

MSCC

Yorkshire Centre

Newsletter



Autumn 2020

Editorial

Famously, you can check out the Hotel California anytime, but you can never leave. The same applies to Morgans. Once you've owned one you can never look at anything else. You can go from a four to an eight or even a six, have fun in a three wheeler or you can spend the rest of your life tinkering on a flat rad. Alternatively, you could check out the new Plus Four as Ken Grindrod did on page 12. Lucky Ken. Front cover honours go to us for the first time in the four years we have been editing the newsletter and the photo lets you know we're in Yorkshire. And aren't we the lucky ones to live in this glorious county. Even Channel 5 is in love with Yorkshire at the moment with Our Yorkshire Farm being one of the biggest hits of the summer. Mike and Susan Green also took off for their own YUMMS and give us a fun account of their Morgan escapades on pages 14. Our own "great escape" to Arkengarthdale is on page 10 and we hope it inspires you to get the Morgan out when the sun shines (and if you do, pen a few words, take a photo and send them to your newsletter!). And no, neither of us bothered to have our eyes tested at Barnard Castle. Rod Bentley's 'My Morgan Life' is well worth a read on page 4. What an interesting career Rod has had especially the link with Morgans. This has been, quite rightly, a very popular series and we welcome any contributions from members for the next issue. The mighty Mouse Mog went ahead in early June and proved to be highly enjoyable - even without the wet rat. This year there was no namby-pambying of who was going to go first - everyone wanted to get out and test their motoring skills, even if the grass was wet and squidgy. Anyway, there's a full report with photos of the winners for you to enjoy on page 18. Finally, the keen Greens have done it again and their account of the Yorkshire jaunt to Northumberland in early September is on page 25. Well done Sue and Mike - oh, and Isa. Thanks also to Mike Pullen who has given us access to some photos of blasts from the past, one of which we've highlighted on the back page. And thanks, too, to Sue Franklin and Ken Grindrod for recently received photos - we've squeezed some in on page 32, the rest we'll keep for next time. As everything is up in the air at the moment and with no club events on the horizon for the foreseeable future, contributions would be very much welcome for our next issue that hopefully we'll have pinging into your inboxes at the end of December.

Francis and Sheila

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John's Jottings



What a strange past few months it has been with all the can and can't do going on, however with our usual stoic Britishness we have in the main got on with it. Fortunately we have had quite a few decent days so we were able to get out and about, October though can often surprise with some very pleasant days albeit a little shorter with the nights drawing in.

Sadly much of the summer programme was cancelled but with the good auspices of Jan Lawson, we managed to hold our annual Mouse Mog and our weekend away which have both been very ably covered with Francis and Mike's articles, so our many thanks must go to Jan for organising two excellent events under somewhat difficult Covid restrictions.

Uncle Boris' latest tightening of restrictions has further added to the difficulties of organising events for some time to come, as in all likelihood we will have to live with them until the end of March. How about the little gem he dropped - £100 fine for not complying with the rule of six. Obviously with the probability of the current restrictions being with us until March, it makes the idea of planning a programme for the first three months of next year somewhat of a challenge. The big one is what to do about our AGM in January. Unless the current restrictions change dramatically between now and then, our normal AGM is not going to be feasible, so a bit of head scratching from me, methinks, to find another way to manage it.

Very much the downside of the restrictions has been the inability to enjoy our Morgan fellowship. In one of my previous updates, I suggested it might be a nice idea if members would like to act as an informal contact with one of our new members for a chat or possibly a meet up. Many thanks to those of you who did respond and one in particular, Mike Green, has written a most excellent article "Morgans & Morganing" putting into words, much better than I could, the positive and enjoyable experience it turned out to be. Many thanks Mike for your help and enthusiasm. Hopefully this may inspire one or two more to have a think about extending that hand of welcome. Just drop me an email if you would like to act as an informal centre contact for either a couple of new members in the north of our county or for any new members who may join us in the future. However this doesn't just apply to new members, it can equally apply to current members who you may not have seen for a while and don't have their contact details. Let me know and I will set the ball rolling for you.

As Mike alluded to in these ever changing times, and the limited meeting opportunities we have to think of other ways to remain in contact. Video platforms such as Zoom do have their uses, especially for organised meetings, smaller groups say six or so can also work well. However, I feel the concept of having a Yorkshire Centre wide one with the potential of many tens of people joining in would be difficult to manage and would not, I believe, have the personal connection between everyone a small group would have. So with winter coming and as a possible substitute for Noggins, maybe some of you would like to get together using Zoom or such like.

