face which I normally don't have in the depths of Winter. I recommend

this as a cure for the Winter blues and suggest that Morgans should be available on prescription.

Like many of our readers, I am now in the midst of planning for 2019 (and not making any contingencies or mention of the "B" word) which is cheering me up no end. Starting in March with the Resto Show which is a great curtain-raiser for Morgan's 110 year celebrations to Curborough Taster Day, Drive It Day in April, Donington Historic Festival in May, MOG 19 in June and looking far in advance, I've just sorted out the forms for the Classic Motor Show in November. There will be various other events and excursions during the year in which I hope to put on a fair amount of mileage in the Morgan. I hope to meet up with you at some or all of the above events.

Many of us like to say about our passion that "Miles = Smiles" and so here is hoping that we all get in lots of both during 2019. **MOG**



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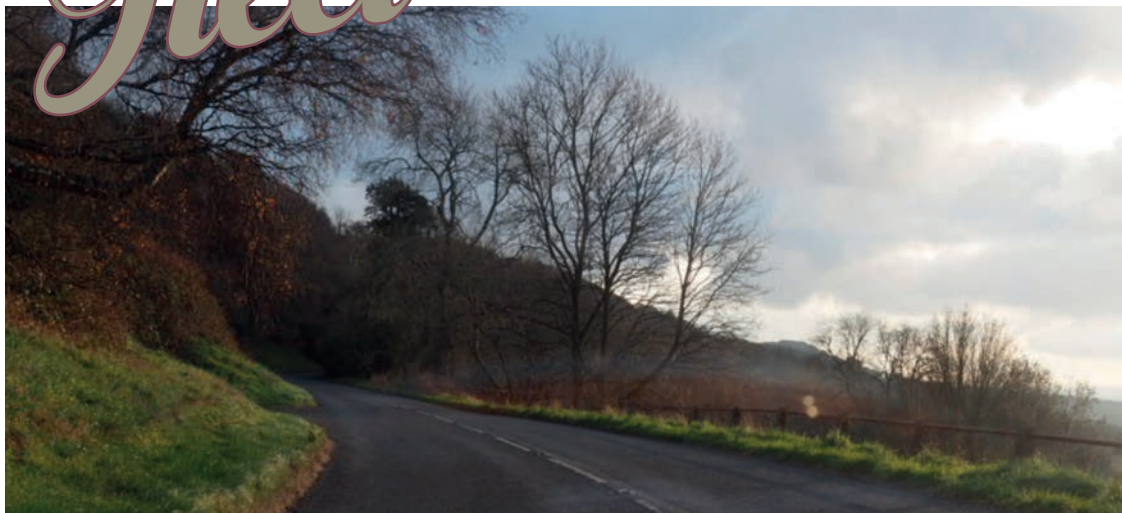
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CHRISTINE ORANGE

NEW YEAR'S DAY RUN



The weather over Christmas and into the new year had been unusually dry so what joy it was to get MOG 3W out of the garage on New Year's Day and to head off for a run around the Malvern Hills. A chance to blow off the excesses of the previous evening when we welcomed in 2019 amongst friends and neighbours.

MOG 3W had been garaged for the previous month or so and safely tucked up under her warm blanket and on trickle charge. We decided not to SORN for this, our first winter of ownership hoping for days such as this. At the first flick of the starter toggle MOG 3W fired up and with the optional extra of heated seats (and worth every penny), off we set snug as bugs in the cockpit wrapped up as we were and helped too by the lovely warm sheepskins that we purchased last summer, one for each seat.

Great Malvern was busy, this being

a national bank holiday. Indeed it seemed that half the population of the West Midlands had headed for Malvern and the hills. The sight of MOG 3W travelling along the circular route around the hills passing many a visitor brought a smile to their faces, often followed with a wave, resulting in smiles and waves back from Christine and I. Reassuring glances between us were followed by a re-affirmation that the decision to purchase a Morgan three-wheeler was indeed the correct one, and there we were, 760 miles on the odometer and nine months on, out enjoying open top motoring on New Year's Day.

The road from Great Malvern south along the hills enjoys stunning views across the Severn plain and across to the Cotswolds and Gloucestershire. Passing the Elgar graves (see last month's edition of MOG), this section of road features many of the original working gas lamps that are to be

found in and around Malvern and as with Elgar, the hills, and Morgan cars, are all synonymous with Malvern.

