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EDITOR'S LETTER

Happy New Year. It's certainly going to be a memorable one. So here we are in the one hundred and tenth year of Morgan and I am really excited about it. We'll have new cars to write about, and some great gatherings to go to. Nothing is going to spoil our enjoyment is it?

You'll have noticed that we are out at the beginning of the month now, and that is the way we intend to keep it from now on. The MOG team is growing and we have more feature writers to bring you all the features you enjoy, and we will bring you more in future. We certainly hope to brighten your winter evenings.

It is often said that now is not really the time to get your Mogs out. Well I'm not one to leave the Old Girls locked up in the garage and I take every opportunity to get out and about, I find they are far more responsive to a bit of excitement now and again and get all grumpy if they are neglected! Besides a drive on a clear winter's day can be far more exhilarating than a summer one.

So I hope many of you will be getting out and about and sending in pictures and articles for us. Remember our regular feature "Morgan and Me" is about you, the reader. If you have a story to tell please send it in so we can share your story.

All the Best

Nigel Bradford, Editor



010 RALLY ROUND AFRICA

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NEWS BITES

Issue Seventy Eight – January 2019



The Trans-India Challenge: In late autumn 2019, Alan Braithwaite with his wife, Pat, and a support team are going to drive

across India and back in a Morgan 3 Wheeler. It will be a journey of 5,600 kms from Mumbai, through Hyderabad, Kolkata, New Delhi, Ahmedabad and back

to Mumbai. The plan is for 21 days of driving and an elapsed time of 28 days. The pictures give a sneak peek of the car which will be a sensation in India. The

CHITTY CHITTY BANG BANG WILL BE THE HALF TERM

Become an inventor for a hands-on half-term at Beaulieu, get inspired by the wonderful machines from Chitty Chitty Bang Bang and take part in activities to make your own creations from February 16th-24th.

In the National Motor Museum follow in the footsteps

of Chitty's on-screen creator Caractacus Potts and build your own balloon car. Colour in and customise your car before racing – how fast can yours go?

Discover the film's amazingly inventive machines of Rowland Emmet as they whirl into life in the recreated Coggins' Garage – including the Humbug Major

Sweet Machine, Clockwork Lullaby, Little Dragon Carpet Sweeper and Hot Air Rocking Chair.

Don't miss the rest of the Chitty Chitty Bang Bang 50 Years exhibition with the fantasmagorical original screen Chitty Chitty Bang Bang, the Humber 8hp driven by Truly Scrumptious and the original Child Catcher carriage. Dress up for a selfie in the replica Grandpa Potts' hut, see Sally Anne Howes' life-size music box doll dress and the actual Spy Phone prop used in the film.

Outside in the grounds, see a stunning Chitty Chitty Bang Bang reconstruction being driven around the attraction. (If the weather allows!)



challenge is in support of Goonj, an award-winning charity that is working for sustainable social and economic development in poor rural communities. They are doing this through their innovative model that turns clothing discarded in urban centres to money and work for people in the villages: the circular economy. MOG magazine will be following the challenge as the planning develops and through the trip: avoiding cows and potholes, visiting Goonj locations and meeting fanatic petrol heads across India. Follow the progress of the challenge on www.transindiachallenge.com and on Twitter and Facebook. It needs followers to sell corporate sponsorship. The page for donations will be open in February.

STAR AT BEAULIEU



All of the February half-term activities are included in a general admission ticket to Beaulieu, which includes entry to the National Motor Museum with its collection of more than 250 vehicles from throughout motoring history, World of Top Gear, On Screen Cars, Palace House, Beaulieu Abbey and the grounds and gardens.

For tickets or more information see www.beaulieu.co.uk or call 01590 612345.



MMC11 THE FIRST AND LAST PLUS 8

It is a testament to the classic design that a few people thought that MMC 11, the first production Plus 8 of 1968 had developed a hood over her roll-bar. But the truth is out there now. The factory owned MMC 11 number plate that featured on the first Plus 8 now features on the last.

Introducing the 300th 'New', and last ever Plus 8 to be built. Finished in BMW Azul Blue, a

colour similar to the original 1968 Plus 8, this example will eventually be displayed in Morgan's heritage fleet as a homage to 50 years of the Morgan Plus 8. But for now it's clocking up a few miles.



Letters

CONTACT US AT:
letters@mogmag.co.uk

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

HI MOG

When I first started to read your email to all subscribers I was concerned that you were going to say that you would be stopping the magazine so I am overjoyed that this is not the case. I personally love what you have done with the magazine since you took it over, with a fresh new look and more variety to the story's and features I find the magazine truly enjoyable and I find myself looking forward to it arriving each month my only wish is that the magazine was three times the content as I hate it when I get to the end as I am just greedy



and want more.

Please keep up the good work and I look forward to the 2019 editions.

Happy New Year

Best Wishes

Bob Ford

Hi Bob, Thank you so much for your kind words. We really do appreciate getting letters like yours! We are really looking forward to producing the 2019 editions too.

DEAR MOG,

Of course you have already been informed by Sarah of Brands Hatch Morgans about their Annual Track Day. 23th of May 2019. But, there is much more going on!

The Morgan Historic Register, part of the MSCC, has been invited to bring as many older Morgans as possible to that event at Goodwood.

To make it even more interesting, I thought it's maybe the last option to celebrate, with the old chaps from the past, "60 Years Lawrence Tune".

With the celebration in mind, I drew up an invitation list. It was a pleasant surprise for me to find out how many of old employees are still in full spirit.

On top of that there are some racing drivers like Richard Shepherd Barron, Adrian Dence, Peter Marten, Robin Gray, Patrick Keen etc. who have already promised to come.

There are several gents who built the proto types of Chris Lawrence's designed Monica Saloon cars. I know where those cars are and have invited the owner. The Monicas are technically the base for the first built Aero 8s. So I hope to get some to Goodwood.

I can make a long story about it, but maybe you like to do some promotion about it. No, not for me, but for BHM. They deserve it!

If so, I'd like to tell you more...

Wishing all at MOG a Happy and Successful 2019,
Machiel Kalf

Always good to hear from you Machiel, and we would love to hear more. Yes, we will be at Goodwood for the day and we were already looking forward to it. Now we are really looking forward to it. It should be quite a gathering! Let's hope you can get some Monicas to attend along with Lawrence Tune Morgans.





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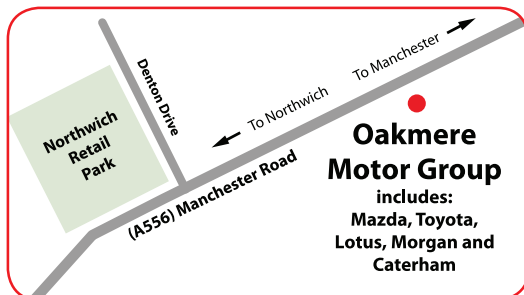
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RALLY ROUND AFRICA



Victoria's blog, a beautifully honest blow-by-blow of their adventures not only restoring Sol, but then rallying across several countries in the scorching African heat - is a tale so lovingly told, and wonderfully photographed, that we here at MOG would never do her the disservice of paraphrasing or condensing it.

However, we definitely wanted to take the chance to chase the triumphant duo down for a good old-fashioned retrospect. After all, out on the open road contending with the weather, the wifi (or lack thereof!), and the many little mishaps that Sol kept them on their toes with surely certain aspects of the story slipped through the cracks, maybe even a giant plot twist to tie the end off?

But we'll come to that later. The MOG team had the great pleasure to have a fabulous chat with our adventuring heroes, and of course it was our wordsmith Victoria who had the most poetic additions to her story when we sat down together; even if I started off with the most banal questions.

THE WIFI

It seems like such an obvious thing to ask about! You knew going out of course that you'd hardly have the level of coverage that we're accustomed to back here, but you were ready and rearing to get on with your blog out there - and not just you either.

No it wasn't just us; though towards the end it

So if you've been paying any attention at all to MOG Magazine you will know about the triumphant rise of Sol, his phoenix-like rise chronicled in our "Road to Africa" feature over the past year and the blog 'From Rust To Rally', courtesy of his dedicated team; Victoria Oliver and Jeremy Holden



WORDS Charley Bradford PHOTOGRAPHY Rally Round, Jeremy Holden, Victoria Oliver and Neil Styles

was starting to feel that way. I think a lot of people recognised the appeal of chronicling their journeys, whether it was for a charity like Jeremy and I raising awareness for Just A Drop, or just to have that record of what we were all out there achieving. On the most basic aesthetic level the image of these beautiful classic cars out there in the sun, it was an image you were desperate to hold on to from the moment you saw it - a feeling that you needed to have transcribed.

Not all of your competitors were quite as dedicated as you though, am I remembering that right?

Well, I know that some of the other cars started out with grand sweeping ambitions to chronicle the whole

journey in minute detail, only to grow tired with - yes - the wife, and they swapped to more point-snap-post methods of journal keeping like Instagram and the like - and even the Rally Staff were really flagging towards the end - talk about first world comforts! But, honestly, the real competition was the race, not my word count!

Well, I have no doubt that they'll probably regret not putting in the effort in a few years.

Maybe, maybe! I know that for me, our pictures do - and this is old-fashioned - paint a thousand words, but that's because I already have the words to go with them in my head; I was there and I lived it - we both did - and I think that having that little bit of extra work to go alongside all of those great snaps is something that ➤

Jeremy and I are going to cherish as the years go on, whether it's to share with other people or just to jog our memories!

THE ROUTE

You mentioned first world comforts just now, and I'm wondering how you found that kind of toing and froing between the traditional and the modern and you travelled, I know you mentioned it particularly in-

In Daar! Yes! In the hotel (heat aside) you really could have been anywhere in the world, but as soon as you left you were plunged into the completely different world of this vast African - but very modern - city!

And you had to make multiple trips through?

Yes, to get Sol - the cars arrived after we did, in their huge shipping containers that we had to go greet at the dock - so that was one trip through the city, then back to the hotel because that's where the starting line was, and then of course when we hit go we were tearing off through the city again. Well, crawling off anyway.

Ah yes, your description of the sort of mania that ran through the streets there was a really vivid picture, motorbikes and tuk-tuks and ... people?

Yes, that was not an exaggeration, we had already gotten used to the excited faces and the waving - I mean you can get that back here often enough! - And let me just saw those genuinely delighted smiles on those passers-by as they waved us off? They beamed as brightly as the sun - it was lovely.

Except for when they jumped in front of the cars.

Yes, except for that. <she laughs> I think they just really wanted us to see them waving, to make sure we waved back like we were all in on it together. Which I suppose we were in a way, packed into those insanely tight thoroughfares.

My favourite part there was you talking about the transition from being the full-sized car surrounded by darting light vehicles to being surrounded by trucks on all sides. I know I get a bit nervous on the M6 sometimes if it's just me and one or - God forbid - two lorries, but you made it sound incredibly claustrophobic.

You might not be cut out for that kind of traffic then! It was, it was a bit much at first - I couldn't tell you who was more nervous; Jeremy behind the wheel or me just along for the ride! But what you have to remember is,



and this goes for actually being there or just seeing one of those crazy overhead shots you'll see on the BBC and the like sometimes - it looks absolutely manic to us, but for them it's normal traffic - and no one is ever going to flatten your little red sports car deliberately.

Far too much trouble I suppose! So, apart from Sol, of course, you had a couple of fun experiences with other vehicles too?

Yes! We made some short trips in some marvellous little aeroplanes (which I loved!) we zipped around in Land Rovers, which I think is really the quintessential safari experience, there was something delightfully familiar about it - even as our guide was hopping out to deal with crocodiles and the like! And of course, we all tried out each other's cars here and there, even if Jeremy was a little overprotective of Sol sometimes.

Well, I'd hardly blame him! Don't forget to tell us about the ferry though.

Oh God, that ferry. I mean, I wrote about it in the blog obviously, how - after it had taken a smidgen of the competitors across - the ferry that we all needed to use to

start the next stage just, completely broke down.

I've got to admit I'm picturing it sinking.

<she laughs> It wasn't quite so dramatic! Although when you're stood there in the 40 degree heat, the sun beating down on you, everything starts to feel little dramatic. I remember they told us half an hour or something similar and I nearly wanted to cry - we were convinced it would end up being days.

But it didn't.

No, although it was definitely longer than thirty minutes! I think it was about three or four hours in the end? But it didn't even matter, as soon as we were on that ferry and it was chugging along, that was the best feeling in the world. Well, second best - the best was when the ferry docked, and Jeremy could just put his foot down and let Sol take us away from the whole palava.

So Sol was still your favourite mode of transport?

Oh of course! I think any route, anywhere in the world - any hiccup or detour, would still be an amazing experience if it were Sol, Jeremy, and me tackling it!

THE HICCUPS

It's funny you should mention Sol and hiccups...

Oh, here we go <she laughs>

I haven't even started yet! <I am also laughing>

Go on, go on.

Whilst there is no one either amongst our readers, or in the motoring/rallying community as a whole who could do anything but applaud the hard work and dedication that's gone into turning Sol into the rallying car that it is now, there were moments in your blog where you'd just casually throw out a "oh, and the clutch has gone again."

Well, in our defence by the end of the rally the clutch was becoming par for the course! I think when it comes to projects of this scope you have come to terms with the universe throwing some surprises your way. And we knew Sol inside and out, so even when we had our setbacks, we were confident that either Jeremy or the engineers - who were all absolute sweethearts by the way - could probably figure it out. ➤



ROAD TO AFRICA

But your dials did remain broken for the entirety of the trip?

Yes, and at first that seemed like the end of the world - I was the navigator so it was directly tied in with my responsibilities, the entire purpose of having a navigator there! I was really at a bit of a loss.

But you handled it.

We made the best of it; certainly, I tried to perfect my technique for using a watch and the revs to calculate speed, and to use the same principles in the regularities to monitor our progress.

You're being modest. I wouldn't even know where to start.