As usual, our thanks must go to Francis and Sheila and everyone who has contributed to this edition which was surprisingly full, considering we have not been able to do much over the past few months. Our esteemed editors are on the look out for copy for the winter edition so get your quills out and send them something, pictures old or new, articles, things you've done, places you've been to, hobbies etc. I've certainly learnt a lot through some of the past articles about members which you wouldn't normally get to know, which in some cases, might kindle with someone a common interest you didn't know about. Anyway, let's keep that fellowship rolling along, safe groups of six where you can, virtual meet ups or even the good, old fashioned telephone.

Speak again soon, stay safe

John and Mal

My Morgan Life

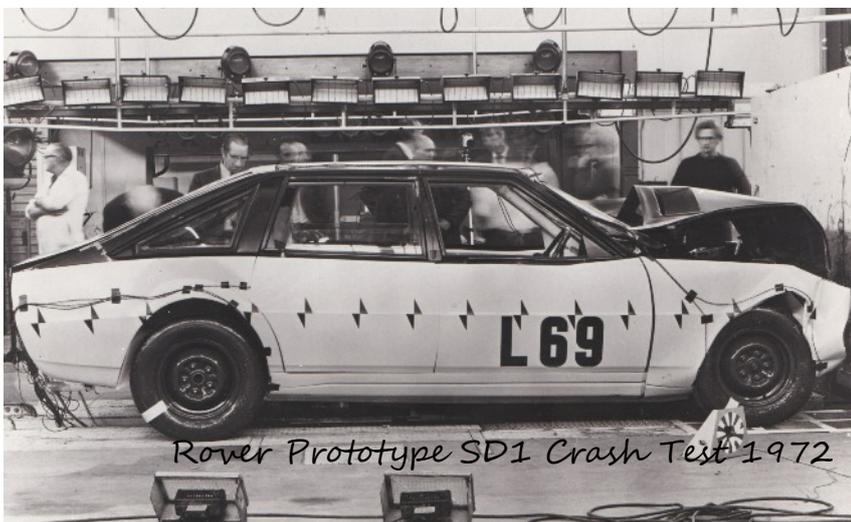
By Rod Bentley



Track day at
Cadwell Park
2014

In the 1920's my grandfather had a four seater Morgan 3 wheeler that he used to take my mother and her sister around in. Up until the start of WW2 my father raced motorbikes (mainly Velocettes), but post war he was "persuaded" to give motor cycling up by my mother whose head on one at least occasion was nearly taken off going around a keep left sign. So post war instead of riding motorbikes he used to take the family to motor scrambles and Vintage Motor Cycle Club runs in and around the Midlands where we lived. At many of these events there were always a few Morgan 3 wheelers which even then really caught my imagination.

Years later at secondary school one of my form teachers, Mark Bolton, told the story of a holiday job when he was a student, when he was cutting up a large pile of logs for a farmer and underneath he found a Morgan 3 wheeler which he was able to buy for £5.00. This story fascinated me and left a lifelong desire of finding a Morgan 3 wheeler, or any other old car for that matter, in a barn or other derelict building. Despite looking over the many years since I have still not found anything so far.



Rover Prototype SD1 Crash Test 1972

A few years later I was doing an Engineering Apprenticeship at The Rover Car Company (Pre-British Leyland) and at the end I decided to work in the Vehicle Safety Department which involved destructive and non-destructive testing of not only car components, but also crash testing complete Rover 2000s, 3500's, 3.5 Litres, SD1's, Land Rovers and Range Rovers,

frontwards (30mph), backwards, sideways and even rolling them over at the Motor Industry Research Association near Nuneaton. During this time of crash testing I got to know Maurice Owen, the only Morgan development engineer at the time, who used to visit Rover along with Peter Morgan with the prototype Plus 8s fitted with the original Rover 3.5 litre engine, and on one memorable occasion he let me have a go in it around the Rover test track.



On another occasion Maurice asked the company if we could carry out a pull test on the seat belt anchorage points of the Plus 8 to check compliance with the European standards (European Reg 14) as we had a test rig to do this. This involved bolting the Plus 8 chassis and body assembly very securely to reinforced rails in the concrete floor of the test shop. The rig used two hydraulic rams to pull some steel bands that simulated the 3 point seat belt that wrapped around two body blocks, one that represented the lap strap and the other one the shoulder strap. These were each bolted onto the 3 anchorage points in the Plus 8, one on each side of the seat directly into the chassis, and the diagonal from the inner chassis mounting to the shoulder anchorage on the rear wooden wheel arch. Once set up the two hydraulic rams were each pulled simultaneously and progressively up to the 3,000 lb load that the standard required. To meet the standard there should be "minimal" deformation of each anchorage and no structural failures. None of the Plus 8 anchorages moved at all at 3000 lb, so Maurice asked us to carry on applying the load to see what happened, so we went on applying the load and got to just over 6,000 lb when the rig started to creak and groan at which point we stopped. Maurice was of course delighted and we were very relieved.

