MORGAN MUSINGS

AUTUMN 2024

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.

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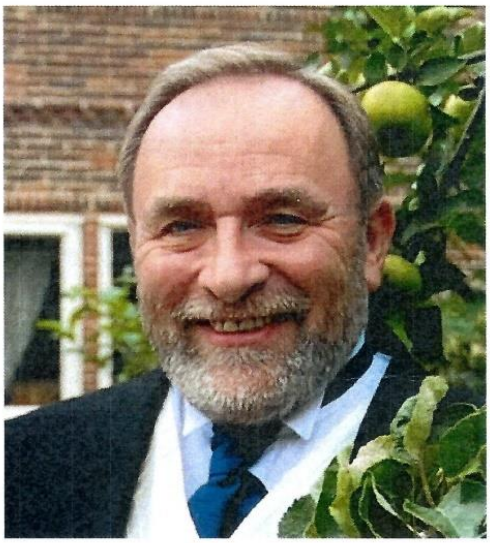
A Life Celebration Service

(A Life Well Lived!)



Stephen Colin Williams
13th July 1952 - 19th July 2024

As many of you know, Steve Williams suffered a fatal heart attack on 19th July 2024 in his Morgan. He and Nikki were on their way to the Shelsley Walsh event as part of the Yorkshire group. A Life Celebration Service was organised by Nikki and the family and for those of you who were unable to make it, this is recollection of the day's event. As many of you know, Steve Williams suffered a fatal heart attack on 19th July 2024 in his

On a sun-dappled day on August 24th, we, along with many other Morgan members, made our way into the pretty village of Wistow to All Saints Church for the Life Celebration Service for Steve. It is a striking limestone old church dating back to 1213 with the most wonderful stained-glass windows. So, a truly beautiful setting to celebrate a life that was well lived, and its generous sized nave allowed the family, friends, neighbours and villagers to fill every pew. The service that followed was deeply personal, moving and uplifting and will stay in the memory of many of us for a long time to come.

The opening music was "Albatross" by Fleetwood Mac and the church became very quiet as we listened to this haunting tune; this was the song that was

playing on Nikki and Steve's first date when they were both still in their teens. We sang hymns that were sung at their wedding; "Morning has broken" and "Love Divine All Loves Excelling". The Canon leading the service gave a bible reading with prayers and Caroline, Steve and Nikki's daughter read a short poem that touched us all.

We got to know much more about Steve when friends gave their eulogies. "The Early Years" were memories from Martin Garner, who knew Steve from primary school and we discovered the love of speed was probably inherited from Steve's father who, like Steve, liked to put his foot down. Even at an early age, we hear that he wanted to have a go at everything and the science experiments did not always go to plan! "Driving Days" was read by Ian Johnson, who had known Steve for decades. We had seen Kai, Steve's horse, at MouseMog and it was clear to see this was a horse who adored his owner! (And vice versa!) But now we discover it originally belonged to Ian and that in its early days the horse had been horribly mistreated. "I want to buy this horse," said Steve to which Ian replied "Don't you think you should learn to carriage drive first!" The history of learning to carriage drive was related and we learnt just how good Steve became. It was something he enjoyed with Nikki too as they did it together like so many things in life. Kai also went to Germany with them when Nikki's teaching career made the move possible. There, they undertook another shared passion and that was diving. Steve's diving knife was displayed on a table at the front of the church alongside his carriage driving awards and other meaningful past mementos. And just to throw a spanner in the works, so to speak, "Always Look on the Bright Side of Life", sung by Eric Idle was played. Yes, Steve, if you wanted us to smile, we all did!

Nikki and Steve were stalwart members of the Morgan club and Malcolm Downs in his recollection of knowing Steve gave a heartfelt summing of all the fun that we have had over the years. Who can forget Raven Hall, with Steve dressed as a biker (and he really, really, did look scary!) or the tales about being "rear ended" in his Morgan by Malcolm? Lots and lots of fun in the away weekends in Wales at Llangollen and of course all the YUMMS and Noggins over the years. Canon John Weetman sitting quietly in the Choir stalls could be seen chuckling to all the anecdotes as well as us in the congregation.

For me, the most poignant part of the service was "A Letter to Steve" read by Duncan Mather, a family friend. We were asked to suspend belief and imagine it was Nikki reading it aloud. It began with "Sweetheart…" and it truly felt that she was speaking to her husband. Alchemy was in play because I felt Steve was with us. Invisible, but with us. It was a loving tribute and thanks to a wonderful husband who was quite simply her rock.