We stopped for a break at the southern end of the hills, at the cafe opposite the large car park at British Camp, the iron age fort. The aroma of hot bacon baps filled the air (the joy of open top motoring) and was far too tempting, so in we pulled to park up. Again the numbers of people out and about and enjoying the day was quite incredible, and we joined the long queue for our luncheon treats. Families, couples, cyclists, motorcyclists, walkers and car drivers were all out, and again we attracted admiring glances and people coming up to have a chat, and offering to take our photograph. A beautiful two-tone NSU motorbike pulled up alongside, and to our utter thrill three vintage Morgan three wheelers passed by with yet more waves and hoots. It was then that we realised ➤





that they were fellow members of the West Midlands Three Wheeler Club returning from their annual festive meet at the Royal Oak, Much Marcle, in conjunction with the VSCC.

We headed on down the Wellington pitch and turned right into Colwall, passing the Colwall Park Hotel, having previously passed the Abbey and Cottage in the Wood hotels, all which have been feature in recent editions of MOG as recommended places to stay when visiting Malvern and the Morgan factory.

We pulled in on the western slopes of the hills for another break and photo opportunity. Here you can enjoy wonderful views from this elevated position across to the west, Wales and the Brecon Beacons. As I was taking a shot or two we were again approached by an admiring group of walkers, one of whom mentioned that her nephew worked at the Morgan Motor Company. I enquired which department he worked in, and it

happened to be the three-wheeler shop. I enquired whether his name was Lee, and to our amazement it was...this was the auntie to Lee who happened to build our three wheeler, MOG 3W! What a small world it is, especially when it comes to the world of Morgan.

With dusk creeping in, and heading for home, there was time for one final stop to take a shot that I've been planning for some time...MOG 3W under one of the quintessential gas lights of Malvern. There are 104 of these original working gas lamps that survive today, and are maintained by a group of volunteers - "The Transition Gaskateers" There was a time when, not that long ago, Malvern town council were removing them and replacing them with conventional street lighting...I guess all in the name of perceived progress at the time, until such time only 130 lamps remained. Every few years town councillors would debate whether or

not to remove and replace the rest. If approved, it would have amounted to a case of gross vandalism, and thankfully the elected representatives and local civil servants at the time eventually saw sense and as recently as 1999 they became listed, protected and preserved for residents and visitors plus future generations to enjoy. There are 10 different versions of these Victorian lamp from five different manufacturers, and when needed, replacement parts which are now impossible to obtain have to be made specially. Visitors to Malvern are frequently surprised to find that the town still has its' working gas lighting, even more so when coming across the volunteers on their step ladders servicing the lamps as they do regularly.

Wishing all our readers each and all a very happy, safe and enjoyable year of Morgan motoring. We look forward to meeting as many of you as possible, and sharing our motoring stories. **MOG**

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PITCH PROWLER

Now I, as are many of you I'm sure, am a sucker for a pretty motorcar- so when I saw the mock-ups for this issue's cover with that gorgeous little Plus 8 with her breathtaking polished chrome finish, I absolutely fell in love. But what about the Morgan on the street, and the Morgan enthusiast that wants to drive her?

In this day and age, if you want to replicate that unforgettable mirror finish the factory quote will set you back upwards of £12,000 - no mean price tag for a paint job (of lack thereof!)

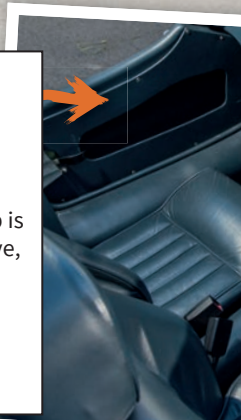
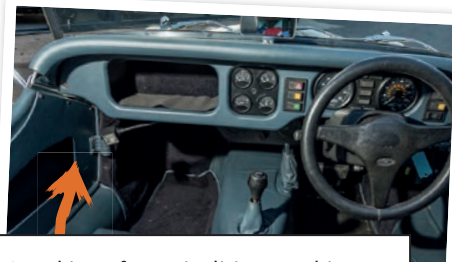
So today I want to get back to basics and celebrate the beauty of simplicity, with a car that is still stunning - but with a price tag that gives the rest of us a chance!