And neither did I! Maybe it's modesty and maybe it's a touch of disbelief, when the speedometer and trip meter first broke it seemed like a terrible omen - the very things that we would use to measure our success for the whole trip? Gone? It felt like a real throw in the towel moment for a second - but of course, that wasn't why we were there, and it wasn't why Sol was there - we three were there to overcome and improve ourselves. And just as Sol got all of his refits I picked up my new skills too!



And of course it was all worth it in the end.
So worth it.

THE END

So your first blog post from Africa was on September 30th, and you wrapped up your posts on October 27th. Looking back on it, especially with those little periods of radio silence, I'm confident that there are plenty more stories than you could ever have committed to blogging.

<she laughs> You have no idea! Sometimes it was frustrating, those long periods without WiFi - I'd see

something I wanted to share but have no way of doing it.

But you weren't alone.

No, I wasn't - and it's a good thing too! There are these, huge long stretches of road out there - hundreds of kilometres of legitimate dirt road, true wilderness. And I think in a way, when it wasn't awe-inspiring? It might have been a little terrifying, but I was never alone - Jeremy was always there, and every single blog post I conjured up but couldn't publish; he heard it, my faithful audience of one.

It's one heck of a bonding exercise. Nearly a month ➤



ROAD TO AFRICA

The Livingstone Hotel napkin and sponge radiator cap worked very well



with just you two and the car.

Thank you for not forgetting to include Sol in that! And you're right of course, it's a long time to spend with anyone - but if I'm honest where we were; what we were doing? That made it feel like no time at all.

Speaking of times, how did you three fare in the end? I know you brought at least one award home.

Three titles, actually - although they weren't all wins. We received 3rd in Class, and 2nd in the team entries - which was definitely well deserved, thanks again team! But I know which one you're talking about.

'AGAINST ALL ODDS'

Against All Odds! I think, if I'm honest, there's a part of me that gets a little defensive about that one <she laughs one last time> because there's this kind of knee-jerk reaction along the lines of; "What? Did you doubt us? You didn't think we could do it?" but then I have to remind myself it's ok to recognise that what we did with Sol was, it was a real victory. And I am proud to have that title, because I think in a way just going out there with any old classic car and

gunning it around the African landscape it would be fun, certainly, but it wouldn't be the achievement that I feel Jeremy and me - and yes, Sol as well, and the whole team - what we worked so hard for.

We really did it against all odds.

GRABBING JEREMY.

So the team here at MOG also managed to grab Jeremy one day to see if he wanted to add anything to Victoria's interview.

She's the wordsmith, not me.

It's more just if you feel she's missed anything out.

Well, she's being very generous here at the start.

How do you mean?

Talking about Daar Es Salaam - it was dull as anything.

Really?

Well, not exactly, but when you've been sold on a 'Tour round Africa' only to get parked up in a fairly nondescript hotel in a big city while you wait on your car >



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arriving is a bit of a kicker. Not to mention that amount of driving we had to do right through it, over and over. No Ring Roads in Tanzania!

I suppose I didn't think about like that.

And neither did I until it was happening, all that toing and froing just for a pretty backdrop for the start, then back again. I don't miss that part.

But when you got outside of the city?

Outside the city? There you had proper dirt roads for 100 miles or so, you really were in the middle of nowhere. There was 150 miles between petrol stations, sometimes more. That gives you a real sense of range anxiety. You really do get a sense of being on your own. We were travelling with 26 other cars, only 19 of which finished, and you get spread out very rapidly with that can of variety in make and model.

I'm trying not to think of Wacky Racers.

But you're not far off! You really did get the feeling that you were doing something which was a little cartoonish, just a tad ridiculous and edgy! Well perhaps not actually edgy, but the guy who had his Bentley land

on his head probably thought it was really edgy.

Oh my, I didn't

No, he's back home safe with his family, so I'm allowed to joke about it.

Sol rose to the challenge though?

Sol certainly did <he laughs> against all odds of course! And the odds are downplayed on Victoria's blog, partially deliberately - who needs people worrying? And partly because, as she said, you start to get used to things! But even with all those, what were you two calling them?

Hiccups?

Yes. Even with all of those hiccups Sol really came through for us - Morgan really came through for us, the chassis was fantastic, the engine brought us through without a hitch.

In hindsight though, if you could have one extra little preparation - just to travel back in time to save yourself some trouble what would it be?

Oh, that's a tough one! Probably I'd have to choose an

Jeremy and Victoria
celebrate



optical cable back-up for the speedo - definitely *would* have saved Victoria a headache!

She really pulled through though.

Oh, she did! She became absolutely adept at measuring speed by revs and using a stopwatch, which is a real art. Even though she was improvising like that she managed to score a couple of Zeros navigationally which was just fantastic. We lost a lot of points to start with, but we effectively underwent on the job training and became a real team, so much so that when a couple of stages were cancelled towards the end of the rally Victoria became really upset! She wanted so much to compete and show off what Sol could do, what we could do. She did brilliantly, so much so that I asked her to marry me...

Oh wow! And she said...

She said yes! To what was probably the longest proposal in history? Five weeks? So many miles I can't even remember right now?

Well, I have to offer my congratulations! I'm assuming Sol will be there?



RALLY ROUND AFRICA
1ST - 27TH OCTOBER 2018

A spectacular safari and regularity
rally through Tanzania, Malawi, Zambia,
Botswana, Swaziland and South Africa.



Against All Odds
Trophy



You'll have to come and take the pictures!

MOG Magazine are honoured to congratulate the happy couple on both their engagement, and their success in their restoration of Sol and their achievements in such a hands-on rally so far away from home.

Truly, this is what MOG Magazine is about. **MOG**

Don't forget to read Sol's entire amazing journey at
www.awenmedia.co.uk/hmblog/

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THE LANCASTER INSURANCE CLASSIC MOTOR SHOW, WITH DISCOVERY

After Coordinating the Morgan Sports Car Club's stand at the NEC Show, MOG's Phil Royle took a walk around the Halls WORDS & PHOTOGRAPHY Phil Royle

Or the CMS at the NEC as most of us refer to it. It is quite a mouthful but then, after all, it is quite a show. Let's start off with a few statistics to put everything in perspective. It the UK's best and biggest classic car show and is now the world's largest gathering of classic car clubs with over 300 clubs present over the three days. There are also over 3,000 cars within the exhibition halls which this year had an extra hall added on thus making even more space in which to wander round and look at cars or spend money (or both). Prices ranged from a few pence for a bag of washers to £kkks of pounds for the car of your dreams at the Silverstone Auctions.

The theme of the show this year was "Built To Last"

and celebrated various anniversaries especially several commemorations of the ending of the first World War. In with that was the MSCC stand with the history of the +8 laid out for all to see. There were various other Morgans in the show, on dealer stands, an Irish tourist stand and with Running Bears.

The show had something for everyone who is remotely or passionately interested in cars or motor bikes as well as a few caravans, buses and tractors thrown in for good measure (I won't do the extractor fan gag again). Wheeler Dealers were there restoring a car and entertaining the crowds as were the Practical Classics people giving master classes in car restoration/repair. In the trader village and ➤

NEC CLASSIC CAR SHOW



Who you gonna call?



Remember these?



*Pride of Ownership
- shiny*

autojumble there were bargains galore and helpful advice on the best way to part with your well-earned cash. Various companies were there offering their goods but also assisting folks to try out products to see how useful they are.

For those who were hungry or thirsty after all that walking around there were various food outlets at various levels of sustenance and value of which my

own favourite was the hot meat & potato pie from the Crusty Pie Co. (other pies etc. are available).

Longstone Tyres were serving up beer and slightly risqué posters whereas Blockley tyres were busy serving up helpful advice as to how their tyres may look vintage, they exceed the modern specs for road tyres.

I spent all three days of the show looking round in between stints at the MSCC stand and although

>



Two wheels as well



A new set of boots



NEC CLASSIC CAR SHOW



Red tape on the Prancing Horse stand



Miles per cwt?



Bugatti stand

there were over 71,000 visitors there, it did not feel as uncomfortably crowded as in previous years which may be due to the addition of Hall 8. There were people there from all over the world and I think that Ireland must have been empty that weekend as the entire population seemed to be at the NEC.

It was, as always, a great show and had a party-like atmosphere to what is for many, the end of the classic

car season. Book the dates for next year, I have already done so with the 8 – 10 November 2019 firmly in my diary when the MSCC will be celebrating 110 years of Morgan cars.

I could write more, but words do not do the show justice and so, as pictures paint 1k words, I will let the photos do the talking and give you a flavour of the event.

I look forward to seeing you there. **MOG**



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DRIVING TO VICTORY - MOGS AT THE NEC CLASSIC MOTOR SHOW

Granville Orange went in search of all things Morgan at the November NEC Classic Car Show.

WORDS & PHOTOGRAPHY Granville Orange

Year after year this show provides a mesmerising collection of stunning cars of all ages and more brands and marques than you could ever imagine.... a true treasure chest of classic and sports car motoring and a delight for any enthusiast. How challenging it was, therefore, to tear myself away from all things wonderful and to focus on the job of finding all things Morgan!

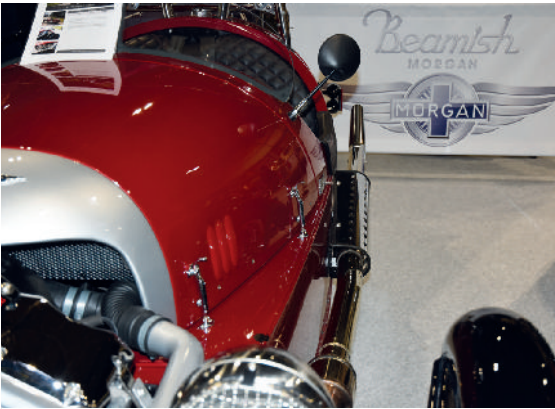
I began with finding the Morgan Sports Car Club in Hall 1 of the eight massive and packed exhibition halls here at the NEC, Birmingham. The MSCC stand appropriately commemorated 50 years of the Plus 8,

and in so doing also commemorated 100 years since Armistice on this, the 11th of November weekend, with each of the Morgan Plus 8's on the Club stand poignantly decorated with a "Lest We Forget" card and poppy.

The cars on show ranged in age from 1968 through to 2014, the examples on show all powered by the eight cylinder Rover engine with the exception of the 2014 example (the factory fitted the BMW V8 blocks to the Plus 8 models dating from 2012-2018). There was MMC11, one of the most famous Morgans in existence. Built in 1968 as the factory's second prototype and the first to be built on a Plus 8 chassis and owned and ➤



NEC CLASSIC CAR SHOW



raced by Peter Morgan, it is retained and to be seen at the factory in Malvern. UVP 478H was first registered in 1969, the first full year of Plus 8 production. The car spent 21 years in Sweden before returning to the UK and in 2007 was purchased by the current owner, John Beskeen. After almost 50 years it has covered 80,900 recorded miles. 153 CMH (private plate) was first registered in 1973, and has, quite astonishingly, turned the clock three times and is sporting 210,000 recorded miles! TTY 29 was first registered in 1979 and was a concours winner at the national Morgan meeting in 1999, and has also toured New Zealand covering 5,000 miles in 2004, plus regular trips to Europe, and has even been known to transport a double bass and a bathroom suite! C446 WFH is owned by Richard and Jenny Davies, was first registered in 1986, and was one of the first fuel injected Rover V8 engines. P8 MGN is owned by Chris & Michelle Bailey and was the last model completed by the factory in the 20th century (indigo blue)..listed as covered over 52k miles "with twice the number of smiles"! T9 PDC owned by Michele Chapman, and first registered in 2004. Note the special chrome badging to the rear). Also first registered in 2004 was the 35th Anniversary edition GB04 MOG in indigo blue. Finally, W1 NNJ, the 2014 special edition Plus 8 celebrating 100 years of Morgan at the Pickersleigh Road location. The postal code for the factory is WR14, which appears in the cars description on the bonnet sides, and the blue piping and decals are all part of the special edition, this lovely example being number 48 of 50 and is painted in a stunning Porsche Heron Grey, which owner John Winn has owned from new.

My next find was a 1929 Super Aero with a 1260cc V-twin JAP JTOR engine made by Prestwich which runs on methanol. Somewhat surprisingly Prestwich made most of their money from the manufacture of pencil-making machinery. In a stunning deep blue, this particular car has a highly successful racing and sprint history, including FTD's at Goodwood, Pembrey and Prescott amongst others.

I then came across the Beamish stand, displaying three

models including two lovely 3 Wheelers and a Plus 4. One interesting comment overheard on the stand by two young men admiring the three wheelers "Is this a Robin Reliant?" Hardly!!!!

Further exploration brought me to the Chapel End Cars stand who were selling a yellow 1934 3W Super Sports Matchless V twin USA import, asking price £24,950. This is a restoration project for a prospective purchaser with time, patience and a fair amount of cash, but how wonderful to know that this classic example will be saved and returned to a cherished state. If any reader happened to purchase this vehicle, do let us know and we would love to follow your restoration story.

Not only are there a plethora of fantastic cars for sale on various stands throughout the halls, running throughout Saturday and Sunday is the Silverstone

auction of more than 100 superb classic and modern sports cars. Amongst the lots I spotted was this Aero Super Sport Coupe with a recorded mileage of 9,700 miles in an unusual "Kilimanjaro Sand" paintwork with patinated quilted brown leather. With one previous owner, and one

of only just 39 ever built, lot 653 was up for auction on the Sunday with a price estimate of £90,000-£105,000. It sold for a respectable £98,438.

With so much to see and take in, a break for lunch and a coffee and a chance to rest the feet was most welcome in one of the numerous outlets within the NEC.