Leaving the church, the final music played was “Heaven” by Hayley Westernra and I don’t think I’ve heard such fitting beautiful lyrics: “A star shining in a Universe far away, my heart knows that we shall meet again some sweet day, and you, you will be the flame that burns in my breast, and oh, just by knowing you I was blessed, yes, I was truly blessed.”

After the service, everyone was invited back to the Burden’s family home where the family’s generosity knew no limits. It was comforting in a way, to chat and relive our own personal recollections of Steve with our fellow Morganeers as well Nikki and her daughters and the three well-behaved grandsons helping as much as they could.

As we all move on with our lives, we should give some thought to Nikki for whom on the 19th July life changed for ever. Friendship, support and keeping in touch will no doubt help but lost in thought as we leave all I can say is: What a life. What a man. And what a Day.

Sheila and Francis Elvins

Morgan Musings – Autumn Issue 2024

The summer this year has been disappointing with only the occasional day of sunshine and was further saddened by the loss of one of our most valued and best loved members. Steve Williams was a true gentleman and will be greatly missed. We were always amused by what he could carry in his 4-seater and we often wondered if it really was the TARDIS! We look forward to Nicky joining us in the future.

We have been able to enjoy a number of events with many members attending the Bowcliffe and Beaulieu day, the Bull Run was another splendid scenic run with sunshine and also the G-George day although the Lancaster did not appear again. As we are nearing the end of the active season there are no more major events this year and no Christmas weekend at Ravenhall. However, please continue to enjoy the Noggins and YUMMS. Our Events Calendar is filling up for 2025 and please advise me if you wish to volunteer to do something. The Planning Meeting will be held at the West Yorkshire Noggin on the 2nd Wednesday in November.

Gilly and I have just returned from a 2000-mile, 9-day road trip to the Black Forest. We were a group of 3 Morgans, 2 +4’s and a +6. The cars performed impeccably and drew a lot of attention wherever we went. We enjoyed good hotels, food and spectacular scenery and the first part of our trip was organised by SCT who did a wonderful job. We travelled via Le Shuttle which was a simple and straight forward operation on both sides of the Channel and if anyone is planning a foreign trip in

the future you should consider this option. The drive home was horrendous in the heavy rain but we arrived safely and intact!

I look forward to seeing you at the Planning Meeting but, in the meantime, get out and enjoy your Morgan.

A FEW DAYS IN NORTHUMBERLAND AND THE BORDERS

Jeremy Wilson

It has been quite a while since our last Morgan road trip so it was exciting when the time came to get behind the wheel and head off to Northumberland and the Borders for a few days. Sunday 17th September arrived and it was a grey and overcast morning. The case was packed and after securing to the luggage rack it was time to set off.

The roof was down and with fingers crossed we headed north on the A19. I had prepaid for the Tyne Tunnel so no stopping and on towards the A1 north of Newcastle. A quick stop to set the sat nav for directions to the Cragside Estate, a National Trust property we haven't visited for many years. The heater was on but we said to each other as we drove over the bleak moor that we should have been better prepared and worn our coats! Experience is a wonderful thing so we will definitely be better prepared next time.

We were met with a very warm welcome on our arrival and given details and instructions and headed off to the car park. With the roof safely up and the doors locked off we went to get a coffee and lunch. There was a long queue but the staff were efficient and we were soon enjoying our snack and getting into the holiday mood. The Cragside Estate was originally the home of Lord Armstrong a Victorian inventor and industrialist and Cragside was the first building in the world to be lit by hydroelectricity. It is a truly unique visitor attraction and certainly worth a visit if you are in the part of the country. We enjoyed a good look around the house and after the obligatory visit to the shop we returned to the car. The sun was coming out so with the roof down we were off to our hotel for the night.

The drive to Alnwick was exhilarating with superb views over an unspoilt countryside and very soon we arrived at Doxford Hall Hotel and Spa. Doxford Hall Hotel is an elegant country house hotel set withing its own magnificent gardens and is often frequented by various car clubs including the MSCC. As we arrived, we could see a number of vintage Rolls Royce's in the car park and we later discovered they were on a tour around England. The parish of Doxford dates back to 1296 and the Hall itself has been inhabited by many different owners and has an interesting past. The present owners purchased the hotel in 2010 and incorporated the Hall into the hotel. There are formal gardens and a large Yew tree maze which was planted in 2000 by local schoolchildren. We enjoyed a lovely evening meal with friendly and attentive service and a pleasant relaxing evening.