A Morgan for the people, or just the right Morgan for you?

Speaking of practicalities - nothing says Morgan like an easy access no-door glove alcove just by the passenger seat. Why waste those extra seconds of your day opening, or even unlocking your glove compartments when your accessories could be a simple reach away?

Comparing this girl to her cousins is to do her a disservice - she has plenty of undeniable head-turning charms herself. Right off the bat - or off the bumper! - we can see the beauty of delving into the Morgan back catalogue; a chrome full-width bumper lends a classic shape to this Plus 8's already iconic design - a reassuring and timeless silhouette that's current homologation standards have sadly seen disappear from the Morgan factory floor.

An understated but complementary accompaniment to that cool metallic silver is the deep blue leather of the interior. A pleasant change when the top is down on a bright summer drive, or a deeply British parallel to a crisp winter's morning - this particular colour combination makes a rich, but not too ostentatious, design choice.



And speaking of taking her for a spin, the handy but not overstated two-tier storage rack means that not only is there room for your usual luggage - but plenty of room for your side screens; no need to ponder over the age old question of whether or not the screens are going on pre-journey, you can relax and begin your trip knowing that they will be there if you need them, as will your sandwich bag!



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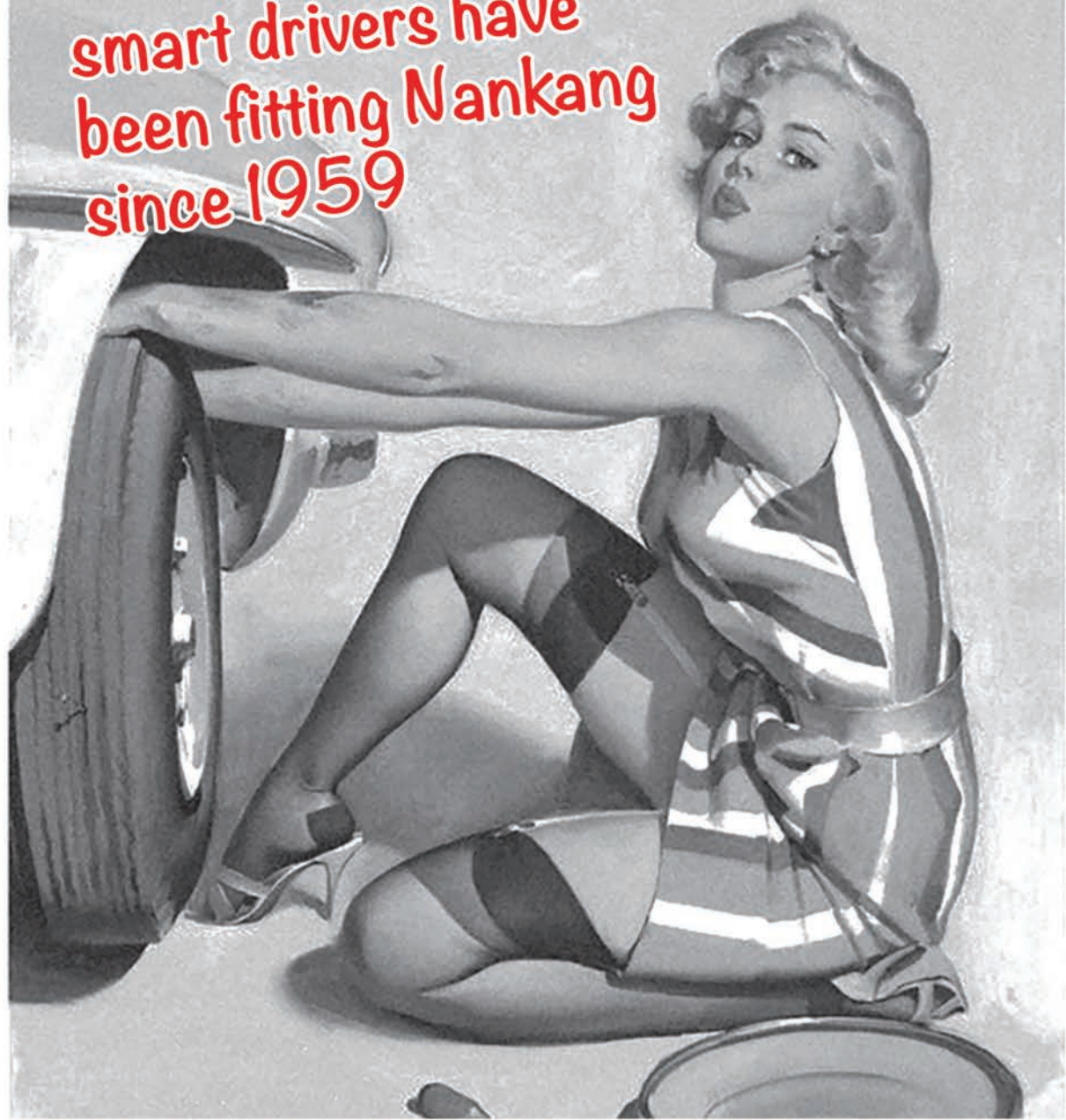
But you don't need me to spoon feed you these little titbits - or our patented Pitch Prowler quips.