Was it a boat ? Was it part aeroplane? In coming across the AF Spider with its mahogany polished marine ply, shiny aluminium body, and wooden framed canvas hood, it indeed begged the question what is this - Slipper launch or Gypsy Moth? In fact it was a 1971 collaboration between Colin Crabbe and Alexander "Sandy" Fraser. At the time Colin was running a F1 racing team, and Sandy, the designer, was a noted Morgan enthusiast...hence the retro look and three wheels, with two at the front! Powered by an Oselli tuned twin carburettor 1275cc engine, and largely Mini based, this car does 0-60 in under 6 seconds and it is claimed that Ronnie Peterson (lead driver at the time of Crabbe's F1 team) achieved quicker times in this ➤



NEC CLASSIC CAR SHOW

when up against a Porsche 911. However, only 7 were ever produced, and this particular long wheel-based example was owned by Colin Crabbe for 39 years. In 2009 it was invited to the 50th celebrations of the Mini at Goodwood, was reunited with Sandy Fraser, and was driven by Rowan Atkinson. The car has further links to the film industry in that a recent “rejuvenation” of the wood was undertaken by Terry Dann, who built the iconic Chitty Chitty Bang Bang wooden “boat tail” for the original 1968 film. This AF Spider was for sale by Robert Hughes, the asking price at the show was £26,500. This includes the original sales brochure, the original Autocar and Motor features of this actual car, the original green log book plus a signed copy of Colin Crabbe’s book “The Thrill of the Chase”, plus old MOT’s, bills and letters! It would be interesting to hear from any reader who might know if this unusual vehicle sold or not...it may even be that one of our readers purchased it?

Then to my delight there are many die cast model stands and collectors have every chance to find a miniature scale model of their favourite car even if the cost of the real thing is beyond them. I did not leave empty handed! However my budget was somewhat dented by the astronomical cost of parking at the NEC - £16, this on top of the admission price. Almost criminal and a feeling expressed by many a fellow visitor on the courtesy buses to and from the car parks.

My day at the NEC began with Plus 8’s, and ended in a delightful meeting with Sharlie Goddard on the BWRDC Stand (British Women’s Racing Drivers’ Club) with “Bruce” - Sharlie’s 1972 Plus 8. This striking 3.5 litre “Moss Box” is a recent import from Australia (hence the name). Sharlie raced this past season and was a winner in Class H of the Aero Racing Morgan Challenge. The BWRDC has a 55 year history of supporting women in motorsport, and was founded by Mary Wheeler MBE in 1962. Sharlie, who has been racing Morgan Plus 8’s since 2004, informed me that the Club is constantly expanding and now has sections for female rally drivers and co-drivers; hillclimb and sprints; kart racing; non-competing officials / marshals and supporters; plus track racing, so if not already, our female readers who are into any aspect of racing ought to think about joining. Look out for Sharlie and the colourful “Bruce” in 2019!

Talking of 2019 - Readers Save the Date --- November 8th, 9th and 10 for next year’s Classic Motor Show. **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

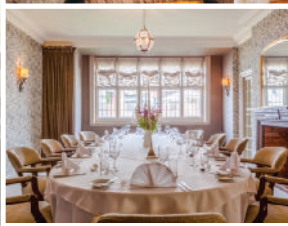
recently refurbished rooms, and is licensed with a cosy, newly refurbished bar, plus award winning restaurant which is listed in the Michelin and Good Food guides. The restaurant has been awarded 2 AA rosettes and serves modern gourmet food using fresh local ingredients, much of which is grown in the 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 ➤

WHERE TO STAY



the noted artist Dame Laura Knight lived in and had a studio there.

The hotel has complimentary private off-road 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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JOWETT CARS

Although now all but forgotten, Bradford's Jowett Cars had a star that burned brightly but all too briefly in the post-war years

WORDS Dave Smith PHOTOGRAPHY Others

West Yorkshire has long been a centre of England's industrial heritage, although motor manufacturing doesn't seem to have played a very major role... with one notable exception. Ben and William Jowett founded Jowett Motor Manufacturing in Bradford back in 1901, a time when lots of companies better known for making bicycles were jumping on the still new-fangled 'horseless carriage' bandwagon. In the early days, Jowett made stationary engines for industry, and their first prototype light car didn't appear until 1906. Their workshops were so busy with other things that they didn't even put the car into production until 1910.

It was a genuine 'light car', designed to be lightweight, and cheap to buy and run – they were Yorkshiremen, after all. They used their knowledge of industrial applications to equip the car with a purpose-designed flat-twin engine that used aluminium to keep the weight down, but with plenty of torque for the hills and moors of Yorkshire. Those flat, or 'boxer' design engines would be a key feature of Jowetts for the next 40-odd years.

The ugly face of the First World War meant that

automotive development was paused in favour of munitions manufacture, but they returned in 1919 with a new name, Jowett Cars Limited, and a new factory. The Jowett Seven was the first post-war production car, using a larger version of the old

flat twin, and the range expanded over the years to incorporate various different body styles and even trucks and vans. The factory suffered a major fire in 1931, but the company bounced back with two new models, the Kestrel and a sports tourer called the Weasel... which makes you wonder whose bright idea that name was. All Jowetts were still flat-twin powered until, in 1936, the Ten was launched with a flat four.

Just three years later, the country was again plunged into war, and the Jowett factory turned from cars to aero and military

production, though the flat-twin engine manufacture continued – they were still popular for generators and fire pumps. When civilian production resumed, the whole car range used the flat four, while the commercials – the Bradford van, the estate-style Utilities and the chassis-cabs sold to coachbuilders – continued with the flat two. By now, Ben and William ➤

The Jowett
"The little engine with the big pull"

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JOWETT Two-Seater with Trolley

1927 Jowett 7HP



Kev Carrington



WHAT COULD HAVE BEEN

had retired, and the company had been sold... and interesting new projects were on the horizon.

So far, Jowett vehicles had been solid and sensible, hard working but hardly inspiring. That changed in 1947 with the new Javelin. At a time when many other manufacturers were picking up where they left off with their traditional, separate-winged pre-war designs, the Javelin, designed from front to back by a chap called Gerald Palmer, was quietly radical. Palmer was a South African, and wanted a car that was aerodynamic yet robust, with plenty of passenger space, clean styling, sharp handling, yet with enough ground clearance to cross a Yorkshire field or a South African dirt track. The overall rounded, faired-in shape might put you in mind of the Moggy Minor ... although that was still two years away. Javelins had a tough, unitary construction with all-round torsion bar suspension, independent at the front, and an all-new Palmer-designed 1500cc flat four motor. This compact powerplant meant that the passenger cabin could be extended, and two bench seats offered seating for six behind another all-new feature: Britain's first curved windscreen. Body building was outsourced to Briggs,

at a new factory just down the road in Doncaster. The Javelin was good for 80mph, and handling was superb, the car collecting a class win in the 1949 Monte Carlo Rally and, surprisingly, the Spa 24 Hour.

It seemed that the Javelin had it all, with *The Motor* magazine describing its abilities as "a combination of qualities rendering the car unrivalled in its field." It really had it all in 1950 when it was joined by the Jupiter, a beautiful, aluminium-panelled sports car with a tuned version of the Javelin's flat four and a chassis designed by an ex-Auto Union engineer. It had a bench seat with room for three, an 85mph top speed, and some chassis were provided to the cream of Europe's coachbuilders who turned them into some even more stunning roadsters. It too was a competitive machine, winning its class at Le Mans in 1950 and taking first and second in class on the '51 Monte Carlo.

Between Javelin and Jupiter, Jowett had a world-class product, rave press reviews, and were going great guns in the export market, especially important in those lean post-war years. So, everything was rosy in the garden of Jowett... or so you'd think.



*Javelin, with what appears to be
VW Beetle tail lights
Andrew Bone*

Unfortunately, the early Javelins had a problem with weak gearboxes and overheating, the latter due to the engine being so far forward that the radiator had to be mounted above. The factory cured the problems, but it was too late – the car had “got a reputation.” Export sales slowed right down, and a new rise in UK purchase tax to 66.6% in 1952 crippled the home market leaving Jowett high and dry with a stockpile of Briggs-built bodies and too few customers to make them worth finishing. Purchase tax dropped again in 1953, but it was too late for Jowett. As demand and production picked back up, Ford snapped up Briggs, closed the Doncaster plant, then sold it to Fisher & Ludlow to build BMC bodies. With no one to build the bodies – including the new models for which tooling was all ready – car production stopped. In the summer of 1954, the Jowett factory was sold to International Harvester to make tractors. Jowett Engineering continued for a couple of years, making parts for the Blackburn And General Aircraft Company in another nearby factory, but even that came to an end in 1963.

It was an ignoble end for a company with designs ➤



1952 Jupiter
Steve Glover



Jowett Jupiter



Jowett Bradford Van 1952



well ahead of their time. Palmer's Javelin was the car that incorporated all of the advanced features that Issigonis wanted for the Minor – including the all-round torsion bar suspension and flat-four engine – but that Lord Nuffield wouldn't let him have. The Minor went on to be a million-seller, loved by everyone, and the epitome of classic motoring everyday Englishness; the Javelin disappeared into obscurity almost immediately. Jowett was sunk by an exceptional product that was not fully developed at launch... an affliction that most manufacturers have suffered at one time or another. Had things been otherwise, perhaps midwives and rural policemen in TV period dramas would have been driving Jowetts instead of Minors?

As an aside, it's interesting to note that the Jowett Car Club lays claim to being the oldest one-make club in the world, formed after a small announcement appeared in the local Bradford newspaper in May, 1922. **MOG**



above the 60 mark

It's a rare world above the 60 mark. Most drivers hardly know it—but this car can live there—she's at home. You spin the needle round the clock to sixty and the hills swoop and skim under the supple suspension. The needle spins again—60—70—75—silently! Instant acceleration all the way up to maximum revs. You soothe her down with a touch of the powerful hydraulic brakes.

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This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say, 'I'd rather go by Javelin!'

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JANUARY SALE



CHILDREN IN NEED RICKSHAW CHALLENGE 2018

The Rickshaw Challenge returned to our screens as part of the Children in Need fundraising campaign for the eighth year running. The Rickshaw Challenge commenced on November 9th in Calais and concluded live on air on November 16th in Salford. All funds raised go to Children in Need, and the whole event is headed by BBC Country File and One Show presenter Matt Baker. This year they travelled through Worcestershire and MOG was there.

WORDS & PHOTOGRAPHY Granville Orange and Nigel Bradford



Day 5 of the epic adventure saw the rickshaw and the supporting young cyclists head to Malvern, the home of Morgan. Granville Orange was there to report for MOG on the event and the associated festivities, and not least - the involvement of Morgan. In excited anticipation of Matt and his team arriving, and with the tv cameras ready to roll, all traffic was diverted from the centre of town as the crowds gathered. It was early evening and the dark autumn skies were lit up by the BBC film unit outside of the main post office. With projections of giant Pudsey bears onto the surrounding buildings, there was a carnival atmosphere to

the whole event. Children were there in their hundreds, many wearing Pudsey branded headgear, and by the time Matt Baker was due to arrive, the crowds were 10 deep. Exciting chants of "Pudsey, Pudsey" filled the air!

The rickshaw, Matt Baker, Pudsey and the amazing young cyclists came into sight and down the hill they came followed by a trio of gleaming Morgan's, each supplied by the factory in generous support of Children in Need. Filmed live on the BBC One Show, the Morgan's took pride of place alongside the rickshaw as the cameras rolled. Steve Summers and co-passenger Jim Watt were in the Plus 4, supported by a 3 wheeler, and then in its





distinctive blue paint was the "Last" Plus 8 MMC II.

Matt Baker is such a wonderful mentor to the young cyclists chosen to participate on the run. Both on and off screen he is truly caring and compassionate, whilst gaining inspiration himself year on year from the distressing life stories of the young people who join him on this gruelling challenge. Their stories bring a tear to the eye of anyone privileged enough to hear them. Each helped by funds raised through Children in Need, Matt was joined this year by Abbie (fighting non-Hodgkin's Lymphoma since she was 12 years old), Harry (diagnosed with quadriplegic Cerebral Palsy), Kayla (cares for her ill father having lost her mum through alcoholism), Kieran (another carer of his mum and younger siblings), Maisie (has

achondroplasia - a form of dwarfism) & Phoebe (has a stammer and is supported by Action for Stammering Children). Each young person a fantastic testimony to what can be achieved through determination and a positive approach to life, each in their own diverse ways a wonderful example to us all.

The following morning saw the challenge make its north from Malvern to Ironbridge by way of Shelsley Walsh, the Worlds Oldest Motorsports venue. Nigel Bradford was among many Morgan owners who attended. The idea was to set a record for a bicycle rickshaw up the famous old hill climb course. The team were well prepared for the Hill Climb challenge as their route to the track was via Ankerdine Hill, a ferocious gradient that makes ➤







The McLaren designed and built Rickshaw



Shelsley look like speed bump in comparison. The record attempt was ridden by Kieran, with the ever present Matt Baker alongside him on his bicycle. With encouragement from crowds of local school children, and the Morgan Owners, a record of thirteen minutes 19.6 seconds was set.

With Kieran resting from his efforts, Phoebe was the lucky rider who rode the rickshaw back down the hill. Shelsley is no stranger to cycling events, there is a record for competitive cyclists of 156.05 seconds, but the Rickshaw Record will probably stand as a one off for all time.

This year the Rickshaw Challenge raised over £4m in just eight days! How marvellous is that? All for such a worthy good cause. The total raised on the night of Children in Need has surpassed all previous records and was £50.1m! How fabulous that the Morgan Motor Company and Owners were a small part of the whole success story. As Morgan enthusiasts we can all feel proud of this association, with all funds raised going to help ever more disadvantaged and distressed children in the UK. **MOG**



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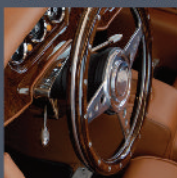


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Jen Lees (VSCC President) and Peter Sargeant appear to be enjoying the hospitality

THE ANNUAL MORGAN AERO CHALLENGE DRIVERS DINNER

After a year of reporting from Trackside, MOG's Motorsport Correspondent reports from the thick of the action at the Drivers' Dinner

WORDS & PHOTOGRAPHY Bob Bull

The final round of the Aero Challenge series takes place not a race track, but at a swanky venue where the drivers and assorted guests meet up to wine, dine, and celebrate the various winners. The great and the gorgeous of the Morgan world were there. (And the ladies were great).

