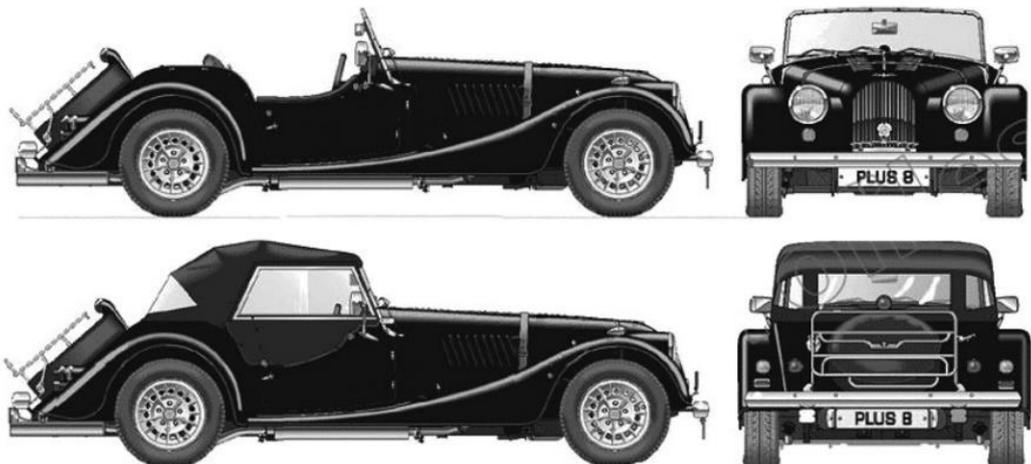


# MORGAN MUSINGS

Autumn 2022



This newsletter is circulated to all paid up members of the Yorkshire Centre of the Morgan Sports Car Club. All content is provided by members and reflects their personal experiences and views.

We are grateful for the support of our advertisers and hope that our members will support their businesses.

# Jeremy's jottings

Welcome to the third instalment of Morgan Musings and our late summer issue, the last but one before Christmas which seems to be just around the corner!

It has been an interesting and varied year with the diminishing effects of Covid, the extreme days of heat during the summer and the lack of rain water. However, we have been able to get out and about and enjoy the many events planned around the region. I am pleased to say that, despite the economic problems and sky-high fuel prices, many of you have supported and joined in with the various events which have taken place.

You will be able to read more in-depth reports elsewhere in this issue. Gill and I have been able to participate in a number of events and have thoroughly enjoyed them and it has been a pleasure to meet and chat with old and new members. It is certainly refreshing to see so many new members getting involved and enjoying what is on offer.

If anyone has any ideas and wishes to organize future events then please give me a call. We will soon start to piece together another exciting year of interesting things to do and places to go and it is the 50<sup>th</sup> anniversary year of the Yorkshire Centre and plans are already underway to celebrate this significant milestone in April 2023. It will be an event to remember!

2022 still has a lot to offer culminating in the Christmas weekend at Ravenhall Hall. If you haven't already booked, please check with Jan to see if there is still some availability. It is heavily booked but there is often a last-minute cancellation so don't be shy.

We have started to plan the 2023 Calendar and find that some locations are already getting booked up so if you are planning an event, please make your enquiries early and pass the details with proposed dates to me so we can avoid any calendar clashes.

I hope you enjoy reading this issue.

*Happy Morganeering*

*Jeremy*

*Centre Secretary, MSCC Yorkshire*

PS. Please note that Jan is only caretaking the Newsletter on a **temporary basis** and so we are still looking for someone to take on this role more permanently so if you are interested, please come forward.

**IMPORTANT** Please add my email [mscopyorkshire@gmail.com](mailto:mscopyorkshire@gmail.com) to your safe senders list to ensure you don't miss news of events or club updates



## MSCC Yorkshire will be 50 years old in 2023

Come and join our celebrations at Burn Hall Hotel, Huby, near York 21<sup>st</sup> to 23<sup>rd</sup> April 2023

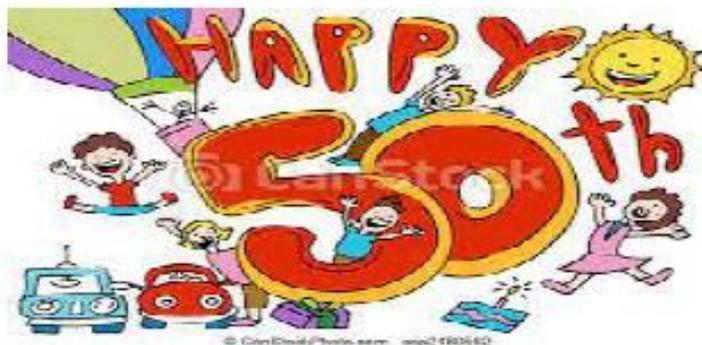
Booking is now open for Yorkshire Centre members – Past & Present. If you don't already have a booking form then please email [jan.lawson@ianmail.co.uk](mailto:jan.lawson@ianmail.co.uk) to request one.

The costs are - £310 for couple for 2 nights or £430 for 3 nights plus £30 event fee to include Dinner, B&B on all nights, admission to Birds of Prey centre and display, Saturday party night with disco & dancing and an exclusive 50<sup>th</sup> anniversary souvenir goody bag.