The fact of the matter is, that the time of the Plus 8 is over. And with their number finite, and their design so irresistible, they will be - and already are being - snapped up as the Morgan community shifts and adapts to Company's new plans for the future.

And that is what I wanted to sell to you here today, not a pedigree that you can check on google - or a novelty paint job that will make you do a double take - but a motorcar that is the quintessential example of what a Plus 8 is; beautiful, timeless, and with that double exhaust?

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SOLOVAIR SHOES

In the heart of Shoemaking County, Northamptonshire, where they have been making shoes since the 13th century, you will find Northampton Productive Society (NPS), whose Solovair shoes and boots are handcrafted in England.

WORDS Travis Blake



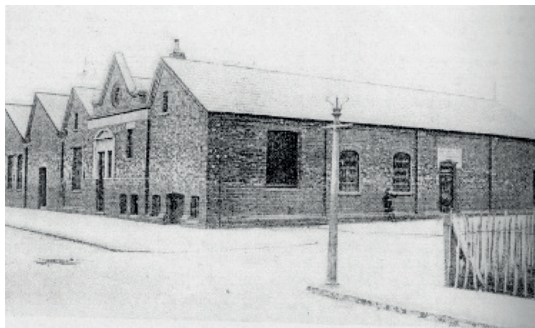
Founded in 1881 Northampton Productive Society formed as a workers cooperative to ensure that its members had regular work and income for making shoes and boots, as individual shoemakers were only paid for work that was ready when the “collector” came to call. Located in the village of Wollaston, in a dove house in Thrift Street, the collective were nicknamed “the Duffers” and as luck would have it they secured a contract to supply Army boots to the Government which was sufficient to provide work for their first year of business!

In the nineteenth century the demand for high quality shoes and boots, both in England and further afield, was strong and the British shoemaking industry was on the up. NPS began to grow and moved to larger purpose built premises, in South Street, Wollaston, and

this is the premises they occupy today.

In the twentieth century Northampton Productive Society continues to grow producing footwear using many techniques from rivets, to stuck on, to Goodyear welted soles, which is now used in all their shoe production. For thirty five years the Solovair (Sole-of-Air) brand was produced under license bearing the name Dr Martens by Solovair. NPS patented the Solovair name in 1996.

Dr Klaus Märtens injured his ankle while skiing, he found that his army boots were uncomfortable and hampering his recovery. Whilst resting his ankle Märtens set about improving the boots using soft leathers and air padded soles made from tyres. Klaus Märtens went in to business with his old University friend Herbert Funck and soon the comfort provided by the cushioned ➤



sole proved to be very popular. By the beginning of the 1960's Funck and Märtens business was sizable enough to look to sell their footwear internationally.

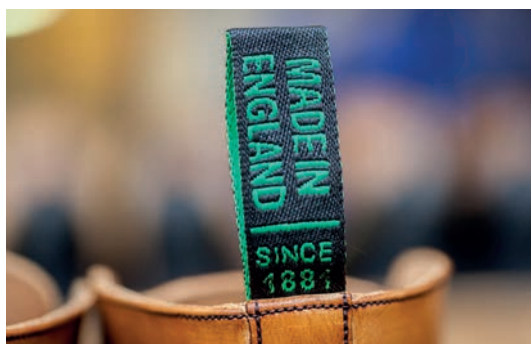
R. Griggs Ltd bought patent rights to the boots in the United Kingdom, restyled them slightly, added yellow stitching and changed the brand name to the less Germanic Dr Martens and then licensed the manufacture to an exclusive number of Northampton shoe makers, including Solovair at NPS. Originally marketed as orthopaedic footwear and industrial workwear they became the boot of choice for the high stepping professions such as Posties and on the beat Bobbies. However, the boots also caught the imagination of British youth culture. Initially adopted by the Mods, due to the Who guitarist Pete Townshend