This year the venue was the Stratford Manor Hotel just up the road from Stratford-on-Avon of William Shakespeare fame, who had he been alive today, would no doubt have penned a better version of events than your scribe. Still I will do my best to provide an accurate

account of precisely what went on and who did what.

Much credit must go to Michele Bailey, who aided by Katy Thompson, organised the event with such success, it must have been a mammoth task, but everything ran smoothly throughout the evening. Well done ladies.

While billed as the Drivers Dinner the assembled company also included competitors from the Speed Mog Series who had their own Champions to laud, but as many compete in both series it was a convivial amalgamation of disciplines. There is little one can say about the actual dinner, and it would be boring to ➤



A Glittering array of silverware awaits distribution to the lucky recipients

MORGAN CHALLENGE



Tim Ayres and Simon Sherry look happy with their Class 'C' trophies with Katy Thompson and Mark Evans doing the honours



Mark Evans intrudes on the Thompson family photo as Andrew collects a very tall trophy for winning the first race at the MSCC Meeting



Jack Bellinger and Brett Syndercombe clutching Class 'D' spoils smile for the camera



Alan House and Ian Sumner demonstrate the age gap in Class 'E' with age triumphing over youth



Winner of the Aero Challenge Trophy, Tony Hirst probably wondering how much Champagne the cup will hold



Jerry Knight glad handing, as Roger Whiteside wonders where the sausage rolls are



Aero Challenge winner, Tim Parsons holds the Peter Collins Tray handed over by Elliott Paterson winner in 2016/17. Elliott travelling down from Scotland to present the award



Tony Hirst and Craig Hamilton-Smith, first and second in Class 'S' pose with silverware and Ian Oakes, Dean of University of Wolverhampton and Graeme Chapman, MMC Tech Director

*Tony Hirst in the new Club Sport leads
Greg Parnell's Aero 8 at the Bentley
Drivers Club Silverstone Meeting*



describe poached trout or butternut squash in detail, so luckily each table had an envelope that contained a quiz to keep diners amused while consuming the comestibles. The drivers had an 'odd-one-out' puzzle to solve while the Speedy types had a number of pictures of Morgans from the past to identify. Sadly there was little evidence that either party had grasped the essentials of the task, so mundane were many of the answers given. The drivers also had a potted history of Peter Collins to read, as many were unaware of just how good a driver Peter was.

Once the eating was over the main event was underway with Katy Thompson and Simon Baines presenting the awards to the various winner in the two series, ably assisted by Aero Racing Manager, Mark Evans. While Katy and Simon alternated their presentations giving them a chance to sit down for a while, Mark was on duty throughout the rather lengthy

proceedings, as there were a lot of trophies and other items to disperse.

In pride of place amongst the drivers, the new Champion, Tim Parsons was presented with the Peter Collins Tray by the outgoing holder Elliott Paterson. Although not competing this year Elliott had travelled down from Scotland to honour his successor, a gesture much appreciated, although Tim is, of course a fellow Scot.

The various Class winners all stepped up to receive their own reward, Brett Syndercombe in Class 'D' just one point off the Championship winners total, so near, and yet so far. Tony Hirst collected the Class 'S' trophy, also picking up the AR Motorsport Trophy for amassing more points than any other driver in the thirteen rounds. Phil Thomas had clinched Class 'J' and received in addition the Tony Tipp Morgan Trophy from last year's recipient, Dominic House. This Trophy is a beautiful bronze model ➤



*Mary Lindsay winner of the inaugural Morgan Challenge in 1985,
(she was very young) at the wheel of her faithful, V8 - 'Bulldog'*

Ex MSCC Peter Chairman and wife Michele are regulars at the Dinner, and Michele is clearly enjoying the occasion. Not too sure about Peter!



of the late Tony Tipp Morgan's V8, and was commissioned by Tony's good friend, Peter Sargeant, and presented to the driver who best represents the 'spirit of Morgan racing'. The winner is chosen in a secret ballot amongst the drivers themselves, and must be one of the most treasured awards a person can receive, and Phil certainly deserves the accolade, 'Mr Nice Guy'.

Andrew Thompson took Class 'G', and as winner of the first race at the MSCC meeting (shared this season with the MGCC) proudly posed with a magnificent trophy that must have weighed a ton. Katy Thompson's sterling efforts over the whole year organising the Challenge was recognised with fulsome praise and a bunch of flowers – there really should be a special Flower Pot Trophy to go with them, surely?

Tim Parson, Phillip Goddard, Alan House, Sharlie Goddard, and Tim Ayres all smiled for the camera as Class winners.

When every last pot, bottle, and bunch of flowers



Keith and Sue Ahlers still smiling at the end of a long evening were the perfect hosts

had been given away, the company relaxed with wine and conversation flowing into the early hours. The 'Top Table' hosted by Keith (Chairman) Ahlers was graced by guests from the Morgan Motor Company, and rumour has it that the party, including Tony Hirst and Craig Hamilton Smith were still going strong at 3.30am, however, I cannot confirm this as I had an early night turning in at 1.0am.

My personal thanks to everyone involved for inviting me to their party, I was honoured to be a guest. I can only trust I have not offended any one by omission or insult. **MOG**



A delighted Phil Thomas accepted the 'Mr Nice Guy' accolade from 2017 winner, Dominic House and Peter Sargeant, who commissioned the Tony Morgan Tipp Trophy



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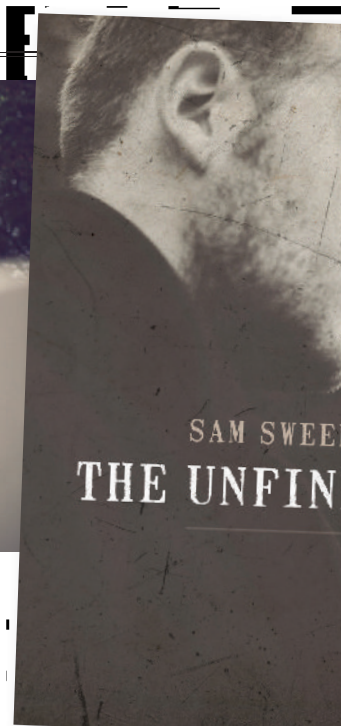
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WHAT WE'VE BEEN LISTENING TO SAM SWEENEY; THE UNFINISHED VIOLIN

Amazon £9.99

As the Centenary of the Armistice passed, this Album and the story behind it really grabbed MOG's attention.

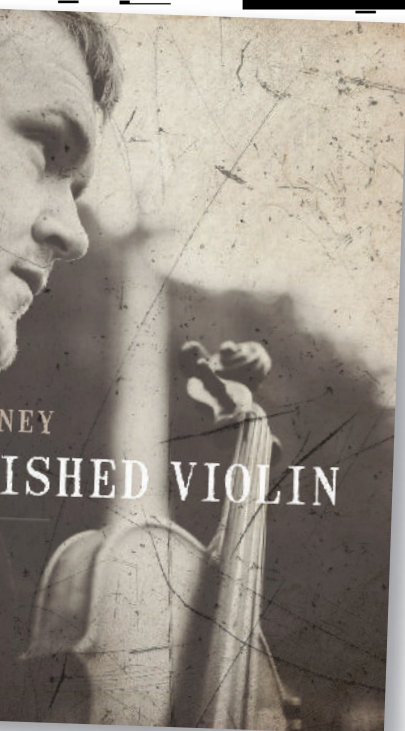
A few years ago in a carpark in Northern England a man was approached by someone carrying a large old buff envelope. "You buy old Violins don't you?" asked the man with the envelope. Although the approach was unsolicited, the deal was done, and a remarkable story was set in motion. In that envelope were parts of an unfinished violin, the parts were subsequently assembled by violin maker and restorer Roger Claridge of Oxford. Of course in the classic car world, restoration of 90 year old vehicles is not that unusual but that of an unused violin is rather unusual, if not unique. Then about ten years ago a young violinist, Sam Sweeney, was looking for a new violin. He visited Roger's shop and of the fifty or so on display

he was immediately taken by this violin. In his own words, of all the instruments he tried that day he totally fell in love with it. On getting it home he realised that his brand new violin, which had only just gone on display, was not exactly what it seemed. Inside was a label marked Richard S Howard, Harehills Leeds, No 6 Violin 1915.

Richard has told MOG that the violin was typical of the Sheffield school of instrument making and that the original pieces are probably English Sycamore. Sam's father Chris, a keen genealogist, discovered Richard Howard had been subsequently called up into the Duke of Wellington's West Riding Regiment in 1916 and had perished at the battle of Messines in 1917. Eventually Chris found Richard's granddaughter Mary, who knew nothing of her Grandfather's story, save that he had died in the Great War. Then

last year both of them went to Richard's grave on the centenary of his falling and standing over his grave Sam played the regimental march of the West Riding regiment and the story was complete. But not quite over.

Sam had come realise that many British regimental marches are based on folk songs from their counties. So in a tribute to those soldiers of hundred years ago he has made an album of these tunes played on this unique instrument. This is not an album of martial music, it is a celebration of the diversity of British folk tunes, played in Sam's unique style. At times the music is as rousing as Sam's former band Bellowhead, at other times the tone is mellow, and soulful, but never dull and mournful. Hidden in the folk tunes are the regimental marches of the Gloucesters, the Sherwood Foresters, the Welsh and Irish



Guards and of course the Wellesley, of the West Riding Regiment. The Wellesley, a hauntingly beautiful melody, is undoubtedly one of the highlights of the album.

When he first thought of the album Sam had wanted to include German tunes as well, but he soon discovered that continental armies tend to march to operatic tunes, which are not easily played on a fiddle. However amongst a couple of German tunes that did make the album is the haunting *Der Gute Kamerad*, Sam has segued this into the well-known English hymn *Abide With Me*, and in doing so has reduced this reviewer to tears.

If you want to hear the music, and learn more of the story, and I think you do, I heartily recommend this album. But what of the other five Violins made all those years ago? Well number 2 has been found, perhaps you have one? We'd love to know.

WE'VE BEEN READING MORGAN 3 WHEELER

ISBN 978-1-845847-63-0
www.veloce.co.uk £40

"There is no doubt that this is a must-have book for existing and prospective M3W owners, or indeed for any Morgan enthusiast who will want to add this excellent book to their collection."

MOG Magazine (Morgan) 2015

Strong recommendation indeed, but when I found a copy of this great book in my Christmas stocking much later on I was opening it for the first time. What a pleasure it was too. It is safe to say that browsing through its pages was sheer pleasure. Lavishly illustrated with pictures from all stages of the Morgan 3 Wheeler's development. The book tells how in the early years of the 21st century, the Morgan Motor Company decided to return to the configuration of its origins, with a new 3 Wheeler. One reason for this decision was that it could no longer sell its four-wheelers in the USA, due to the costs of meeting increasingly restrictive legislation on emissions and accident safety becoming prohibitive for a small manufacturer. The 3 Wheeler, classed as a motorcycle, bypasses these complex requirements. By coincidence, an American three-wheeler, the Liberty Ace (itself a modernised recreation of the V-Twin Morgan Super Sports of the 1930s) was selected as the starting point. Morgan then designed and engineered the



new model in an astonishingly short period. The management thought it might sell a few hundred 3 Wheelers; however, orders flooded in after its launch at the 2011 Geneva Motor Show, leading to considerable complications. This is the story of how all that happened and how an eccentric sports car with an American engine and a Japanese gearbox is, nevertheless, quintessentially English. So here we are, four wheelers are once again on sale in the USA, but the 3 Wheeler is here to stay. This book gives you great insight as to why that is.

If you are thinking of buying a 3 Wheeler, or drive a four wheeler and want to try to understand those weirdly grinning people who always seem to look up at you with a faint air of superiority (as a reader of MOG you must fall in to one of those categories) I think you should buy this book. I don't think you'll regret it.

As an owner and enthusiast Tony Dron pulls no punches, criticism, where needed, is there along with the sheer joy of driving the machine.

He finishes with thoughts on what might happen to 3 Wheeler production if Morgan Motor Company were ever to be taken over by a big corporation. A fascinating, if highly unlikely concept, isn't it?

MHD CR1



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

The MHD CR1 captures the style of 60's / 70's motoring watches, with its bold industrial stainless steel case, screw down knurled edge crown and paired with the infamous leather rally strap adorned by many a race drive.

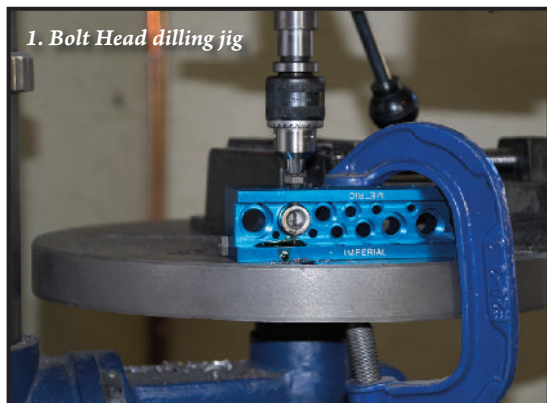
Drawing on Humphries' car design background and style, the CR1 ties to the automotive industry through its classic design cues in vehicle gauges. The CR1 shifts into a modern, functional watch, with its Chrono movement synonymous with motor racing, cut-out minute & hour hands for constant visibility of sub dials, and an unusual extra-long second hand, which allows the rally enthusiast to easily count every second, whilst reading the tulip road book.



Technique

SAFETY LOCK WIRE

PART 2



Continuing on from last edition's feature on wire locking.