Day 2

The morning was, again, grey and overcast with a threat of rain but after a hearty breakfast we put the roof down and headed to Alnmouth. This coastal town was featured in the TV programme 'Villages by the Sea'. We followed the parking signs to the beach and paid our dues before crossing the golf course and keeping a watch for any stray golf balls! Alnmouth Golf Club is the oldest established 9-hole links course in England. We parked up and with rain threatening it was necessary to put the rain cover on the car then a short walk into the town and a coffee and cake which was enjoyed in the Bistro 23, a cosy little coffee shop. We took a walk around the village which is interesting but the rain dampened our enthusiasm so we headed back to the car and headed via the coastal route to Bamburgh. Passing through Seahouses we were disappointed to see how commercial it had become since our last visit many years ago. On arrival at Bamburgh we chose the Castle car park to avoid walking up the steep hill! After a pleasing bowl of soup, we entered the castle and were enthralled by the 14 Staterooms. The castle has a long and interesting history and is actually owned by the Armstrong family of Cragside fame. It was very windy on the battlements and looking out to sea we couldn't see any invading Vikings. The Bernard Cornwell book series entitled 'The Last Kingdom' is set around Bamburgh and is an excellent read. We visited the shop and were disappointed that purchases could only be made using a card and no cash transactions. We did wonder how children purchased the smaller items to remember their visit? We returned to the hotel for a second night.

Day 3

After a good nights' sleep and another full breakfast, it was time to pack the car. It had rained overnight and still drizzly so the rain cover was wet but I did what I could and loaded the case onto the rack. I have a lockable stainless-steel bracket and it really is a feat of engineering to set it up and secure the additional high-level brake light but once done it was time to rejoin the A1 north. Making good progress we refuelled at Dreghorn Services then called at the Dobbies Garden Centre for yet another coffee and cake. What would we do without these pleasures? With not much time to look around and obviously no opportunity to purchase anything it was back onto the A720 and the M9 to Grangemouth to see the Helix Park and the Kelpies. These structures are taller than the Sphinx and dwarf the Angel of the North and the represent the mythical Water Horses. Their heads protrude above the water which is very effective and you need to imagine the rest of their bodies are below the water surface. They are remarkable. Eventually it was time to leave and make our way to Peebles for our next overnight stop at the Tontine Hotel. After a walk around the town and river there was just enough time for a lie down before dinner. It's a hard life on the road!

Day 4

The one thing we have no control over is the weather and overnight the wind had howled and it had poured down with rain. The forecast was poor but at 08.30 the sun broke through so with fingers crossed we went down for breakfast and planned our first visit of the day to the Dawyck Botanical Gardens just 8 miles south of Peebles. (It is pronounced Doik) We arrived and were met by a very pleasant and enthusiast lady on the Reception Desk who informed us that there was a possibility the garden would be closed if the wind speed exceeded 28mph. So, we enjoyed a coffee and a cake and set off following the prescribed route. After about

30 minutes we were met by a Gardener informing us that the wind was gusting at 30 mph and asked us to return to the Visitor Centre. Not surprisingly we visited the shop. We were offered a full refund but declined and agreed that we would return in the future.

Next stop was Traquair House on the opposite side of Peebles. The sun came out so down came the roof and off we set. Traquair House is the oldest inhabited house in Scotland and is a real gem with lots of history of the Jacobite cause and Catholicism. On our arrival it was necessary to stop for some soup and tea and everywhere we have been we have found the staff to be friendly and welcoming. Suitably refreshed we looked around the house. It is years since we last visited and not much has changed here for hundreds of years. We were hoping to enjoy the woodland walk but the heavens opened so we decided to leave and return to the hotel.

Day 5

Our last day and the sun is shining with a clear blue sky. It looks like a good day and with the usual ritual of packing the car done we set off with the roof down. Our route took us back through Selkirk (the long way around) and onto the A708 towards Moffat. The drive was great with lovely scenery and winding roads but the road surfaces left a lot to be desired. Maybe not so obvious in a modern car but Morgans are not like that. The journey took longer than expected but eventually we joined the M74 South and headed to Gretna Green. A lot has changed here since our last visit although the Blacksmiths is still the same but a big retail area has been developed. After coffee again, we had a look around and purchased some Scottish mementos before returning to the car and our journey home via the A66. I like this road and drive it a lot and it wasn't long before we reached Scotch Corner then onto the A1 and home. We have enjoyed our few days away and the car has performed impeccably and drawn a lot of attention wherever we have been. Time to unpack and plan the next trip.