sporting a pair in 1966, the boots became a staple of the Skinheads, Rude boys and associated Reggae and Ska music aficionados, making them as fashionable on the dancefloor as they were practical in the workplace. Dr Martens have become something of a household name over the decades and have earned a reputation for being stylish, fashionable and an extremely durable addition to any wardrobe, continuing to stay in favour with youth culture throughout the years and also being worn by the famous and fashionable, such as Paul Weller and Benedict Cumberbatch. In 2006, amongst some very big names including Concorde, the Mini, the AEC Routemaster and Tube map, the original 1960's Dr Martens boot was listed as a British design icon.

And now in the 21st Century NPS Solovair continue ➤







to make handcrafted Goodyear welted boots and shoes including their very own soft suspension sole which is made from a compound that is oil, fat, acid, petrol and alkali resistant.

The Goodyear welt is a strip of material, usually leather, rubber or occasionally plastic, that runs around the outsole and is used to attach the upper to the soles. The process, which uses a machine designed by Charles Goodyear Jnr, whose father invented vulcanised rubber, allows for a worn sole to be easily replaced with a new one increasing the life of that favourite pair of hand crafted shoes. Shoes and boots constructed using the Goodyear welted methods are more labour intensive to create than a cemented or Blake welted shoe. A cemented sole cannot be replaced and a Blake welted

sole which can only be attached from the inside, cannot be hand sewn. Consequently, a Goodyear welted shoe which can have 200 different procedures to create will be more expensive, but its longevity will be far greater especially if the upper is made from a quality leather which is well cared for by its owner.

Solovair shoes and boots feature three ranges, Classic, Lifestyle and Premium collections and prices are anywhere from £130 to £180 for the Fred Perry Clothing and George Cox collaborative designed Monkey Boot, handmade at the Wollaston factory. Solovair sell their products at their factory shop in Wollaston, at their Northampton shop, the recently opened London store, a short walk from Liverpool Street station and online. There are plenty of designs to



choose from, for both men and women, and hey if you order 12 pairs or more you can pick your own leather and sole combination!

Having owned a few pairs over the years and currently sporting a pair of Solovair Dealer boots in Pecan leather with Suspension sole as I write, I can highly recommend them! Here's to another 138 years of quality shoemaking. **MOG**

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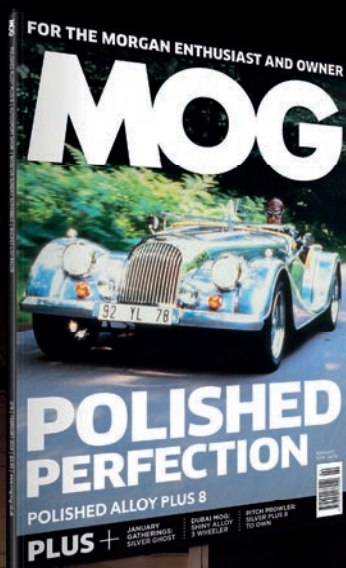
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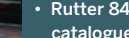




















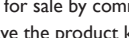


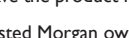


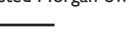




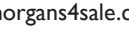


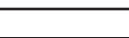










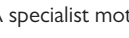












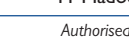



















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BUCKET LIST RACER – RICH FOHL

American doctor Richard Fohl was often asked by his patients who he had to drive his collection of Race cars. They were often surprised when he answered “Me”! Here at MOG we often espouse the value of a touch of “Morgan Therapy”, that unquantifiable feeling of well-being that Mogs tend to instil in their drivers. Well after beating a Cancer Rap, Richard decided on a course of extreme therapy by coming up with a racing bucket list that would bring him across the Atlantic.