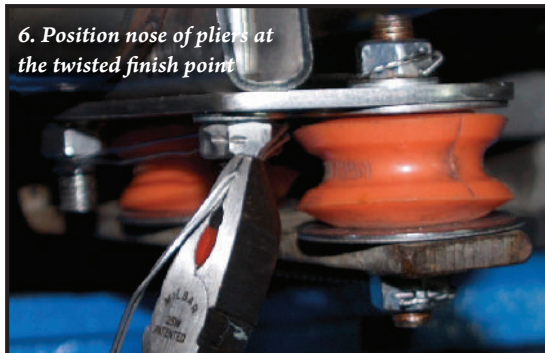
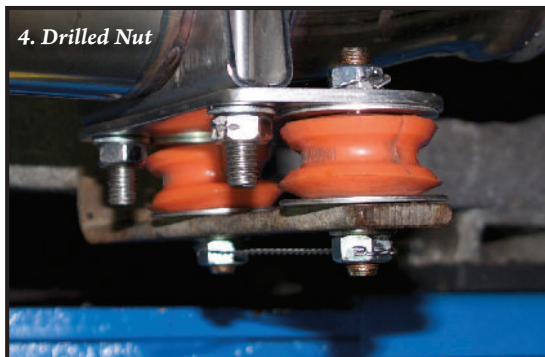
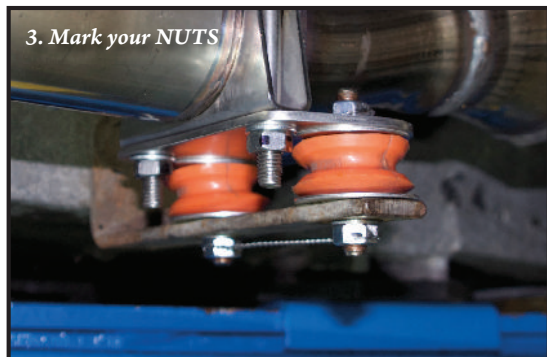
For those of you that have a pillar drill with variable speed, drilling your own nuts & bolts is a possibility.

This is a bolt head drilling jig:

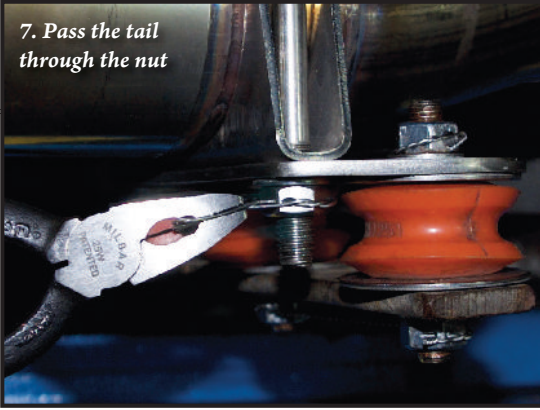
one side of the jig is set to take metric bolts and the other side is for imperial bolts. It will work on bolt heads or cap heads but unlike the nut drilling jig it drills the centre of the bolt head giving a through hole. (Picture 1)

The nut jig is very similar but only drills a hole through the corner of the nut or bolt head! (Picture 2)

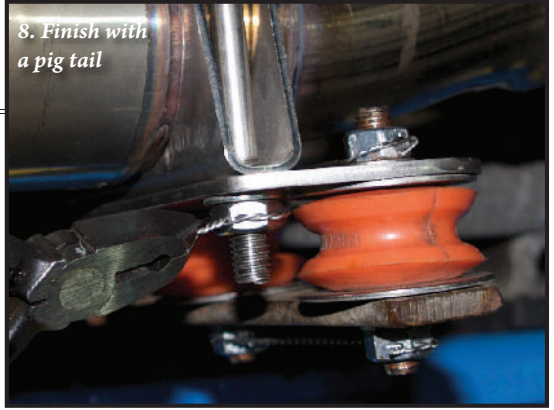
With your nut set to the correct torque for the part you are securing, mark your nut ready for



7. Pass the tail through the nut



8. Finish with a pig tail



drilling. You will need to form a back-to-front 'S' around the nut or both nuts so it pulls the nuts tighter! (think of the lock wire tightening the nut/bolt) (Picture 3)

With your nuts drilled you can now refit to your part ready to lock wire (Picture 4)

Cut the lock wire to length and attach the lock wire pliers at a point that will finish at the nut securing point. (Pictures 5 and 6)

When the wire is spun to the

correct length remove the locking pliers and pass one of the free tail wire ends through the drilled nut (Picture 7) .

Now re-clamp the lock wire pliers, to both the tails. Then twist the wire-tails to form the 'Pig Tail'. This is the final step in the process. (Picture 8)

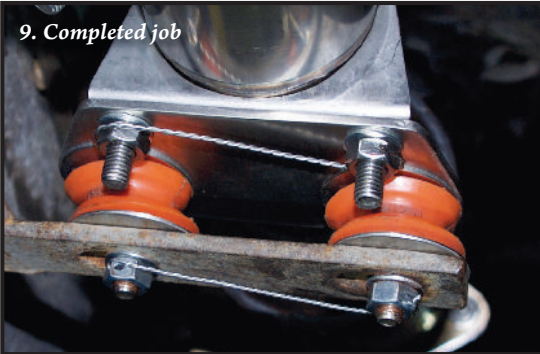
It's a rewarding job when it goes well but damn annoying when it goes wrong, especially when you've tried a couple of times on the same set of bolts/

nuts: but with practice it's a thing of beauty. as we all know practice makes perfect but there's always tea and cake! (Picture 9)

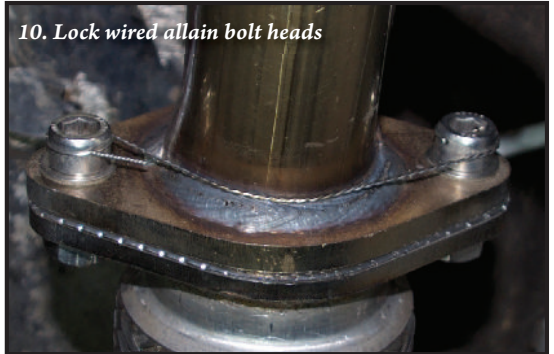
Whether you are lock wiring nuts or bolts or cap heads it all works on the same principle. Bolts or nuts can also be locked to static points of body work or other parts.

If the Pig Tail is too short with too few winds for a secure job and will need to be re-made! (Pictures 10, 11, 12)

9. Completed job



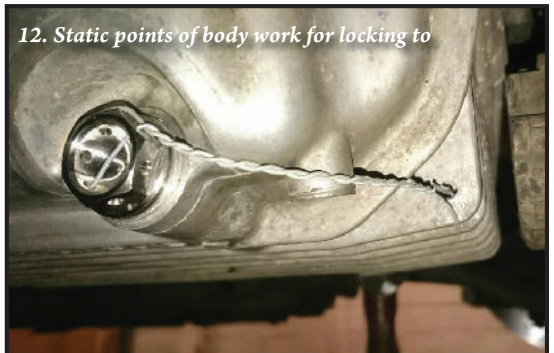
10. Lock wired allain bolt heads



11. Pig tail wrong, start again



12. Static points of body work for locking to





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THE FUTURE OF MOTORING

In this new feature we will be looking at what the future will hold for motoring and look forward to hearing your views and opinions on the subject

WORDS Travis Blake

Change is a constant in our lives, in our world and in ourselves, it has a certain inevitability, it can bring hope, excitement and conversely fear and anxiety. We live in a time where the pace of change through innovation, intervention and even evolution appears to be the most rapid that it has ever been. The availability of information, opinion and reference enables all of us to take a view.

I'm Travis and over the next few issues of MOG Magazine I will be sharing my opinions and those of other movers and shakers on what the future holds for motoring and I hope that you the readers will join in the debate. Like all amateur clairvoyants there is a good chance I may be wide of the mark, you look at the prototype and say "Wow" then you see the production model and it doesn't quite deliver, which can often be the case with innovation.

I will comment on some specific aspects of motoring and the future, the actuals if you like, such as, vehicle ownership, infrastructure, fuel options and alternatives, the motor manufacturers, the appetite of the public and

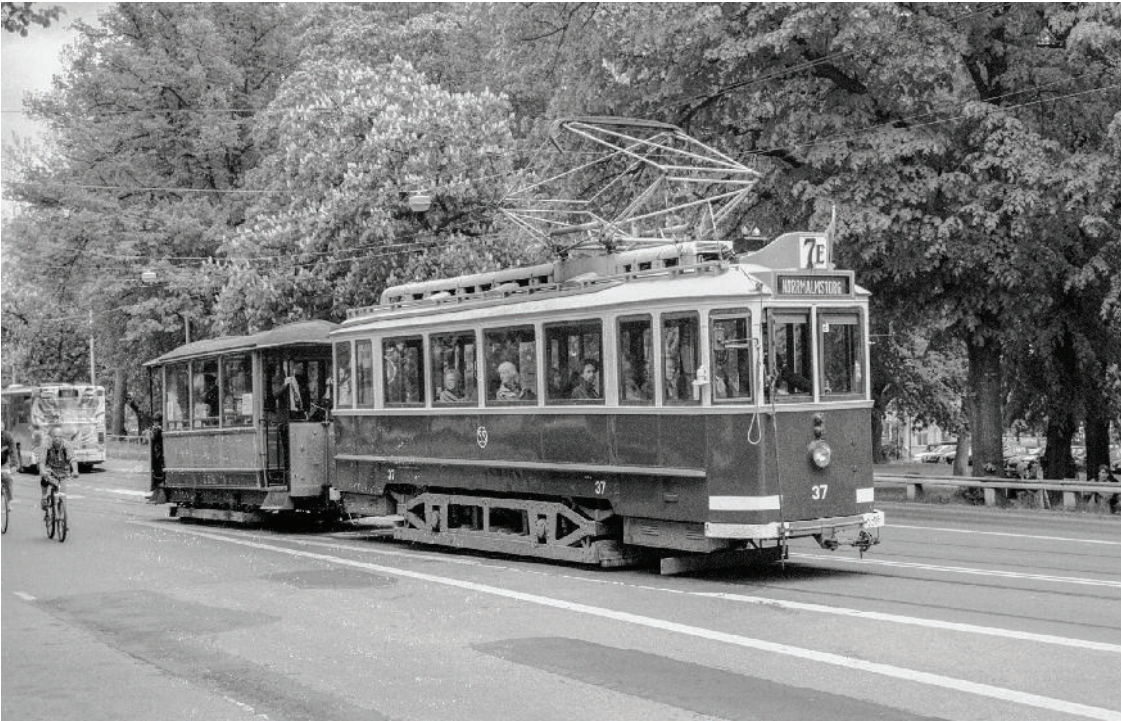
the politicians to make a better future and what will classic vehicle ownership be like?

Right now the transport system on which we rely is increasingly outdated, broken, and unfit for purpose and quite possibly, finished! The number of unnecessary solo car journeys and our reliance upon them, the lack of useable public transport options outside of and even within our towns and cities, a rapid rise in the numbers of commercial vehicles delivering the products of our endless consumption, as we shun the high street in favour of home delivery.

While this may sound like just another Guardian reading ecowarrior banging the drum for a future without powered transportation and distribution, I can assure you it isn't. I really want to examine what the alternatives, the fixes, and a smooth transition to a future of transportation innovation is, and needs to be. A system that enables us to do what we need to do, to be where we need to be, seamlessly, cleanly and without interminable holdups, delays and accidents.

I'm the proud owner of a 1972 Vespa and when I compare it to a 2018 model it really isn't that different ➤







in essence and it performs the same job. My generation, pretty much did the same as my Father's generation, a transition from two wheels to four, a rite of passage as it were. If we look at history to find clues for the future we struggle to find them where transport is concerned, once the car, the van, the lorry, the A roads, B roads and motorways were established the system has essentially remained the same. Given this it is understandable to think that the system will not change, has nowhere to go, but it must!

There are many examples of rapid and very sudden change through innovation in industries outside of transport, many of which where the change was so quick it felt almost unforeseen. This is particularly evident where the change is from analogue to digital, it was beyond belief that we would be able carry the

contents of our entire record collections around in our pockets! Some of these innovations may help to reduce the need to make many of the journeys we currently make, our ability to work from home and still be virtually connected to our corporate offices, video conferencing allowing us to have meetings both nationally and internationally without the need to leave the house. Then there are the often mooted drone delivery systems that would make for a more efficient way of receiving your Amazon online orders, to the world of sixties sci-fi and Star Trek's teleportation capability, mind you imagine not arriving in the same that shape that you left, ouch!

I'm assuming that we all remember Kodak film, for readers born before the mid-1980s this company provided how we captured our memories, celebrations ➤



and life changing moments, as big a household name as Heinz! In January 2012 the company filed for bankruptcy after over 100 years in operation. George Eastman, the Kodak founder, invented roll film, which revolutionised photography as photographic plates were no longer required; this then allowed all of us to capture our precious times for ourselves. The irony of this demise is that in the 1990s Kodak knew that the future lay in digital and that the time for film was limited, in fact it spent heavily on creating technology to allow us to take pictures with our mobile devices. However, it stuttered to implement the new technologies in order to protect its film business and got caught as other tech businesses jumped in with both feet.

A cyclist recently said to me, “Nobody needs a tin box, you have to go backwards to move forwards” We shall see about that, and I think technology will find a way to change how we get around, hopefully for the good of us and the world we live in, it just depends on who is driving.

Please do get in touch with your thoughts and ideas of how the future of transportation will develop, drop me an email; travis@mogmag.co.uk **MOG**







IN THE COCKPIT

Pat Bastock

What Are You Driving?

It's a 1971 Plus 8, Moss box of course. It originally belonged to Arthur Edge.

Do you have any other Morgans?

We have two three wheelers, an F Type we bought in 1974 and Blackburn engine Super Aero I sort of built from scratch over the years.

What other...

I've got some better answers than your questions, Well a story any way.