Single occupancy will be £225 for 2 nights or £305 for 3 nights plus the £30 event fee.



Please return your booking form and deposit cheque to Jan Lawson asap to secure your places. All bookings are amendable up to 90 days before the event.



# Travel report

## “Gordon Bennett, It’s a trip to the Republic of Ireland!”

**By “The Keen Greens” (Michael & Susan)**

After what seemed like a long period of being “confined to barracks” for reasons we all know about, we felt that it was high time to set our sights on travelling a bit further afield.

Having had several travel plans scrapped over the last 2 years, and having a sum of money sitting with the Scenic & Continental Travel Club, a decision was made to aim for The Republic of Ireland. It’s a country that we’ve visited several times in the past and thought it’d be ideal ‘Morgan’ country.

The plan was hatched, the booking made and all the necessary documentation put in place for a 5-night holiday entitled ‘Ireland’s Ancient East’.

Co-incidentally, by chance we met 2 other keen Morganeers at the YN&D noggin at Scholes, near Rotherham back in March, and found that they too were booked on the same tour, they are of course Jack & Jill Salter.

After an overnight stay in Holyhead on Anglesey, a morning ferry on the 22<sup>nd</sup> of May 2022, where together with friends Jack & Jill Salter in their Morgan 4/4 and another couple, the Woodall’s, travelling in their 1990’s Audi A6, and a whole host of Jaguars, old and not so old, we were loaded onto the lorry deck of the ferry (due to easier access via a much more user friendly almost level ramp) and off across the sea to dear old Ireland, arriving in Dublin before lunch.

The plan from there on is to make our own, individual way to the hotel for the duration of the tour, at Gorey, in Co. Wexford, about 65 miles away.

Travelling through the beautiful scenery of Co. Wicklow, passing Rathdrum, the town of Avoca (the fictitious TV town of Ballykissangel) and on to The Meeting of the Waters, where we found it necessary to have a comfort break – not to mention the need for a pint of Guinness. On to the hotel and check-in, settle in then meet up with our fellow travellers for a welcoming evening dinner.

The nature of the tour is that once at the hotel, it’s a go -as- you- like tour and a book of suggested routes was provided.

On Monday we chose, with the others to stay local and explore Gorey. Later that day we drove out a way to find a venue for the evening meal, en-route we found the small seaside town of Courtown where we stopped. As we walked back to the car from the almost

compulsory visit to the RNLI station & shop, it started to rain. Back at the car, it was hood up – yes, the beauty of owning a 4-wheeler – and whilst manoeuvring, the Salters drove up to us, sensibly they too were hood up!



The 2 of us enjoying the view.

You will observe to Irish ‘liquid sunshine’ no wonder it’s called the Emerald Isle, with 40 shades of green.

Ever onwards! Back at the hotel, we all (well the 6 of us on our bit of the tour) decided not to eat at the hotel, but to try a neighbouring Chinese & Malaysian Restaurant called ‘IPOH’ – you couldn’t make it up could you!

Excellent, mine hostess a lady called Yoko – no, not that one, was extremely good at her job, with a great sense of humour – not enough to buy a Morgan mind you, but so much so, it was our choice of dining for the next 2 nights as well.

Tuesday dawned fine & dry, so we set off towards Carlow, Co, Kildare to run round the Gordon Bennett route, the original ‘Grand Prix’ run, first held in Ireland in 1903 (then all part of one joined with Great Britain). A drive to the route took us via Tullow Co. Carlow to Athy, where we started, being told the route was well sign posted. A bit tricky we thought, until we found the first direction sign, and off we went. We didn’t complete the whole route of around 106 miles, but completed a good 80% of it, on roads that were generally good, but like most places, some parts left a bit to be desired. Thank goodness for Eric Eadon’s patented front suspension dampers!

It really is a very scenic route, taking us through the towns of Athy, Kilcullen, Kildare and on to Portlaoise, before turning back towards Athy and home again.



This is us at 'The Start/Finish Point of The Gordon Bennett Route'

This point is actually in the middle of nowhere on the N78 road, between Athy & Kilcullen!

Wednesday saw us travelling to the South East corner of the island, we visited Kilmore Quay and Dunmore East, known to avid watchers of 'Saving Lives at Sea', for their much called upon RNLI Life Boats.

The others made their way to Wexford and Waterford to spend the day exploring.

Thursday saw us all heading towards Dublin for the return ferry back to Holyhead. We decided that as our particular ferry wasn't until 20-30 hrs, we'd coast hop and visit some seaside towns on the way back. It was raining! So, hood up again, onto Wicklow, then Arklow, where a visit to the Maritime Museum was well worth it, and on via Greystone, where the sun came out, and time for coffee.

Moving on to Bray and a long walk on the promenade, a large ice cream and a chance encounter with a couple from Halifax – not our Halifax but the one in Nova Scotia, Canada. It's a small world!

A slow trip in evening traffic into and through Dublin, over what appeared to be 1001 speed humps and even more sets of traffic lights, all at red of course, and even a railway level crossing.

Duly queueing patiently to pay the toll to enter the ferry port, we ran the gauntlet of 3 lanes into one over a narrow bridge, competing for space with 44 tonne attics, cars and caravans, and us in a Morgan. Not being intimidated at all, we made them wait and no pushing in!