After I competed in the SCCA Runoffs in my racing 4/4 at Road America, I thought I had completed my Racing Bucket List. Then I thought, well it would be great to race at Daytona on the 24 Hour course. It was announced soon thereafter that the SCCA Runoffs for 2015 would be held at... you guessed it Daytona! So, I prepared for, qualified

for and completed my F production MX5 Miata race car... well all but a lap or two.... at the SCCA Runoffs at Daytona in 2015. So NOW my Racing Bucket List is complete. Well....

In 2016, I travelled to the UK, dropped one of my favourite UK Morgan Agents, Richard Thorne at Richard Thorne Classic Cars (RTCC) in Reading, UK.





*Roadster LWT on arrival at SPA
courtesy of MCC/Aero Racing*

For years, I had lusted after a dual purpose Roadster created in 2005 for a “spec” class in the Morgan Challenge Series: Class R – for Roadster.... specifically the Roadster Lightweight. As I understand, there were only 41 Roadster Lightweights made from 2005-about 2011. With the introduction of the 3.7 L “Mustang” engine in 2011-2013, the racing version became the ARV6.

Well During that visit to RTCC in 2016, there were two Roadster Lightweights there for sale ... a 2007 and a 2008. Both had the “Factory” racing colours of Silver and Blue and both very good cars. For various reasons ... on somewhat of a lark I liked the cream gauges over the black I chose the 2007. It had

the “Road Pack 2” option (carbon fibre hard top in addition to wind screen, side screens and tonneau) and Richard Thorne assured me it would be “no problem” for me to come back later that year to race it in the Morgan Challenge series race at Silverstone in August. Let’s just say it all worked out, but not as originally planned A story for later: where to store, how to insure, etc a car kept in the UK ...

Long story short ... I now had a NEW Bucket List: race a Morgan in the Morgan Challenge series at Silverstone and maybe even get on track at Brands Hatch. Fast forward to August 2017: I finished Morgan Challenge Races at Silverstone ... twice, and even had a track day at Brands Hatch. ➤





Racing in Morgan Challenge Series – Silverstone – April 2017

Bucket List complete ...right. Well I had a chat with Series Coordinator Katy Thompson at MOG2017 and she asked me if I would be interested in racing at Spa in Belgium if they scheduled a race there in 2018. Which brings me to my most recent Bucket List story: my journey from Beaverdam, Virginia to Malvern UK thru the Chunnel to France then Belgium to race a Morgan Roadster Lightweight at my never-thought-in-my-wildest-dreams-I-would-EVER-race-there Track: SPA-FRANCORCHAMPS...and back.

Due to kindnesses of many, many Morgan friends in the UK, I: 1. Figured out how to transport of race car to Belgium from UK and back (Thanks Mark Evans and all the Aero Racing guys!) 2. What special gear I need to race in Belgium 3. How to get my car race prepped to race in Belgium (Thanks Mark Baldwin and all the Morgan Factory Service Team!) 3. How to get to and from Belgium, get race registered, car teched, where to

sleep, where to grid, etc., etc., etc (Thanks to Richard Thorne and all his racing mechanics/lorry drivers, etc!) ...additional teething problems with brake bias, pad and shoe material, etc also made things “interesting” As I prepared to race at SPA, I sought information about the track. I found several YouTube videos which I studied for weeks and weeks to try to get a grip on when to turn right and left, where to brake, when to apply throttle and cornering speed, etc.... there were several in-car videos from Morgans and similar race cars with in car telemetry I could study. The thought was I could get a bit an insight prior to a practice day before I actually had to qualify and race.

I had arranged with Richard Thorne to ride with my main mechanic, Paul, in the truck with him to and from Belgium. Richard had told me the plan was to arrive in Belgium early enough the day before so we could check in and get a few test sessions in prior to qualifying and ➤







Brands Hatch Testing August 2018

race that weekend. Well ... let's just say traveling from the UK to the "continent" via the Chunnel can be ... well, challenging... so challenging that we had to spend the night at a truck station in France and did not get to the track with enough spare time for me to do ANY testing. Yep, you guessed it ... I would have to go out on a Formula 1 track in Belgium I have never seen or driven on and try to qualify....