Taking the 'High Road' to Scotland

Sandi Cole Navigating

PLANNING A DAMN RUN

Keith & Sally Bradley

As Yorkshire Centre members for 2 years we have participated in a number of scenic runs, but none in South Yorkshire where we live. We decided to put that right and show South Yorkshire was not just an industrial wasteland.

How hard could it be? Find a start point, then a route to a finish point.

A date of 24th May 24 was agreed to fit in with other Yorkshire events and in February we set about devising the route. It was a decade since the Tour de France cycle race had visited the County, along a route described in the media as 'stunning'. An ideal first leg before continuing along historic routes and ancient highways onto the borders with Derbyshire and West Yorkshire. The route passed a number of reservoirs, hence the name 'Dam Run', later to be re-named the 'Damn run' on a poster affixed to the toilet doors in the pub.

A Toby Carvery pub at junction 37 on the M1 with large car park agreed to host the start leading to the first of many questions - How many cars could they expect? 'Finger in the air' time – we guessed 10 cars and were reassured when our Club Secretary agreed that 10 was a good average. The finishing point was to be the Travellers Inn, Oxspring where we knew the Licensee who agreed to feed and water us after the run, again requiring numbers for catering purposes.

The start and finish point became a big headache when the pub at Junction 37 informed us that they could not accommodate us. We were aware the finish point of the Travellers Inn did marvellous food but it had a much smaller car park. They sold good beer, so another visit was not too onerous and the Licensee agreed to accommodate us?

We discussed refreshments on arrival and she agreed to sell hot drinks and bacon butties but this offer was later withdrawn unless we made it worth her while to bring the chef on early in the morning. From initial returns there was little appetite for bacon rolls, but when we next saw her, she asked if we had any objection to her advertising the event to attract the locals? It then became their event and she decided to put the sandwiches on in any case, proving popular on the day. She had also liked our suggestion of obtaining members choice of lunch

in advance, but having collated their choices, she decided it was easier for everyone to order on the day Grrr!

A fortnight before the run we had 11 cars expressing an interest in participating which would easily fit in the car park. I then received a number of new entrants and eventually had 19 cars registered to take part. The pub was a popular lunchtime venue so parking would be tight but the pub had no qualms about it, just us!

Our first scenic run with the Club nearly led to our divorce so as this was our first attempt at planning such a run, we were keen to get it exactly right which meant many repetitive trips along the route to determine distances between junctions etc. Our initial run of the route clocked up 25 miles perhaps not long enough? What mileage should we be aiming for when members have travelled some distance from across the County and beyond?

During this process we discovered 'Pearl' our Plus 4 and our un-named VW could not agree on the intermediate mileages between junctions. This caused us considerable distress about where members could go wrong, eventually we used GPS to get accurate measurements along the final 42-mile route. One junction in particular led to sleepless nights, as if taken it meant a long detour to get back on track further along the route. On the day we went out with our home-made signs to try and alleviate the risk and thankfully no one did take it, or at least didn't admit to it!

Having finalised the details, as a matter of courtesy we attended the March SY Noggin to ensure they were aware. It was there, we discovered that to hold the event, the route had to be plotted on an OS map and the RAC informed to obtain a Motorsport UK permit. Not as simple as we first thought! Fortunately, in Yorkshire we have the right man for the job. John Wilding kindly plotted the route and submitted it to the relevant authorities and the permit was issued.

On the day we awoke to fog which, whilst checking the route, we found to be quite thick. We had diversions planned for unexpected road closures but had no plan for extensive fog. Fortunately, as cars started to arrive it was clearing and by the time everyone returned the sun had come out and following a good lunch, we were able to enjoy a drink & a chat in the beer garden……. and we could relax.

We'd like to express our thanks to John & Richard Newby for sitting in trees to capture images from the day.

Prior to the run we were saying never again and felt the Flyer produced for the event by the pub titled 'DAMN run' was most appropriate. That said, we learnt a lot from the process and it was nice to receive positive feed-back.

As we passed the pub on the way home, we were already wondering what the rest of South Yorkshire had to offer?

A Damn Buster

Sorry, couldn't resist it! (Ed)

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TOUR OF SCOTLAND TO INCLUDE THE NC 500 AND MUCH MORE

Tony Baker

As 2020 approached I was starting to organise a trip to Scotland that incorporated the NC 500 but COVID scuppered such plans as did various subsequent medical issues. Last year plans were made and accommodations booked for our trip as my friend Brian Downing was coming with me as navigator and occasional co-driver. This June was chosen because it is normally fine weather and less midges.