Once we were checked in, we were given a loading place on the lorry deck, and so the officials knew where to direct us, they gave us a large disabled person sticker to put in the

windscreen. Whether they thought that travelling in a Morgan on Ireland's roads for 5 days qualified us as 'disabled' I don't know, but see the below signpost photograph.

Still, we arrived back in Holyhead, ahead of our scheduled time, due to disruption of sailing times because of the weather (allegedly). Our travelling companions should have sailed about 3-45 pm, but were delayed, we were put onto their ferry and sailed at 19-30 – an hour before we should have, much to their and others annoyance, I'm sure.

Overall, it was a very enjoyable trip, good company, very friendly people, excellent scenery, good food and the only drawback is the number of speed humps, and the height of same. Maybe OK in a large, modern designed vehicle, but in a Morgan, well, they're something else. They even have them on the scenic route over the Wicklow Mountains. A total journey of 770 miles.



This sign has it all –

A route, a physio for the crew & repository for the car after all the speed humps & pot-holes!

Enjoy your adventure; We all did.

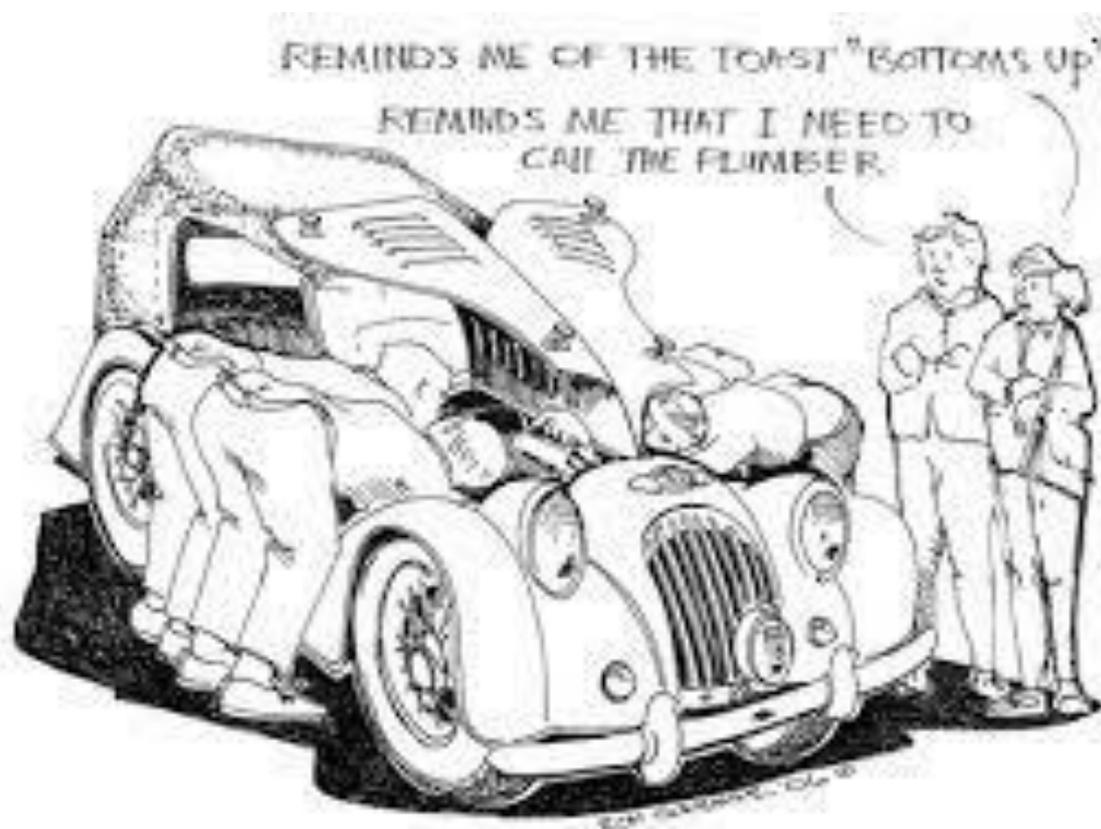
# GRANGEFIELD MOT & SERVICE CENTRE



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Unit 2  
Parkfield Terrace  
Stanningley  
Leeds LS28 6BS.

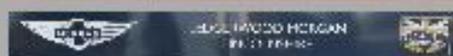
Contact Steve Stead  
01133 450690  
0782 4602746

We carry out servicing on all makes and models, big and small. Discount on Morgan MOTs on production of current MSCC Membership card (£30.00)





Main Dealer  
[www.ledgerwoodmorgan.co.uk](http://www.ledgerwoodmorgan.co.uk)  
shows our full Morgan stock



**2019 ROADSTER**  
Bentley GT Burgundy, Shell Leather  
13,769 miles £59,950



**2010 ROADSTER 3.0 litre**  
Ocean Blue, Bobbin Blue Leather  
42,147 miles £41,950



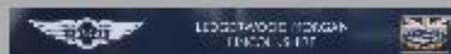
**2000 PLUS 8**  
Connaught Green, Blue Leather  
47,506 miles £37,950

#### COMING SOON

**2010 PLUS 4** in Monterey Blue with Mushroom Leather with 21,395 miles and a full service history. £37,950

**2010 4/4 SPORT** in Sport Green with Saddle Brown Leather with 25,396 miles and many upgrades. £37,950

**2013 4/4** in Cream with Black Leather with only 2,629 miles. £35,950



**2009 ROADSTER**  
Sport Red, Tusk Leather  
15,664 miles £42,950



#### SUPER 3

Our Demonstrator is due for completion on the 14th September with delivery here very soon after. Another Super 3 will arrive in October and will be for immediate sale.