So, it turns out that all that YouTube viewing came in handy. I took my time, gradually went quicker, and qualified just fine! The Morgan Challenge group of cars numbered about 30 cars, but there were other cars in Group which numbered about 55 or so. I managed to qualify about mid pack. I raced and did OK the first race picking up a few places and lowering my lap time. In the second race on Sunday, I was doing well, passing

a few and holding my own when the shift lever decided to stop talking to the transmission ... about half way thru the race. Day done, race done, weekend over. BUT, I realized I had done exactly what I had planned I had DONE IT and I had a blast.

The Morgan Factory race team Aero Racing had transported my car and they easily rolled it in to the hauler for its trip back to the MCC in Malvern. I had a great time with some wonderful Morgan racers and other vintage racers. The car got fixed at Richard Thorne's shop after it got back and I was able to drive it to ALL MORGAN'S DAY at Blenheim Palace the next weekend.... wonderful trip ... wonderful memory. If you want more details, just corner me at the track any time after the race, and I'll be glad to chat.

Rich Fohl **MOG**



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Life



SMART MOTORWAY BREAKDOWN

Setting out for Bicester's Sunday Scramble on a splendid Sunday morning, Gladys was running sweetly, traffic was light and with a vacuum-flask of coffee to beat the queues, on site, what could possibly go wrong? Surely the metallic noise emanating from the rear of the car every time a bump was hit was the flask handle tapping on the flask? Not exactly. The fifth or so bump proved it to be the exhaust bracket failing, in a totally new way. Lane One of a smart motorway is not the best place to have to stop, but luckily the nearest refuge was only a few hundred yards ahead. The exhaust would have to drag on the road for a short while as stopping in an active motorway lane in a Mog is not an attractive option. Once the safety of the refuge is reached, and heart rates returned to normal, a cheery call to the to the Highways Agency control room is possible and repairs can be made in relative safety. This aspect of Smart Motorways seems considerably better than just stopping on a hard shoulder. MOG's advice is to contently be aware of the distance to the next refuge, as there is no turning back!



In the factory and beyond



MORGAN POLICE CAR

As reported elsewhere in this edition, the Central Motorway Police Group had the use of a 110 Edition Plus 4 to promote their road safety initiative at the Autosport Show. The car was provided in Bermuda Blue by Morgan and then wraps were added by the Police to create the look of a 1960s Panda Car. After a week PCs Jay Hussein, Greg Woodward and Gareth Philips returned the Mog to Pickersleigh Road. They had all enjoyed driving the car, a very different mount to their usual mounts of BMW 330 X5s.

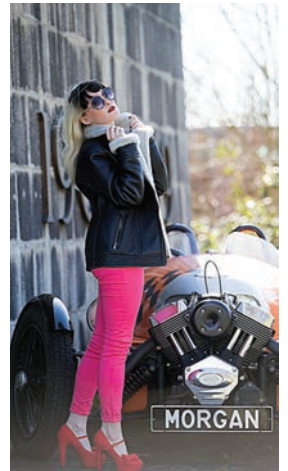
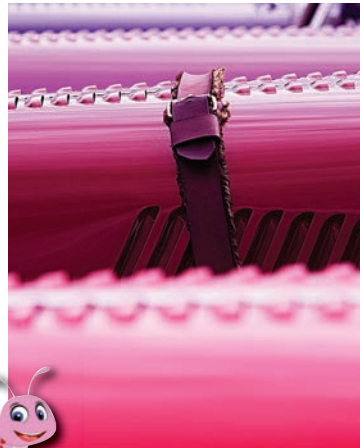
They claimed they hadn't used it between the end of the show and driving it back on the following Friday. We believe you Gentlemen!



MEETING INTERNATIONAL DEALERS

Editor Nigel Bradford met up with Denis Glavis of Morgan West,

Santa Monica, and Lutz Lerberfinger, of Morgan Park, Hamburg, in the Factory Visitor Centre. What was intended to be a quick meeting turned into a long chat, almost until after closing time. Just like any chat about Morgans. Dennis' excitement over being able to sell new Plus 4s and Roadsters in the USA was evident. He was visiting to see some of his cars in the final stages of assembly. Lutz was eager to talk about his many accessories that improve upon the basic car. Morgan Park produce these for both the vehicles he sells through the dealership and to others worldwide. Both expressed their views on the future of motoring as well as Morgans in particular. Interesting to note that they both share views contained in our new feature on the future of motoring.



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info@yokohama.co.uk

www.yokohama.co.uk