Brian came up from Dorking a couple of days before the start of our trip which was Sunday 2 June. My Morgan is a 1996 +4 four-seater in British racing green. I purchased her in October 2001 with 4,727 miles on the clock. Her number plate, P199HVM, led her to be called Henrietta (Verity Morgan). Henrietta was all prepared, now having a reasonable 114,002 miles on the clock and on the Saturday, I went to drive her out of my garage but she would not start and our best guess was the fuel pump. Having called out the AA, the mechanic took the car apart, exploring and testing everything, with frequent reassuring words statements to the point that we were sure that Henrietta would miss the trip and we would have to take a tin top instead. After well over an hour the mechanic was under the bonnet and said “As a last resort, I’ll try this” and she started! It was a loose wire connection to the fuel pump. Phew!

We set off on Sunday 2 June with a stop to view the Angel of the North and then on to Alnwick Castle before arriving in Bamburgh. The next day we visited Bamburgh Castle then drove to the fabulous Low Newton by the Sea to view Dunstanburgh Castle along the coast before going around Warkworth Castle. Finally, we drove across the causeway to Lindisfarne (Holy Island) having made a careful note the tide timetable!

On Tuesday we took a cross country route, crossing into Scotland driving over the River Tweed at Coldstream. Driving through the Borders the rain became torrential so I stopped in a wooded area to put the hood up. We bypassed Edinburgh and over the Forth Bridge up to Perth and onwards detouring off main roads to find petrol. The main difficulty we encountered was finding the right type of petrol (E5) and did on occasion have no choice but to fill up with E10. Henrietta, as a four-seater, has a small petrol tank with a range of around 200 miles. Having filled her up we arrived at Pitlochry for our two-night stay. Despite the rain, we had the hood down on our free day in Pitlochry when we drove up to Aviemore and later went on a tour of Blair Athol distillery.

On Thursday 6 June we drove towards Aberdeen, via Braemar, with magnificent scenery and stopping to look around Balmoral. The next day we gave Henrietta a rest as we used local buses to look around Aberdeen, especially the university and cathedral. Two parts of my family came from Aberdeen, the Donalds and the Smiths, one of the latter being provost in Victorian times and others local artists.

On Saturday 8 June we travelled on a malt whisky tasting route around Speyside to Inverness. We stopped at various distilleries, such as Macallan, Cardhu, Glenfarclas and The Glenlivet, just to do some tastings and increase the luggage in Henrietta! The next day we did a scenic drive around Loch Ness, then Loch Lagan and stopped at the Commando Memorial near Spean Bridge. The Commando Memorial is dedicated to the original British Commando Forces raised during World War II. We continued across the Monadhliath Mountains to return to Inverness via Kingussie having done 912 miles to date.

On Monday 10 June we followed the NC 500 route from Inverness by going around the Black Isle peninsula and then up the east coast, taking breaks at Glenmorangie distillery and later Dunrobin Castle, before an overnight stay at Helmsdale.

On Tuesday 11 June we reached John O'Groats having now driven 1,181 miles. When planning this trip, I had hoped to do a ferry and coach tour to the Orkneys for a day but the ferry company had ceased operating. Instead we looked around Thurso, visited Dunnet Head and also the Castle of Mey which was the Queen Mother's home. The weather was still quite wet but now with a very cold wind so I succumbed to attaching the side screens to give us some protection. Although it was June, it was sensible to have sheepskin driving gloves, as they were certainly needed, as was a warm helmet.

On Thursday 13 June, we woke to a dry day. This was the day we were driving across the whole of the North of Scotland and down the west coast to Ullapool. Henrietta was filled up (with E5 petrol) in Thurso as we enjoyed the spectacular views of the coastline without rain. We stopped at Ceannabeinne Beach to enjoy the view and watch those thrill seekers on the zip line that went across the beach. Once we reached Durness, we drove down the west coast keeping to the NC500 route, so diverting at Newton along a steep and narrow single-track road to Lochinvar. By now we were accustomed to steep sharp bends and passing places. Being in a Morgan helped a lot because we were more often than not given the right of way. Once at Lochinvar we rejoined the main road and continued to Ullapool. This was long day of driving as we covered 200 miles on narrow roads.