**2021 PLUS SIX**  
Aragon Silver, Mulberry Leather  
7,112 miles £82,950

*Ledgerwood Morgan is here for all your Morgan needs from  
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# Ledgerwood Morgan – A Dealer Profile

I recently had the pleasure, one sunny Friday afternoon, to sit down with Jane Ledgerwood of Ledgerwood Morgan and have a chat about their history, people and Morgans.

Ledgerwood Morgan are main dealers for Lincolnshire, Yorkshire and the North East and have twice been awarded 'Dealer of the Year' in 2006 and 2009. I am sitting with Jane in their showroom along with a shiny Green Plus Six in Winterton not far from Scunthorpe and the Humber Bridge.

## **Please tell me how it all started?**

It all started with Phil, my dad!

He first started in the motor business in the winter of 1962 as an apprentice at 'Winterton Motors' who were Hillman and Humber agents. As his knowledge and expertise developed, he saw an opportunity some 15 years later to make a move and purchased the Ross Lane premises from the Lincolnshire Road Car Company. Initially the work undertaken was prepping fleet cars for auction and specializing in MGB Sports Cars. The family transport became a V8 MGB.

In the early 1980's he ventured into an Austin Rover Franchise eventually selling the Austin Rover product. The Rover product benefitted on quality with the partnership with Honda. BMW acquired Rover and we slowly moved over to Vauxhall and General Motors products.

Into the 90's and this is where things start getting interesting! 'The Boss' namely Joyce Ledgerwood, would only change her V8 MGB for a Morgan +8 so on a visit to the car show at the N.E.C. a visit to the Morgan stand was in order. Matthew Parkin, the Morgan Sales Director, suggested it would be a good idea to leave a deposit for a Morgan and get onto the 4-year waiting list. Before the build date; Morgan was introducing a completely new generation of an all-alloy chassis and independent suspension car later marketed as the Aero 8 with BMW V8 power. Needless to say, the order was upgraded, however, it was decided to keep the MGB for Joyce!

This started our association with the Morgan Motor Company and soon word got around locally. Laurie and Cecille Povey had recently moved up to Lincolnshire and visited the garage to enquire if we could look after the servicing on his +8. We eventually became a Service Franchise for Morgan and a full dealership soon followed when it was announced at the Geneva Motor Show by Charles Morgan and Matthew Parkin.

## **What services do Ledgerwood Morgan offer?**

We sell new and used Morgans, Servicing, MOT's, Suspension Upgrades and modifications and able to service non-Morgan cars. The workshop diary is fully booked usually 4-5 weeks in advance.

We have sold cars all over the UK and many into Europe but Morgan is now expanding their European network and those dealers are taking new car sales and have used car stock.

## **This is very much a family business Jane. Who is involved and what are their roles?**

Well, I started working here in the school holidays at the age of 11 and continued until I went to Teacher Training College. My sister Helen who is 6 years younger also helped and is now working for the Fire Service in Grimsby. I split my time between teaching, although this has reduced dramatically, and working here. I look after the Administration and paperwork to name a few! Dad continues to keep his skills up to date and can often be seen carrying out the odd MOT but mainly on his own vehicles as well as stealing parts and filling up our bin! Neil Stokes looks after the Workshop, Sales and Warranty and Niall Maloney is full time in the workshop and Steve is part time in the workshop. We have support from the guys we refer to as our 'work experience lads' namely Stephen, Ian and Rob who all have particular skills and enjoy cleaning and valeting the cars and help out in the workshop.

**I have noticed just how well presented the workshop is. It is very orderly and spotlessly clean and it is good to see that the high standards expected by your dad continue to be maintained.**

Dad has always emphasized how important it is to have a clean working environment and that the tools are always stored so they are easily accessible and identifiable.

**The social gatherings are always well attended so you must have a loyal customer base. The Covid pandemic prevented these happening over the last couple of years. Do you expect they will resume?**

Our customers are very important to us and we are happy to be able to arrange the social events as our thanks for their loyalty and support. We expect the new Super 3 launch to be our next event and hopefully we can resume our familiar get togethers again in the future.

**Thank you and the rest of your team very much for this afternoon. It has been enlightening and very enjoyable.**

## Yumms & Scenic Run – 19<sup>th</sup> August

The morning dawned bright and warm. Not red hot like we have had the past few days.

20 Morgan owners in 9 Mogs and 1 normal car all met up at Thirsk Garden Centre. Our chairman Jeremy popped in for a quick chat then he had to go to work so couldn't stay. As it was a warm day, we all managed to sit together outside with our coffees and teas and some enjoying the lovely scones or cakes. A few of the ladies decided to forego the drinks in favour of a wander around the garden centre. Sheila impressed us all by purchasing a beautiful large plant that sat very nicely on the back seat.