This success proved conclusively that the Morgan wooden rear wheel arch shoulder anchorage point made from laminated ash that is bent over a wooden block that has been used by Morgan since about 1936 is more than adequate for the job.

It was at this time that I bought my first Morgan, a well-used 1963 4/4 that had been nicely brush painted with Orange Chrome paint which was very fashionable at the time. It had the 1340cc Ford 109E Kent engine and inflatable seat cushions that were very comfortable, but over the course of a week or two they slowly deflated. It was of course my pride and joy, and at this time I also met a young lady called Trish who was to become my



wife. She worked as a nurse at the eye hospital in Birmingham, so to see her it was a hundred mile round trip from my parents' house that was between Stratford on Avon and Banbury where I was living at the time. So that first year I did over 35,000 miles resulting in an engine

rebuild and clutch replacement over one weekend with my old mate Denis. I used this car all year round and after several years Trish and I decided to get married, so sadly the Morgan was sold.

After Rover I went to work for Britax, the seat belt manufacturers, as a Sales Manager looking after many of the car manufacturers' requirements, including Morgan. One day Maurice Owen rang up asking if we could develop an inertia reel seat belt installation to replace the awkward static installation they had. I was delighted to offer the company's services and on arrival at the Morgan factory I was invited to meet Peter Morgan in his office. I was sitting in his office drinking a cup of coffee with his Irish Setter's head in my lap talking to Peter, when Maurice joined us, so we inevitably had a good chat about the good old days at Rover. I was then led out onto the shop floor where a spare car was left at my disposal to sort out a suitable installation including the location of the new inertia reel mounted towards the bottom of the aforementioned extra strong wooden wheel arch. Samples were subsequently made and evaluated for comfort and convenience by Peter and Maurice and once approved by them, we carried out a dynamic test on the compliance rig at Britax to ensure they met the European seat belt regulations.



Track day at Mallory Park 2006

Roll on many years when we eventually found ourselves free of a mortgage and our two children, we found we had some spare cash to spoil ourselves with another Morgan; firstly a 1984 4/4 with the 1600 Ford CVH engine, at which time we joined the MSCC, and subsequently yet another, a 2009 4/4 with the 1600 Sigma engine. In these cars we have been as far north as the Shetland Islands, as far east as Berlin and as far south as Sienna and very many countries and places in between, having some memorable trips with our



Unst in Shetland overlooking Muckle Flugga 2010

Morgan friends or on our own. Over time I have also done track days at Mallory Park, Croft and Cadwell Park, all great fun of course.

At the moment we are without a Morgan, but I had a Porsche Boxster for a while (recently sold) which typically John Clayton called a Panzer wagon, but who knows what the future holds as Morgans are still very much in my blood having owned them in total for over 25 years so far.

Rod Bentley

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Important News

Summer 2020 welcomed a new chapter in our story as we move forward as an independent specialist company and continue to build upon our many years of collective experience with these acclaimed sports cars.

In our showroom we still offer a range of the best quality pre-owned Morgans for sale and are interested in buying great quality Morgans for stock or selling your Morgan on consignment. Furthermore, our team of skilled and experienced technicians are very busy with restorations, upgrades and repairs. We continue to offer our full range of fixed price servicing offers, fixed price labour on restorations or modifications as well as stocking a full range of genuine parts for all models. As we are however no longer an official Morgan Cars outlet we have ceased accepting orders for new unregistered cars or undertaking warranty work to vehicles. We look forward to seeing you all soon and continuing to serve the enthusiast sports cars community.

About Beamish Morgan

Set in the peaceful County Durham countryside, since 2011 Beamish Morgan has been the North East's premier destination for Morgan owners, offering sales, service and restoration. We offer a service born from decades of hard work, skill and dedication to Morgan Cars. Our dedicated showroom and workshop building at Beamish Red Row has class leading facilities for maintaining and servicing new and used Morgan cars, offering everything from a health check through to a full restoration. Our team of skilled & experienced technicians bring with them a vast knowledge and passion for Morgan cars of all ages and model types, giving you the peace of mind that your car is in the hands of a Morgan expert.

Car Sales

In our showroom we offer the very best quality pre-owned Morgans for sale and we are also interested in buying great quality Morgans for stock or selling your Morgan on consignment.