Oh go on then.

We bought the Plus 8 when it was 11 years old, and that's where the story starts. I'd wanted one for just about

11 years and we ran it for nearly 18 months as our everyday car. That would be 1982. We took the wooden piece out of the back, bought a second hand Britax Child Seat and bolted it to a new piece of wood for our 18 month old daughter, so it was a three seater. Then we decided to add to the family, and it turned out to be BOGOF day at the supermarket. I had been praying for years for a Twin to go with the F Type (four cylinders). I think God misheard me and sent us twins instead! So there we were with a car I'd wanted for 11 years and a family of 5. I couldn't afford to run it, I couldn't afford to sell it. So it lived



in a dirt floored tin garage for years. During that time, which included 2 house moves, many people tried to buy it off me, including Arthur. I told them that it would be for sale one day, from my executor! I finally started the restoration, when the twins were 33 years old. I finished it, last April, when they were 35.

Thanks, that is quite a story!

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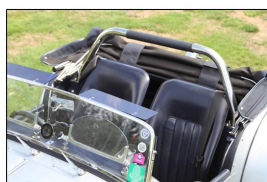
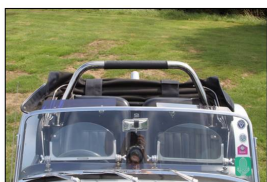
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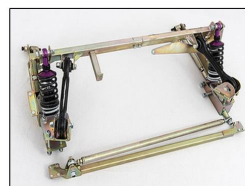
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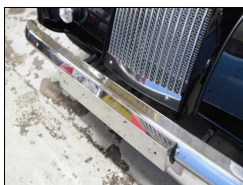
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MOG

Fleet

CAIN POULTON

JINGLE BELLS SANTA SMELLS!



The Day before the start of December, saw the Cafe Racer heading for Scunthorpe with my lady hitting the road in convoy style in the Ford pick-up, as on the First Day of Christmas saw us helping to support Ledgerwood Morgan's annual Christmas open day! Joyce and Phil throw a good party with the usual superb bacon rolls first thing in the morning, stew for lunch followed by tea and cake in the afternoon The Hobbit has this event marked a year in advance just to make sure she

does not miss out! The weather was not kind this year, cold, high winds, rain and overcast skies. This was the first time in 4 or 5 years it not been sunny, but with an open workshop, the heating on and a couple of patio heaters dotted around in strategic places outside near the bacon and coffee queue's it was all good. So for those that decided it wasn't Morgan weather you missed out! As we ate as much as we could.

On the 6th day of Christmas ... The Cafe Racer found herself being abused during the Staff Christmas

Party. The evening feast started with the deep fried battered cheese followed by a splendid beef dinner with all the necessary trimmings ... but in a bun apparently it's a new American fad called a burger and comes with french fries! The dessert was a creamy chocolate milkshake shared with two straws and when sucked up: gave us both brain-freeze.

The real oddity is what the company calls a 'Drive Through' quite novel but I was rather hoping for a young lady with a short skirt, roller skates and my order





Picking up the crimbo tree at Burwash Manor

*Ledgerwood*

delivered on a tray!!

The only issue we have with this Mucky D drive-through: is that the service window is a bit high, and ones window is definitely not designed to allow a large brown paper bag holding hot burgers through! I must say it was a mere snack for the hungry Hobbit. The evening's entertainment was a short drive east to Bury St Edmunds and Sealey Tools (I know how to woo m' lady) for an evening listening to a seminar presented by Gates on Drive Belt Technology and correct fitment techniques.

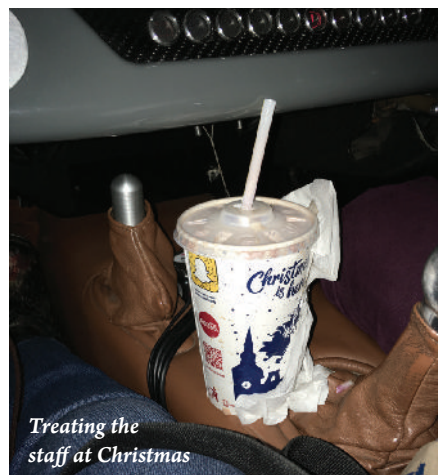
The Hobbit woke up at the end of the presentation as the smell of freshly cooked cookies and pizza's wafted across the room, so she was happy: miss "Two Dinner" Hobbit.

As with all families, this time of year is taken up with the preparations for Christmas Day and of course the dinner. One of our first items on the list is the Christmas tree! Here

in Barton we are blessed for a small village, as it still manages to boast two pubs one with accommodation, a petrol station, hair-dressers (you may have seen that in a previous article as they run a the "anti-alien" foil hat fitment service), a renowned shoe shop and a Post Office. But that's not all we have "Burwash Manor" that hosts a café, cheese emporium, butchers, hand crafted toys and a couple of the cool Cambridge boutiques.

But best of all, this time of year the 14th day of Christmas they sell lots and lots of Crimbo trees, When it comes to Crimbo tree: The bigger the better, this was ours loaded and ready for the off home, it's only a 10 footer and fully compliant for the road trip home just not through the Mucky-D drive through as it does not comply with the height limit!!

Seasons Greetings to all and wishing all a happy new year! **MOG**

*Works Christmas dinner**Treating the staff at Christmas*

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MOG

Fleet

PHIL ROYLE

NEC AND EASY DOES IT (WITH APOLOGIES TO MR. SINATRA)



*Right (top to bottom):
Cars arriving - general chaos
Now where should that go?
Final adjustments*

A blank Canvas

The couple of months leading up to November means an obsession with getting ready for the Classic Motor Show at the NEC in Birmingham. This year was a celebration of 50 years of the +8 and so I tried to collect a fair number of examples of differing ages and usages of that particular model. This was a cause of much head scratching as the space allocated to the MSCC this year was a third less than the previous one. However, the car owners and general dogsbodies came up trumps again and formed a fantastic team to put the stand together. We had a great display of cars from MMC11 to a +8 speedster with seven other wonderful cars in between. I think that the organisers of the show must like us as we were again

allocated a prime spot in the prestige hall number one which is wonderful considering that there are always a number of clubs who are not allocated space at the show.

After weeks of emails to exhibiting car owners, filling in endless Health & Safety forms, ordering tickets, electrics and carpets etc. the day of set-up finally comes round and I set off to do battle with the A38 and M42 to get to the NEC. This year I was in the tin top and so had to park up in the car park and carry stuff in from there. Thanks to those who helped with this.

Upon arrival in the hall and a friendly greeting from the very helpful staff there, I found our "spot" which was a rectangle of grey carpet with a power point in the centre. I

always feel a bit nervous at this point as it seems nothing short of a miracle that by the end of the afternoon we will have a very presentable stand. One by one the cars arrive and the gazebo is erected. Chris Bailey, as always, does a tremendous job in placing the various aspects of the stand with great attention to detail and then sets about cleaning and polishing them to the nth degree resulting in a stand which compares very favourably with the "big boys" around us such as Prancing Horses, Bugatti, RR, Bentley to name but a few. The MSCC stand is, by tradition, always open and no cars are roped off thus allowing visitors to get up close for a good look at the exhibits and thanks to the volunteers and owners the stand is well staffed so that



Award presentation -
"I would like to thank..."



Noah illustrating the title
page of Freddie's book



Show time

people are welcomed and also cars are looked after. It was a long drive home that night as the A38 was stop/start for about fifteen miles.

An early start the next day and I signed up for my Press Pass as I was also wearing my MOG hat and will report on the show in general in another part of the magazine. Visitors and exhibitors were both very enthusiastic over the three days of the show and it was a great show to take part in. The camaraderie between clubs (or at least most of them) makes the whole weekend tiring but enjoyable. On the Friday, I was presented with the MSCC Driving Force award which I think was a bribe to continue with the show for next year! Thanks to the club for this, it is much appreciated.

In the slack period on the Friday afternoon, I went for a wander and found that a children's book was launched written by Ant Anstead and so I bought a copy for my grandson Freddie. The book is called *Petrol Head Parenting* – the essential guide to diagnosing and nurturing a petrol head. It is a very amusing and quirky book beautifully illustrated by Noah Elias. Ant signed a copy for me and Noah very kindly illustrated the front page with a cartoon of Freddie in a racer with a lovely inscription. This will be a great stocking filler and will be enjoyed both by Freddie and Grandpa.

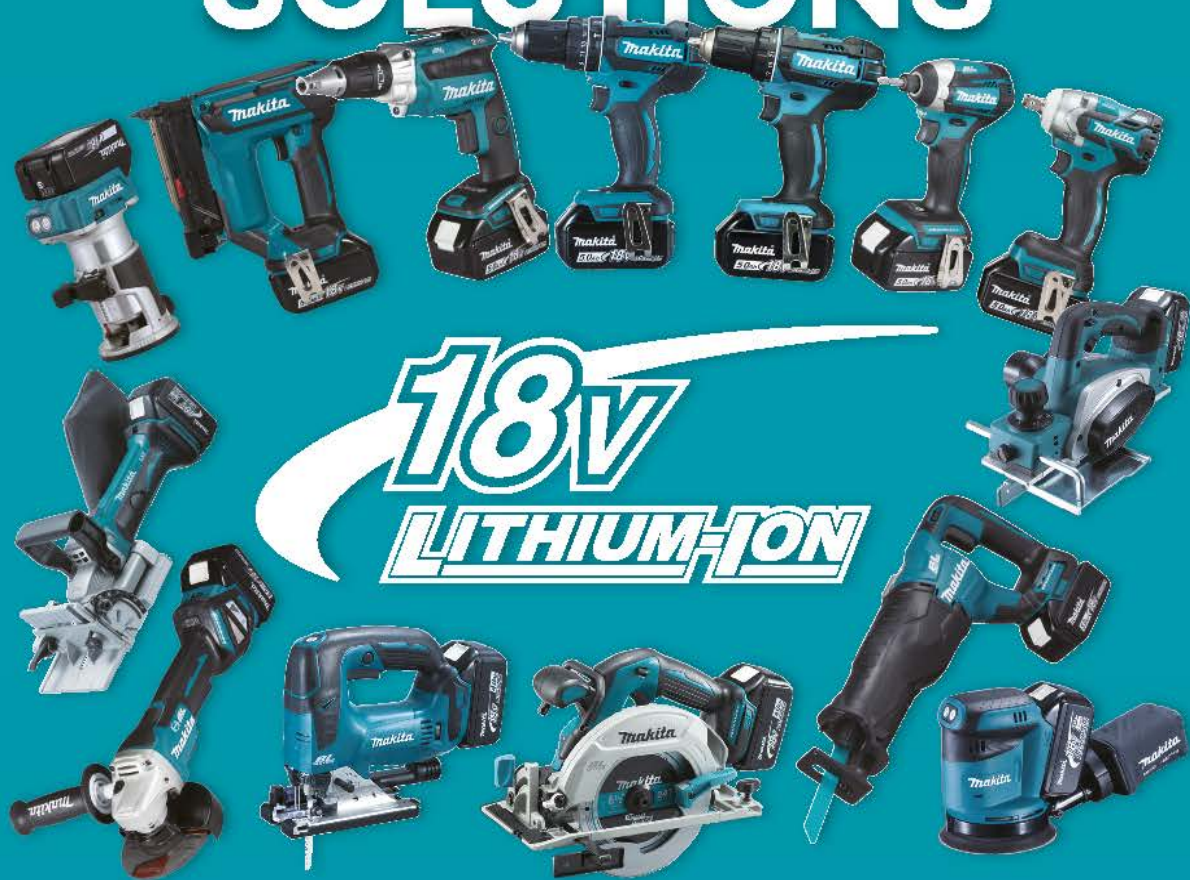
The show came and went and the get-out on Sunday went very smoothly, thanks again to our volunteers. I slept very soundly that

night but am now in the process of sorting out a stand for next year to celebrate 110 years of Morgans and applying for a stand which hopefully will be large enough to accommodate a large selection of models, ages and uses. Also, I have to sort out the stand for the Restoration Show on 22-24 March 2019 to start off the 110 celebrations. This is a slightly different show but one not to be missed for Moggers.

Now for December and giving Megan a quick clean and polish so that she looks good in her role as Father Christmas' mode of transport.

That's all for now apart from wishing you (or hoping you had) a Merry Christmas and a Peaceful New Year. **MOG**

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SIR EDWARD ELGAR AND THE ELGAR ROUTE



November saw us out and about in MOG 3W and following the Elgar Route, a well-documented excursion through rural Worcestershire of approximately 40 miles and taking in the town of Malvern and city of Worcester and all things and places associated with Edward Elgar, one of our nation's greatest composers and a native of Worcestershire.

We picked up the route on the A449 from Malvern towards Ledbury, passing Craig Lea, 86 Wells Road, Elgar's home from 1899-1904, and the nearby Worcestershire Golf Club where Elgar was once a member.

Our first point of call was St Wulstan's Roman Catholic Church where Elgar is buried. The church is on the left as you drive through Malvern Wells, and there is sharp turn left into the church grounds or a small car park on the right, almost opposite the tourist sign informing you that you are 120 yards from the church. Somewhat worried about ground clearance we nevertheless gingerly took the sharp left and steep slope down to the church, and thankfully all was ok! The graves are modest and well marked. Elgar died on the 23rd February 1934 from inoperable colorectal cancer at the age of 76, and whilst raised

as a catholic and buried next to his wife at St Wulstan's he is said to have declared to his surgeon "I believe there is nothing but complete oblivion" and he had no faith in the afterlife. Their daughter Carice is buried adjacent to them.

Onwards along the A449 we headed (passing the Cottage in the Wood hotel featured in our November edition of MOG on "Where to Stay" and a great stop for lunch by the way) and on towards British Camp and the Iron Age fort, where, according to legend, the British Chieftain Caractacus was captured by the Romans (a little before Elgar's time) albeit Elgar



composed a piece titled “Caractacus” which was first performed in 1898 in Leeds which happens to be my place of birth!