After about an hour of catching up folk left to go to the lunch stop the Crown at Grewelthorpe. Following our suggested route. Luckily no one got lost! Then we all went in and claimed our seats. 10 mins later the delicious hot buffet of lasagne, steak pies, scampi chips and salads were ready. Everyone got their fill and some even went for seconds! A new member Graham arrived a bit late but in time for lunch. Russ introduced him to the party and thanked all for coming to the Yumms. Graham said that he was taking time off work to join us. He has an interesting 1953 Plus 4 Flat Rad and he took time explaining the car and his history with it.

After the lunch and coffee everyone went to look at Graham's car. The ladies loved the Semaphore indicators and the Gentlemen had their heads under the bonnet. The usual place for Gentleman Morgan owners!

Carl's new Plus 6 also received some attention. He had just got it back from being mended. A local gentleman was spotted sitting in the driver's seat. It was OK though; Lisa gave him permission! Andy also had his car back from being mended as well. So, all was good.



### **3 Generations – 1953 Plus 4 Flat Rad, 2012 Plus 4, 2022 Plus Six**

Then hoods came down again, goodbyes were said and folk went back off to their homes to tuck the cars up for the night.

A very big thank you to the pub for the lovely food and to everyone who came today. It was great seeing you all again.

Ange and Russ.



# Buy, Sell, Swop

Jan Lawson has a men's flying jacket size 42" chest. Nearly new condition only worn a few times. Cost £450, Sell for £200. Happy to bring to Morgan events to try for size. Also, a tonneau cover to fit +8 in cherry red vinyl with press dot fastenings. Used but decent condition – Offers. Tel 07815 089211 or Email [jan.lawson@janmail.co.uk](mailto:jan.lawson@janmail.co.uk) for photos.

AMERICAN TOURISTER SUITCASE 76cm with bespoke cover made in Red Boat Canvas plus detachable ROLL BAG. Cover fabricated to suit Traditional Model Boot Rack. £ 160 ono.  
Andy Lucas Mobile- 07778064020 Email [capt\\_a51@hotmail.co.uk](mailto:capt_a51@hotmail.co.uk)



Unblemished Workshop Manual for Series One two and plus four - Ex Sheffield Library £25 including postage

Contact Peter Klensberg 07890 160754

If any Yorkshire member has any item, they would like to include in this section please email Jan and we will include it in the next edition at no charge- now there's a Yorkshire bargain!

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# Technical Corner

## MORGAN FUEL TANK PROTECTION PLATE

Having read a number of articles about the potential for the fuel tank to be punched by the hand brake compensator linkage on a Morgan if it's involved in a rear end impact, plus the associated possibility of fire, prompted me to investigate further.

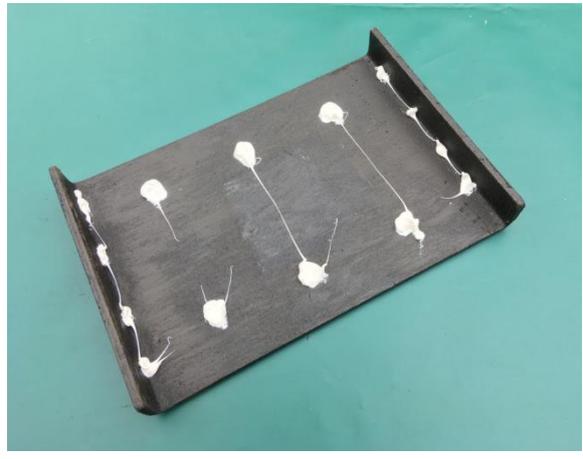
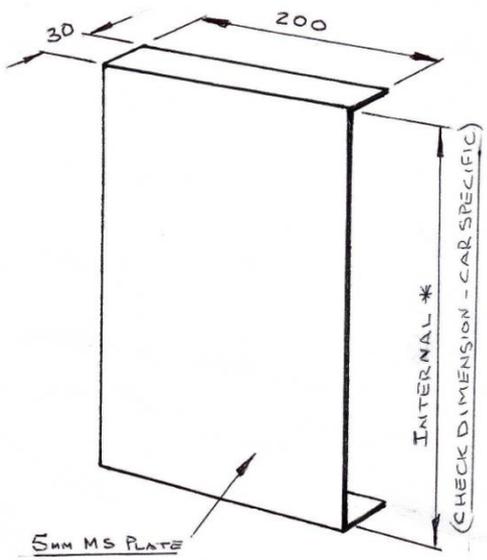


The issue would appear to be with pre 1996 Morgans fitted with the Salisbury rear axle - my car is a 1993 +4. After 1996 Morgan's began to fit BTR axels which have a different arrangement for the handbrake. On the Salisbury axel fitted by Morgan, the handbrake compensator linkage is mounted on a very substantial bracket welded to the rear axle. This arrangement provides very little clearance between the compensator linkage and the back of the fuel tank - Picture 1.

To provide the necessary protection the suggestion is to fit a heavy gauge steel plate to the fuel tank in front of the handbrake compensator linkage.

The following is a brief description of my solution.

The sketch shows the details provided to a local sheet metal fabricator. The dimensions for the width of the plate and size of the flange returns should suit most Morgans of that period. However, Morgans being Morgan the internal measurement \* between the flange returns i.e., the distance from the top of the fuel tank to the underside of the fuel tank support boards would most certainly need to be accurately measured, allow yourself a little bit of clearance for fitting and bending tolerance (the measurement for my car was 278mm). Picture 2 shows the finished protector plate painted and ready to fit, bond in place using either a silicone or PU adhesive.