On Friday 14 June we followed the NC500 west coast route to its end which involved lots of single-track roads hugging the coastline until we reached Attadale Gardens at Lochcarron. We then drove onwards up the valley until we reached the A835 west coast road to return back up to our hotel in Ullapool. By now we had driven 1,588 miles.

On Saturday 15 June we caught the ferry from Ullapool to Stornoway on Lewes. The crossing was just under three hours and very calm. We looked around Stornoway and drove out to the most easterly point at Tiumpan Head. On Sunday we first drove up to the Butt of Lewis and down to Callanish to view the famous standing stones. We then drove down the narrow road to the western extremity at Uig; returning to look around Lews Castle in Stornaway.

On Monday 17 June we drove down to the most southerly point of the island at Rennish Point on Harris with glorious views on the beaches; returning back to Tarbert, with some detours down minor roads, from where we caught our two-hour ferry crossing to the Isle of Skye. Once on Skye we drove to our hotel in Portree.

On Tuesday 18 June we drove to Carbost for the Talisker distillery tour which we had pre booked. Like the tour at Blair Athol the designated driver is given a take away pack of the three malts tasted. I sipped a minute amount of each but have yet to imbibe the taster packs - largely because of the number of malts amassed during this trip! We then drove past Dunvegan Castle and up to the north of Skye on yet another scenic single-track road which came down the east coast back to Portree.

On Wednesday 19 June we drove down the east coast road to the most southern point of Armadale where the ferry goes to Mallaig on the mainland. We retraced our route back to drive over the bridge to the Kyle of Lochalsh. We then drove down past Lochs Duich and Cluanie and through Invergarry to stop again at the Commando Memorial. After Spean Bridge we stayed overnight in Fort William. We had driven over 400 miles on the two islands of Lewis with Harris and Skye.

On Thursday 20 June I had planned a scenic route to next stop at Inveraray. We went along Loch Linnhe then detoured up along Loch Leven to Kinlochleven and down to Glencoe. We proceeded up Glen Coe for the magnificent views on the A82 and over the Bridge of Orchy and left on the A85 down the Pass of Brander to stop in Oban. After Oban we continued on the west coast road until Lochgilphead where we turned left on the A83 up by the side of Loch Fyne until we reached Inveraray. Our hotel looked over the loch and we had time to walk up to Inveraray Castle.

On Friday 21 June we drove up the rest of Loch Fyne and over to Loch Long turning down the A814 to Helensburgh where we stopped to look around Hill House. Hill House was designed by Charles Rennie Mackintosh including the interior fittings and furniture. It is now under the care of the National Trust for Scotland and a magnificent tribute the brilliance of Charles Rennie Mackintosh. After Hill House we drove across the Trossachs to Stirling and arrived in time to view Stirling Castle which was the former home of the Argyle and Sutherland Highlanders Regiment.

On Saturday 22 June we drove back over the Forth Bridge to the Borders where we stopped in Kelso to look around Floors Castle. We then continued to our final destination in Melrose.

On Sunday 23 June we first looked around Melrose Abbey before visiting nearby Abbotsford, the former home of Sir Walter Scott, on the River Tweed. We chose to drive on minor roads via the small towns of Selkirk and Hawick before stopping in Jedburgh to look around the Abbey. Our final destination was a visit to the beautifully situated Dryburgh Abbey.

On Sunday 24 June we left Melrose on a scenic route back first stopping at Cragside, former home of William George Armstrong, famous for being the first house to use hydroelectric power. It was fitting that we more or less started at Bamburgh Castle bought by William George Armstrong, and still owned by the family, to end up visiting his home near Rothbury. We continued to Hadrian's Wall to look around Chesters. After that we came back by minor roads via Barnard Castle getting home in Northallerton for a fish and chip supper. There was no rain on our last day so days 1,2,12 and 23 without rain but just half a day with the hood up!

Although it was colder and wetter than expected this did not really affect us as the scenery was still stunning, the castles and abbeys we visited brilliant, and the roads superb to drive a Morgan on; not to mention the taste of a variety of malt whiskies (when not driving of course)!

Henrietta started at 114,002 and ended up on 116,762 having driven her 2,760 miles.

Revolutions Perth

Quicker (and very expensive) by bike, Tony!

2016 ROADSTER
Midnight Blue Met., Black Leather
17,065 miles £49,950 MOG Plate

2023/4 SUPER 3
Jet Green, Typhoon BRG Leather
Unregistered £45,950

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Lazurite Blue, Grey Leather
28,352 miles £28,950

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Sport Ivory, Mulberry Leather
29,418 miles £33,950

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