Turn right here, onto the B4232 along Jubilee Drive which winds along the west side of the hills looking down upon Colwall and the Colwall Park Hotel (featured in “Where to Stay” in this edition of MOG) and across on a clear day to the Welsh hills in the distance. You will pass several springs where many a local and tourist alike stop to fill water bottles with the famous (and free) Malvern water, which the Queen is reputed to have never travelled without.

Turning right towards Malvern at the Wyche Cutting, the road descends back towards Great Malvern and on the right, as you enter Malvern you will see the Abbey Hotel, featured in the October edition of MOG in “Where to Stay”. An exploration of Malvern and Elgar is best done on foot, with associated guidance which can be obtained free of charge at the Tourist Information Office in the centre of town, near to the main post office, and opposite the statue of Elgar which overlooks the town with the hills as a fitting backdrop.

We drove past “Forli”, 37 Alexandra Road, Elgar’s Malvern

home from 1891 until 1899, before picking up the signs for Worcester and heading out to Lower Broadheath and Elgar’s birthplace in Lightwood Lane, well signposted with the brown tourist signs.

Edward William Elgar was born at the Firs on the 2nd June 1857, was the only one of the seven children to be born at the cottage, and they lived here for the first two years of young Elgar’s life before the family moved into Worcester. However The Firs and Lower Broadheath remained a fond memory for Elgar and he often frequented the village on his cycling tours of the Malvern area on Mr Phoebus - the name



Elgar gave to his bicycle!

Elgar's father was a piano tuner whilst also running a music shop, which they lived above in 10, High Street, Worcester (albeit sadly now demolished) near to the cathedral. Elgar's statue is at the end of the High Street opposite the cathedral and only yards from where his father's shop once stood. Elgar went to school until the age of 15, and taught himself music rather than studying at university as might have been expected. He left school and started work in a lawyers office, but soon left and earned extra money by teaching violin and piano and conducting a dance band at the Powick Lunatic

Asylum (also since demolished) and became Professor of Violin at the Worcester College for the Blind Sons of Gentlemen.

In 1889 Elgar married Alice Roberts from Gloucestershire, a young novelist and poet. She became a Catholic (Elgar had been brought up a Catholic), and they lived in London. Despite the birth of their daughter Carice in 1890 life did not turn out as planned for them in London. Elgar during the two years that they lived there failed to enlist any music pupils for tuition. They returned to Malvern where Elgar was better known, and had written pieces for the Three Choirs Festival. Elgar

taught music at various local schools in between composing and playing golf and cycling, his two favourite pastimes. Elgar's work was becoming better known and performed, and it was the Enigma Variations that he composed between 1898-99 followed by The Dream of Gerontius in 1900 and in 1901 his first Pomp and Circumstance March (later put to words and titled "Land of Hope and Glory") that arguably all made him famous. He was knighted in 1904 and in 1905 given the Freedom of the City of Worcester.

1910 saw the first ever performance of Elgar's Violin Concerto, later performed and





recorded by another famous Malvern resident and someone that Christine and I knew as a near neighbour at the time - Nigel Kennedy, who continues to enthral audiences around the world with his exquisite mastery of the violin.

Following the hostilities and hardship of the First World War, Elgar, in 1918/19 composed his Cello Concerto, which is my particular favourite work. I have seen this performed in Cardiff by the wonderful Paul Tortelier whom I had the pleasure of meeting in 1982 following the concert. Many readers will also remember the famous and powerful Jacqueline du Pre performance of this piece too. However, loss sadly continued for Elgar in that his wife Alice became ill

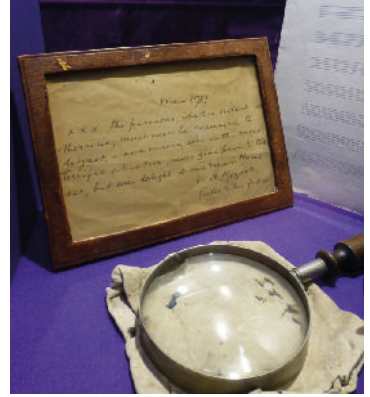
during 1919 and died in 1920 of lung cancer, aged 72. He wrote: "All I have done was owing to her and I am at present a sad and broken man - just stunned".

A year following the death of Lady Alice, Elgar wrote: I am still at heart the dreamy child who used to be found in the reeds by Severn side with a sheet of paper, trying to fix the sounds and longing for something very great. I am still looking for this."

Elgar was now driving, and would enjoy car rides around his favourite lanes taking in the stunning Worcestershire countryside and the Malvern Hills. Carice wrote that "Whether the countryside makes the genius or however that may be, it is certain that no one was ever more imbued with the very spirit

and essence of his own country than Elgar, it was in his very bones. Worcestershire was everything to him - the very look of spring coming, the cottages, the gardens, the fields and fruit orchards were different to his mind in Worcestershire...From walking, driving and bicycling there was very little of the county he did not know, and his memory for every village however remote and every lane however twisty and bewildering was extraordinary." I wonder if Elgar ever had any association with the Morgan Motor Company...he would certainly be familiar with the early vehicles as he cycled or drove on and around the roads of Malvern.

Elgar also took a trip to the River Amazon and in 1933 took an early passenger flight to France to visit



violinist Yehudi Menuhin (and interestingly of whom Jacqueline du Pre was also a friend and Nigel Kennedy a young pupil) and fellow composer Delius. He then wrote pieces for the Duke and Duchess of York and the two young princesses, Elizabeth and Margaret and in 1932 was working on a new symphony at the request of the BBC when his health suffered. An operation on his stomach revealed advanced cancer and he died on 23rd February 1934.

The love of his birthplace ran through his life. Elgar wrote: "I don't expect much from the nation, but if they ever think it worthwhile, I wish they would buy this little cottage. It's the only wish I've got, about the nation and me." Well, thankfully Elgar's wish came true and in 1935

The Firs was bought by Worcester City Council and then in 2000 was entrusted to the safe keeping and management of the National Trust. There is a most interesting new visitor centre, museum, shop and cafe adjacent to The Firs, which is a small cottage furnished as near to how it might have been when Elgar was born there, plus is full of genuine artefacts of the family. Well worth a visit.

So, Malvern is not only famous for Morgan's, the hills and water, but also Elgar... not bad for a small town tucked away as it is under those famous hills that so inspired Elgar to write such wonderful scores. From humble Victorian origins Elgar put Britain back on the musical map. His music was played all over the world and he dined with Royalty,

yet never forgot his roots in rural Worcestershire. When he was awarded his Baronetcy in 1931 he chose the title Sir Edward Elgar, 1st Baronet of Broadheath. I believe he found that "something very great" that he was longing for, and how fitting it was to sit in the closing concert of "Run for the Hills" in 2018 with the Malvern Hills as a backdrop to the ESO performing Elgar with the great man himself lying in his grave a short distance away. The composer and car - both wonderful enigmas of Malvern, coming together on a special evening at the Three Counties Showground. New to the Morgan "family" as Christine and I were at the time, what a privilege to have been there. The memories live on. **MOG**

PITCH PROWLER

Here at Pitch Prowler we really do love a limited edition, and if a run of only 50 isn't already enough to pique your interest - just imagine how satisfying it will be for yours to say 50 of 50. You've got to love a nice round number..

The Plus 8 50th Anniversary was the last hurrah for the V8 Morgans, but boy did they go out with a bang. Morgan might have been closing the chapter on the V8, but they saved the best until last. An aluminium Aero chassis coupled with a superb naturally-aspirated BMW N62 engine and the iconic Morgan coach-built body. Limited to just 50 cars, a large number of specially selected one-off features separate the 50th Anniversary from the standard Plus 8, but we'll get to those in a moment.

Whilst I could obviously list every single little beautiful detail that the skilled designers at Morgan put together to make these beautiful and stand out characters, I think the pictures truly paint a thousand words here as all of those delicate highlights from the cowl and tow hooks, and the extra bonnet louvres, to the stand out motifs - the decals on the door and those impressive pipes, she is a picture that draws so naturally from the sum of her parts - everything is in its rightful place, not just from necessity or desire - but from experience. If you have ever been tempted in your life by a Plus 8; this is her. Definitive, and quite literally final.



Our car available here is number 50/50, indicated by both the lacquered lettering on the rear of the car, and the commemorative plaque positioned between the two seats.



And speaking of the engine. Obviously in the Plus 8 anniversary, the engine is already spoken for - a done deal so to speak - but this model brings tricks and treats to the table that the regular Plus 8s could only dream of. Each one of these features were designed exclusively in-house at Morgan and inspired heavily by the original Plus 8 Works race car. I could list them all here or we can get right to the business of that one little thing that truly sets this car apart from its predecessors. And it's little, yes, but it's also incredibly loud. Through the addition on straight-cut stainless steel exhaust pipes (two of course) this girl conjures up a sound the likes of which the Malvern hills had never heard before (or your local road for that matter) the Plus 8 50th Anniversary edition is arguable the best-sounding Morgan production car of all time. But who wants to argue that when you can just hear it for yourself.

Now before I get into that down and dirty grease talk, I want to focus on my favourite part again - the number. 50 cars for a 50th anniversary? Already an iconic choice, but why settle for anything less than the look of that "50 of 50" on your brand new toy, displayed both in lacquered lettering on the rear of the car for the world to see, but also on a commemorative plaque position between the driver and passenger seat - just in case you want to remind yourself how lucky you are whilst you enjoy that V8 engine.



Now the 50th Anniversary itself may have come and gone but this girl is still factory new, with only delivery mileage counted up so far and pre-registered to the Morgan Motor Company. She is waiting for the right person to set her loose and allow her to finally let rip that powerful voice of hers, as well as bask in all her goodies.

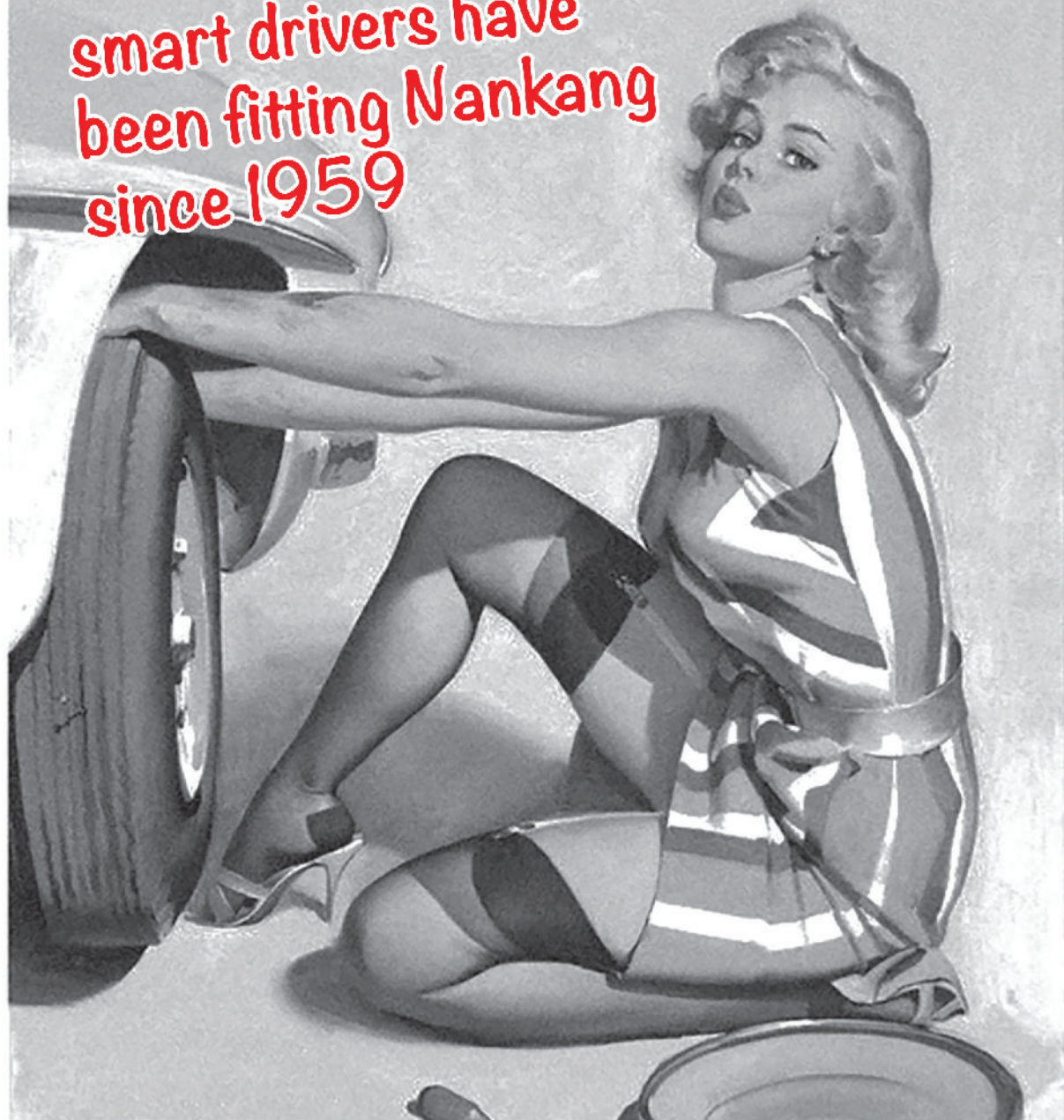
OWN THIS CAR

I cannot stress enough, how this girl isn't just iconic now - she is going to prove an icon that will put her regular Plus 8 cousins to shame.