Picture 3 showing the finished Protection Plate fitted in position.

Check your car, it's an easy to do, and simple cost effective modification, which in the unfortunate event of a collision with the rear of your car, should help reduce the risk of a fuel tank penetration from the handbrake compensator

linkage.

John Forrest



## PD Motors Morgan Specialists

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Peter Davidson, previously of MacDonald Racing Lanchester and Beamish Morgan Stanley, is pleased to announce that he has now set up his own venture in Framwellgate Moor, Durham.

With over 20 years experience working on Morgans you will be guaranteed of a job well done at a competitive price.

Annual service  
from ONLY £220

## Regalia

At present we have a stock of car badges – both Yorkshire Centre and Ey Up versions as per the front cover of this newsletter.

Plus, some Yorkshire lapel badges, a few Headbands and neck tubes and a small stock of mugs.

Jan has all items and can either post or bring to an event as preferred.

We would like your feedback on other items you would like us to produce so please email any ideas to Jan – [jan.lawson@janmail.co.uk](mailto:jan.lawson@janmail.co.uk)

# “Behind the Wheel” with Rolf Stockbauer



### **Is this your first Morgan and which model is it?**

Our current car is a 2004 +8. It was one of the last +8's with the 4.0 litre Land Rover engine and we have driven it over 100,000 kms.

We purchased our first Morgan in 1983 – a 4/4 with the Fiat engine and over 31 years we covered over 240,000 kms. We also have a 4/4 which was built in 1950.

### **What other cars/sports cars have you owned?**

A 1953 Citroen 11 CV, 1964 Jaguar Mk2 3.4 litre and a 1966 Ford Mustang Cabriolet (we love cars with 8 Cylinders!)

### **Why did you choose to buy a Morgan?**

I saw my first Morgan in 1961 at a race on the Nurburgring and managed to buy my first one in 1983.

### **When and how did the German Group and Yorkshire Centre get together?**

I became acquainted with John Donovan in Berlin in 1983. After that we did some exchanges with his centre and then in the 90's with the New Forest Group. I cannot remember exactly when we started with the Yorkshire Centre.

### **There have been many exchanges between the groups. Do you have any memorable ones?**

They have all been memorable in some way and over the years we have been to Jersey 2003, Berlin 2005, Harrogate 2006, Frankfurt 2007, Cornwall 2008, Scotland 2011, Palatinate 2012, Montafon 2013, Harrogate MOG 2014, Dolomites 2014, Thuringia 2016, Black Forest 2016 and Harrogate one more time.

### **During the Covid pandemic these exchanges have not been possible. Do you expect them to start again?**

Yes, we hope that times will become better again.

### **What has been your favourite Morgan memory?**

In May 2004 we sold our 4/4 after 21 years to a Swede. He left our house at 17.30. We then opened the computer and saw an auction on Ebay for a 35<sup>th</sup> anniversary +8. By 18.30 we had won the auction so opened a bottle of champagne! It was the second time I had bought a Morgan with not one day of delivery time. I have been very lucky.

### **Can you give me 3 words which sum up your Morgan experience?**

My heart belongs to Morgan. I am now 80 years old and have had a Morgan in my life for 39 years, almost half my life.





Sports, Prestige  
& Classic Specialists

2011 4/4

The Car Barn are pleased to offer this lovely low mileage 4/4 for sale, having covered only 18,208 miles. Finished in British Racing Green with a Tan Leather interior, this is a classic combination for this archetypal British sports car. The 1.6 Ford unit is a great little engine, revvy in nature and makes a great noise via the side exit exhaust. The timing belt and water pump were replaced by Car Barn in 2021 and we have a large history file for this car, detailing all the service and maintenance work from new.



CAR OF THE MONTH

£34,950

Scan below to view more sports, prestige and classic vehicles.



## Thinking of selling your sports, prestige or classic vehicle?

Call our sales manager **Jonathon Webb** on **07442 897 760** or email [jonathon@carbarn.co.uk](mailto:jonathon@carbarn.co.uk) for a no obligation discussion. We would love to hear from you to discuss your vehicle.

2002 LOTUS ELISE S2 SPORT TOURER

£23,950



In Quartz Grey with Red Leather Interior and a Red Roof, the sports tourer pack includes upgraded Brake Discs and Leather Seats with Keprotec Outer. 23,055 miles.

2003 PLUS 8 LE MANS 62

£54,950



Car No.12 of just 40 Plus 8 Le Mans 62 built in RHD, one owner from new with only 7633 miles, simply stunning car in time warp condition. Very rare.

1983 4/4

£21,950



Very rare 4/4 in British Racing Green with Black Leather Interior. This is one of 96 Fiat Twin Cam engined cars, 1584cc with 98bhp. It has undergone a full recommission by our workshops.

1961 PLUS 4 SUPERSPORT LHD

£119,950



Competition prepared 175bhp Factory Lawrence tuned Supersport LHD in its original delivery colour scheme of Broken White with Red leather interior with matching numbers.

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# MouseMog – Scenic run, Picnic & Gymkhana

Sunday 3<sup>rd</sup> July 2022

16 Morgans met at Morrisons Supermarket near Boroughbridge for scenic run of around 35 miles to Mouse Hall via Knaresborough, Ripley, Brimham rocks & Pateley Bridge.