If you are just as excited about exclusivity and numerical aesthetics as I am (and why wouldn't you be?) the asking price is £134,850 and she's ready and raring to go - you just need to contact the team at London Morgan on 020 7244 7323 to find out more today, or see more details at www.londonmorgan.co.uk



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PATRICK JAMES EGGLE GUITARS

Tucked away on an industrial estate just outside Oswestry in North Shropshire is one of Britain's premier luthiers, Patrick James Eggle. His creations have passed through the hands of some of the biggest names in popular music history, from Rory Gallagher to Brian May right up to current troubadour Jake Bugg

WORDS Travis Blake

Encouraged by his father a keen woodworker and his school, Patrick made his first guitar as a project. Unhappy with the results he decided to continue making guitars, and he hasn't stopped since, turning an obsession into his profession!

In the early 1990's Patrick Eggle Guitars was founded and was soon to be producing as many as two thousand guitars a year. Patrick, however, sold the business in 1994, and migrated to the United States to concentrate on producing high quality handmade acoustic and archtop guitars.

As a guitar player's guitar maker, accolades, awards and recognition have followed and some rather eye watering auction prices for custom pieces along the way. In 2014 a Patrick Eggle Guitars "J S Berlin Legend" built in 1992 for the late Irish folk and blues guitar legend, Rory Gallagher, was

sold at auction by 1818 Auctioneers of Cumbria for a reported £25,000. This stunning handmade British instrument featured a figured maple body finish with

mother of pearl inlays to the neck and the RG monogram at the twelfth fret. The auctioneer's initial conservative estimate was that the guitar would achieve in the region of £12,000. Patrick remembers working on this guitar and ensuring that he played one of Rory Gallagher fans favourites "Messin with the kid" before the guitar left the workshop for delivery to Rory.

Patrick has also used his highly sought after skills and talents working with other luthiers to establish another reputable guitar brand. In collaboration with a team of passionate guitar

experts, Faith Guitars, build quality British acoustic guitars to Patrick Eggle's designs. Founded in 2002 and also a Shropshire based business, Faith Guitars ➤



Patrick James Eggle



have produced multi award winning guitar ranges, combining quality craftsmanship and exceptional tone to suit different performers, abilities and budgets. A quick browse in my local guitar shop, Worcester Guitar Centre, I found Faith products from the very reasonably priced “Naked Mercury” acoustic guitar at £399 to the “HiGloss Venus Hex” electro acoustic guitar at £879. The Faith “Venus HiGloss” model, after beating off stiff competition from some very well established U.S guitar brands was awarded the “Best Acoustic Guitar” award by the Music Industries Association in 2012 after 10 years of production. This put Faith Guitars on something of a role continuing to win the award in 2013, 2014, 2015 and 2016! How’s that a multi award winning instrument for under a

grand, nice!

A lot of time goes in to producing Patrick James Eggle guitars from research and development, design, sourcing the finest materials, developing the supply chain and of course building each instrument. Patrick spends much of his time ensuring that only the best tonewoods are used to guarantee that each instrument not only looks stunning to the eye, but sounds superior on the ear, which allows him travel to far off places and get a real feel and understanding for the woods used.

A variety of wood is available and suitable for guitar building, both softwoods and hardwoods, from Spruce to Cedar, Maple to Mahogany. These can be chosen by a luthier for different reasons, other than ➤





Jake stage side



Eggle 96 black bogoak



Macon CT redwood oblique

the differences in tonal quality, such as, stability, looks, the quality of grain or colour in the wood and even availability. Once the wood has been selected it will typically be dried before use and some luthiers will season the wood further for several years. A solid body electric guitar can be made from a single piece of wood which is cut-out and routed for the electrics, controls, bridge and pickups. The neck of the guitar can be either bolted on to the body or have a neck-through design where the neck runs the length of the body, the guitar neck and body are laminated together making a very strong piece.

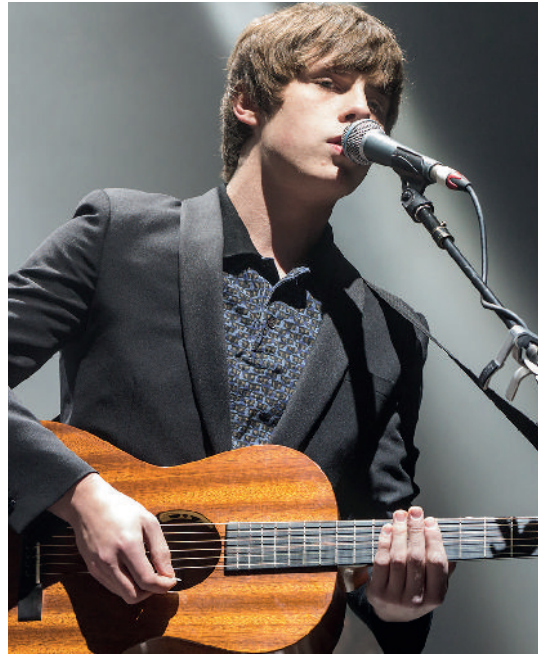
The guitar can be finished in a number of ways from a solid colour painted finish where the wood cannot be seen to bare wood and anywhere in between. Making

an instrument visually appealing and an item of art and beauty to behold is a vital part of the luthier's craft, using different additional materials and finishes to enhance the beauty of the wood beneath and adding detail with bindings and inlays all play a part in the creation of a stunning guitar.

Undisputedly Patrick James Eggle makes beautiful, quality, highly regarded guitars; I have a personal favourite which is as unique as the tale that goes with it. It is a one off acoustic creation that Patrick made for the Virgin / EMI recording artist, singer-songwriter, Jake Bugg. The guitar is an acoustic guitar made of mahogany and the story goes like this. Friends of Patrick Eggle were disposing of their mahogany dining table which he reputedly paid them \$60 dollars for, he



Eggle Macon SC Quilt



then contacted Jake's Management and told them he wanted to make a guitar for Jake. And there you have it the only one of its type in the world!

When I recounted this version of events to Patrick he made the wonderfully enigmatic response of "Hmm, maybe, but was some time ago now" **MOG**

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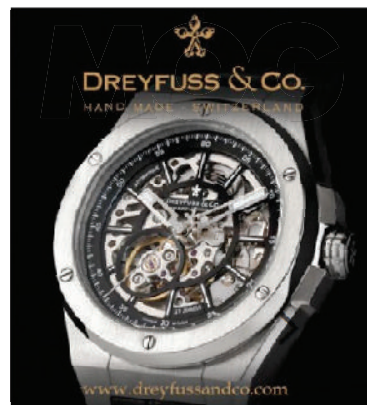
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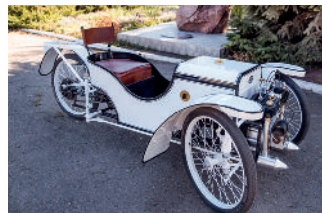
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RACE OF REMEMBRANCE

Tony Hirst tell of Morgan's involvement in the annual Race of Remembrance held by Mission Motorsport at the Anglesey Circuit

WORDS Tony Hirst PHOTOGRAPHY Will Aron

Craig Hamilton Smith should know better. Yes he's a Morgan family member and part time racing driver but he's also an award winning landscape gardener. So he should understand weather, topography and the changing of the seasons. So why on earth did he think it was a good idea to go racing on a cliff top, in North Wales, in November?! I have no idea but we all became really grateful he did. And in Craig's defence no one could not have predicted the extent of the gale force winds, horizontal driving rain and flash floods in the paddock and on track.

So all for one and one for all Morgan Motor Company entered the Race of Remembrance at the Anglesey Circuit in the shadow of Snowdonia. It was the 5th running of the 12 hour endurance race organised by Mission Motorsport, the forces charity committed to using motorsport to aid the recovery and rehabilitation of those affected by military operations, their mantra being "Race, Retrain, Recover."

It's a remarkable event and even more so this year because it was held on the remembrance weekend marking the Centenary of the end of the First World War. ➤



A grid of 45 cars race for 12 hours. Lights out on Saturday afternoon, racing into the night. Then a break till 9 am Sunday, to the flag at 4. There is however a halt to the race at 10.45 on the Sunday morning. The safety car picks up those on track, re-forms them on the grid and drivers, mechanics, teams and spectators assemble in pit lane for a remembrance service to mark the 11th hour of the 11th month. It's an Incredible and unique moment, poignant and of course deeply moving.

And to be honest it put our reservations about the weather or any hardship we might face in the car or on the wind swept pit wall sharply into perspective. Craig was right all along, it was a good idea to enter and indeed it was a privilege and a humbling experience to be part of.

The Morgan team consisted of 3 Club Sport cars driven by Craig Hamilton Smith, Paul Voakes, John & Tom Richards and me. AR Motorsport boss Mark Evans and factory race mechanic Ian Weaver over saw an incredible team effort that included the stalwart students from the University of Wolverhampton and Neil Frost's vital catering of endless bacon butties and curry.

The Morgan cars and crew were faultless, we had no mechanical issues all weekend. A few spins here and there for some, an unscheduled pitstop to have a pair of spectacles de missed and a rude nudge up the rear by a Caterham. But as mentioned we did endure some of the toughest conditions on and off track we have ever encountered. Besides an horrific lack of grip, driving at night was the hardest. Many teams equipped their ➤





MISSION MOTORSPORT - THE FORCES' MOTORSPORT CHARITY

Mission Motorsport is the Forces' Motorsport Charity and its aim is to aid in the recovery and rehabilitation of those affected by military operations by providing opportunities through Motorsport and the Automotive Industry. Since the charity's inception in 2012 over 1500 wounded, injured and sick beneficiaries have engaged with the charity through varied and exciting sporting opportunities. The charity also provides vocational and training advice and has helped over 140 veterans into employment.

As a Service Charity and member of the Confederation of Service Charities, Mission Motorsport has an award-winning collaborative model of working with government and the other service charities. It is funded by Help for Heroes and The Royal British Legion as well as by industry partners and independent fundraising.

Motorsport is seen as great activity for Service Veterans as it combines the experiences of discipline

and comradeship along with a little danger, partially reflecting military life. These experiences are often lacking in the after-service life of a veteran, particularly disabled ones. The Charity's moto of "Race Retrain Recover" reflects that. The Forces' motorsport charity is MoD's competent authority for motor sport as a recovery activity, and is a Royal Foundation (the charitable trust of the Duke and Duchess of Cambridge and the Duke and Duchess of Sussex) Endeavour Fund initiative.

The 2018 Race of Remembrance was the fifth annual event and once again returned to the very special Anglesey circuit. Run by BARC, the 12 hour endurance event this year commemorates the 100th Anniversary of the end of the First World War and the sacrifices made by all service personnel and their families. This unique endurance race also featured a Heroes Dinner, night racing and a trackside service of Remembrance.

www.missionmotorsport.org



cars with what can only be described as the Blackpool illuminations, the result being when they were behind us, the glare in your mirrors and on your soaking wet visor meant we had absolutely no visibility whatsoever. Not great when barrelling into a corner that you know is there, or thereabouts, as some of us discovered.

But we finished, I think we came 2nd in class but I'm not exactly sure. Which might sound strange for a

competitive racing driver not to know the timings and results in microscopic detail but this race is different. Given the stories of many of those taking part and the obstacles they've faced and given the dreadful sacrifice we were all there to honour, some things are more important. So yes, we will be back for 2019 and yes, we will have tinted mirrors but above all else, once again,

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Life



COVER STAR

Back "Home" in the Brands Hatch Morgans workshop for a little bit of end of season fettling is last edition's cover star. We were delighted to receive this picture from them showing MOG on her windscreen. We are building up a little collection of pics of covers on their subjects. If you've got a Morgan worthy of a cover feature please let us know, so you can become part of the exclusive collection too!



FLOOR SWEEPER

When you restore so many three wheelers over the years there are bound to be a few bits left lying around. Indeed, at Cameron Engineering the floor sweepings bin was full to overflowing. So rather than throw the contents away Ewan Cameron thought he'd have a bit of a sort through the bin and see what he could come up with. (At least that's what he told us!)

Well, Ladies and Gentlemen, meet Red Rusty. She's a 1934 Super Aero, well her chassis is, her engine is a bit older. Her body is original, and her only new bits are the wood frame. She's never going to win a concours d' elegance, but we think she's going to win a few hearts.

In the factory and beyond



LE JOG MOG

We don't think we've ever seen any one look so happy to have a DNF next to their name, but Andy Lane can be proud of his and co-driver Iain Tullie's efforts in this year's Le Jog. Their record in 9 events over the years has been outstanding, but in somewhat younger Volvos and BMWs than their pre war series one 4-4. Previously the team had achieved a class win in the RAC 1000 Mile Trial, so they were deeply disappointed to have to withdraw. But twice submerging in large welsh "puddles" proved a little too much. Still, Lands End to Greater Manchester via Abergavenny in two days is pretty good, don't you think?



MADE IN MALVERN

Built in Malvern, totally unique and seldom seen anywhere else in the country. Of course we are not talking about Morgans, they are seen

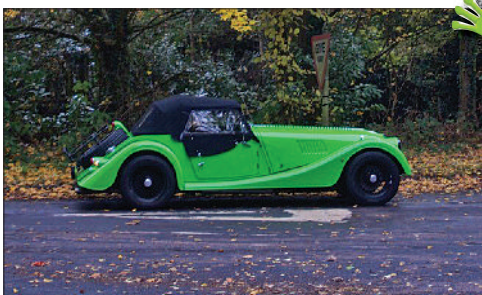
all over the world, but Malvern stone buildings.

Quarried from the Hills until 1974 Malvern stone is a very hard granite. It is so hard it cannot be cut into regular shapes. So Malvern stone building is an incredible art. We were delighted to see some new building on our trip to Colwall this month. New building, but by necessity, old stone.

WE WILL REMEMBER THEM

Readers may recall the trip Editor Nigel Bradford, Photographer Neil Styles and Ian Smith made to Gheluvelt in 2014. The bright red poppy that was fitted to the car for that trip remained on the grille right up to the Centenary of Armistice Day, 11th November 2018. It has faded to an almost flesh toned pink with blood red veins, as can be seen here. A very poignant reminder of the duration and sacrifice of the Great War.







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