A similar number came direct to Mouse Hall giving 33 cars and 25 Morgans for the picnic.

The gymkhana reverted to a pre-covid format with flags, balls on cones and the return of the wet rat!

A star attraction was Kye the carriage horse who navigated the gymkhana course ably demonstrated by Steve & Nikki Williams.



This year the Gymkhana focused on speed & accuracy with time penalties added for any mistakes.

Trophies were awarded as follows

+8/Roadster class      - Francis Elvins time 3.31

+4 Class - Chris Saxby time 3.39 (excellent for a 1<sup>st</sup> timer)

4/4 class - Simon Ashby 3.11

The 4/4 class was hotly contested with 12 entries and was initially a tied result between Stuart Kellett & Simon Ashby so they completed a 2<sup>nd</sup> lap and Simon Ashby improved on his original time to win the class and the event overall.

With so many Morgans off the road for factory recall there was also a non-Morgan class which was won by Jack Corrigan in an MX5 in 4.17

David Waddington was awarded the booby prize of a Morgan cool bag and Kye the horse received a special prize for the non-motorised 4/4 class!

As well as their trophies all class winners received a bottle of wine and a Morgan Mug as a souvenir.

The weather was a bit blustery and clouds threatened for a while but after a brief shower the sun shone and we enjoyed some lovely late afternoon sunshine with glorious blue skies.

With 25 cars competing in the Gymkhana the event finished later than usual but many helped with the clear up and everything was put away by 6.30pm

Special thanks to Paul Pickburn who helped with the set up and dismantling all the stakes & barrier tape etc and to the many who marshalled during the afternoon particularly Robin Aiskew who did an especially long session.



Another successful Mousemog – the 18th

# Weekend Event – The Mulberry Inn, Llangollen Break June 2022.

*By 'The Keen Greens'*

Following the success of last year's venture into the beautiful Ceiriog Valley, near Llangollen, and the extremely warm welcome we were given at The Mulberry Inn by Allan and his staff, a re-run of the event was inevitable.

Soon after the details were circulated, bookings came thick and fast and soon all 18 rooms were taken by our group.

On the day of arrival (Sunday 12<sup>th</sup> June), as many attendees were travelling from or via a common start point, 2 groups met for the journey westwards and over the border into Wales. One group met and travelled via The Ladybower Inn, Derbyshire and the other met at Hartshead Services M62 and took a less rural route via motorways over the Pennines, round Manchester towards Chester, Wrexham, Chirk and onto the hotel.

After a welcome afternoon coffee/tea & cake, with a chance to meet and greet friends old and new, cars were unloaded and we settled into our rooms.



*A view from our window*



*Some of our cars settling in for the night*

All of the group, with the exception of 2 were travelling in Morgans, those 2 unfortunately were suffering from 'Car owner Virus' – the symptoms of which manifest themselves as a poorly brake master cylinder or splitting cam-belts for the 3-wheel version. That apart, everyone had alternative wheels and the holiday started.

Following another excellent meal, an informal, fun quiz was held, and as per last year, the same team won! Is it a fix I ask myself? In any event, they were magnanimous in success and shared the spoils (a large box of Maltesers) with us all.

After a good night's sleep and a very hearty Welsh breakfast, we were free to go as we pleased, however, the majority chose to visit the near-by Llangollen Motor Museum, run by volunteers and usually only open on a restricted calendar, but by prior arrangement they opened specially for us. An interesting ad-hoc collection of most things mechanical, but it does include 2 pre-war 3-wheel Morgans, plus a host of motorcycles and other, and some rare cars. We were made extremely welcome and were pleasantly surprised to be joined there by a large contingent of NorMog, that were enjoying a similar break to ourselves, based further south in Llandindrod Wells. Several purchases were made from the museum shop, including the last available china mug with an appropriate picture on for our dis-mounted 3-wheeler jockey!



*Parking at the Motor Museum –*

*NorMog arriving in background*

*A view of the Morgans awaiting work*

After leaving the museum several of us went the short, direct route (that is, NOT over the mountain roads that goats would think twice about using), to the town of Trevor, the start point for the spectacular Pontcysyllte Aqueduct where a walk across the aqueduct or underneath to see the spectacular structure, an almost compulsory ice-cream followed by

tea and a scone (or is it pronounced 'scon'?) at the former Chapel, where carparking fees are refunded for those partaking of sustenance is recommended.

Back to the Hotel for G & T's – not compulsory, but definitely advisable! Then a social chat before readying for the delightful evening dinner, following which, one member was surprised, but delighted to be presented with a personalised cake for his birthday – the local fire brigade had to limit the number of candles we could have on it.



*View along the aqueduct .....*

*and from the top of it*

*Trying to put the flames out before the Fire Brigade got there!*

After the excitement of birthday greetings and the indulgence of birthday cake on top of the 3-course dinner, it was time to relax and socialise outside in the hotel garden, where drinks and pleasant chat flowed until almost 9 pm when we got a visit from a hungry midge or two.

Tuesday morning started with the - by now – usual hearty Welsh breakfast before setting off for the day exploring the beautiful North Wales countryside. By co-incidence, a large contingent made their way, by various routes, some of which involved mountainous roads, little more than tracks in some places, and a definite challenge to 4 wheelers' goodness only knows how the 3-wheeler fraternity would have coped on the central grass strips, pot holes the size of kitchen sinks and the ubiquitous 'White Van Man' travelling at what seemed like excessive speed even for newly laid 'A' roads if you could find one! Still, we got there in the end, although one participant took a very circuitous route from the B4500, via many lanes to end up back where they started from.

Finally, we reach our destination for the day, Bala Lake Railway, at, would you believe, Bala Lake! We were watching the clock to ensure we arrived in time for the next train, which we did. A few others were already there, so we boarded the train, a pleasant steam hauled narrow-gauge railway that runs along the length of the lake towards, but not yet into, Bala town. As we moved off, a small convoy of 'late comers' were busily parking up and running to catch the train, but in the best traditions of Morgan, just missed it!

Not deterred, they settled for a comfort break and refreshments al fresco while they waited for the next one.

Following the return train journey, we drove into Bala town and stopped for a look around. There we met up with several of the 'later train riders', had a walk into town and a visit to the local 'Antiques Centre' – housed in a former Chapel building, it would have made my brother's sheds full of assorted 'odds, ends & junk' seem like a good day's shopping! Undeterred, we had another ice-cream.



*'George' the Bala Lake Railway engine*

*A snap-shot view of the lake from the train*

*(I thought all Welsh engines were called IVOR)*

After yet another good day out, it was back to the hotel, time to get ready for the evening dinner, again with the complimentary glass of wine each, and a dessert with a difference, a buffet style selection of goodies that went down a treat, following which, Stuart & Jean stepped forward with a quiz of their own, that was based around cryptic clues of towns and villages in the Yorkshire and wider area. Some people almost worked out the one about their home town! No prize for this one, but just a good, fun time had by all in spite of what we referred to as 'insider dealing'! Thanks to Stuart & Jean for supplying some good entertainment.

The following morning after breakfast saw us all packing the cars, saying farewell and leaving for home, or other locations for some who were travelling onwards to extend their time away.

All in all, it was another excellent break at 'The Mulberry'.

We must thank Allan and all his brilliant staff, his first-rate chef, and the lady that made the birthday cake, kindly provided by Allan.

The questions are:

Did we all enjoy it? – Yes, we did!

Was it as near a perfect break as you can get? - Yes, it was!

Would we do it again? – Yes, we would!

Would we organise it again for next year? – Yes, definitely .....Watch this space and keep Sunday 11<sup>th</sup> – Tuesday 13<sup>th</sup> June 2023 inc. free.... it's already in the pre-planning stage! But remember only 17 doubles & 1 single room available.....Happy Morganning All, Boyo!

## National Event

This year Mog Fest was held at Beamish Nr Durham and a reasonable contingent of Yorkshire members stayed for the weekend or just visited for the main day at Beamish. The weather was kind (apart from one sharp shower) which was appreciated by the Concours entrants – especially me as a Concours virgin!



At the Gala dinner our speaker was Perry Mason – the original Top Gear Stig who amused with his many tales from the racing and TV world.



The next day most people went on the pre-arranged visit to Bowes Museum and our cars made a very fine display on the cobbled courtyard right outside the museum.

## Pre - Christmas Thoughts

Our secretary asked – “What does your Morgan/driver want for Christmas”

It appears that not many of you will be writing to Santa this year but here are just a few:

Obviously, I am wishing for another +4 and I am sure there is one at a dealer's somewhere with my name on it!

Heated Steering wheel – for anyone with Reynaud’s fingers!

Keith Jackson has some advice for anyone wishing for some new wiper blades and suggests that Santa speaks with Librands (other suppliers are available) and brings you some curved back ones with segments which are apparently very good.

Brian Lee has quite a list and obviously isn't shy about asking - Tax Free Fuel !! and woollen socks, thermal vest, insulated trousers, thick shirt, woolly jumper, fleece lined gloves, hat and a flying jacket.

Well - you never get if you don't ask.

Chris Saxby is asking for a 3-wheeler

## One Idea

Several members including Patrick Boucher, Richard Lee and Jan Lawson built the U Gears wooden model of a Morgan type car during lockdown.



Its available from Amazon, built entirely from wood and elastic bands without any glue and even has a working engine, gears & steering!

## And finally.....

Around 40 Morgans including 8 from Yorkshire have just returned for the Isle of Man Festival of Motoring.

The was the 2<sup>nd</sup> year of this new event and included drives on the closed Sloc Mountain road, the mountain section of the TT circuit (also closed) and optional laps at Jurby motor racing circuit as well as a more sedate static display on the promenade at Douglas on Saturday and a photo shoot in the pit lanes of the TT grandstand

A selection of photos is below





One member commented – “great holiday, lots to see and do. Lots of derestricted roads ideal for the Morgan Sports car enthusiasts”

I hear that his wife is now speaking to him 4 days after driving the closed Mountain road - Ed





S

## *Next time*

*The next edition of the Newsletter will be at the end of the year and if we get reports will feature events such as*

*Brighton G George Day*

*Ripon Classic Car Show*

*Kens big run out*

*Polo Picnic*

*Bull Run*

*Also, future events*

*Including Yumms, Drax Power Station and Raven Hall Christmas Party weekend*

*So please if you take part in these or any other events write me a few lines and/or send me a photo (or few) so we can have another bumper edition.*