Our stock is regularly maintained offering all models of Morgan from various ages including the popular 3 Wheeler, traditional models such as the Roadster, Plus 4 and 4/4, as well as the V8 powered Morgan Plus 8.



1961 Plus 4 - £119,950



1952 Flat Rad - £29,950



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2006 4/4 70th - £33,990



2000 Plus 8 - £39,990

Our quiet rural sales showroom is by appointment only, has social distancing in place and offers the perfect place to come and safely view a used Morgan. Call Alex on 07827 353 195 for a confidential and professional response to your sales enquiry.

Fixed Price Servicing

Getting your Morgan serviced is essential for maintaining the value of your investment but also to catch any mechanical issues before they become too expensive. Here at Beamish Morgan, our competitive Fixed Price Servicing means we're able to provide you the peace of mind you deserve.



"A" Morgan Service

4/4, Plus 4 & Roadster (All traditional models)	£396 inc VAT
3 Wheeler	£390 inc VAT
Plus 8 / Aero 8	£468 inc VAT
Includes: Health check inspection, flush, oil, oil filter and labour	

"B" Morgan Service

4/4, Plus 4 & Roadster (All traditional models)	£456 inc VAT
3 Wheeler	£450 inc VAT
Plus 8 / Aero 8	£552 inc VAT
Includes: Health check inspection, air filter, flush, oil, oil filter, brake fluid and labour	

We are proud to offer a friendly and approachable service to Morgan customers both locally and nationally, please call Jack or Joe on 01207 288 760 to us to discuss your individual requirements.

Morgans & Morganing; Under the Current Circumstances:

My Take on the Subject.

By Mike Green - 17147

In these difficult and trying times, it's not always easy to get out and about, or to do the things we'd really like to be doing. However, we're all in the same boat, and so it's up to each of us, as individuals to make the most of each and every day. I was thinking about how the life of the Morganing world has changed, and what could we do to keep the enthusiasm going, whilst observing the restrictions placed on us all.

There are many Morgan owners and enthusiasts out in the wide world who, for one reason or another find themselves a bit isolated and unable to fully enjoy their Malvern marvels, and co-incidentally, I think that our Centre Secretary, John Forrest, must have been thinking along the same lines.

He circulated his Centre Members with an idea of his, regarding initiating an informal contact system with new members, who had probably not had the opportunity to meet or even communicate with existing members, so would potentially be missing out on the main focus of the MSCC and its Local Centres, Morgans & Morganing.

In response to John's e-mail, I offered our assistance in this, and duly was given details of a number of 'new members' living in our locality, here in the more western part of West Yorkshire. As a result, we've been contacted by e-mail, and subsequently by phone, by a number of newcomers.

Now, when you first become an owner, or potential owner of a Morgan, you're not always told that really you are buying in to more than just a motor vehicle; you're potentially buying into a whole new way of life and a way to expand your social network.

Very recently, we met up with one such new owner, David, the proud owner of a new 110 edition 3 wheeler (M3W). Having spoken with him previously, and given him a brief 'who we are and what we do' outline, we decided that a face to face meeting (at a safe, social distance) was what we needed. So, an outside venue where all the rules could be observed was chosen.

We met, chatted about all things Morgan, how, what and why we became involved.

The major points we raised were that, as a Club, there is something in there for everyone, whatever their particular aspect of owning a Morgan was. As you will know, it matters not whether your car as 3 or 4 wheels, or 2 or 4 seats, and it doesn't make any difference what model or engine size, nor the age of your car, the common thread is that it's a Morgan, made for the road (or track), to be used and enjoyed.

Having made the initial contact, and had a first meeting, it's hope that in the not too distant future we can all socialise together and enjoy the noggins, events and functions, runs and tours to expand the social network.

It's good to see that as a 3 Wheeler owner we have a new member who wants to enjoy a Morgan for what it is, and with that all aspects of Morganing. Another of the 'new Morganeers' that John has introduced to us has taken delivery of his new Plus 4 (CX) during



David's new M3W enjoying the sunshine

the earlier stages of lock down in July, as has David with MK20 YME in March, and like the rest of us, he's looking forward to being able to attend meetings and functions soon. Of course, the benefit of all this is that each new member will bring some new ideas and thoughts on how we can move forwards in spite of whatever restrictions are thrown at us. Plus, they will have a whole wealth of experience and skills to offer.

There must be quite a number of people out there who are in a similar position, and just awaiting the opportunity to get involved in the social side of things, and it's my opinion that as Club members, we really should offer encouragement and maybe a friendly helping hand to feel part of what it's all about.

Remember, strangers are only friends that we haven't met yet.

As autumn turns to winter, and more Morgans are put to bed, perhaps that signals the time to make new contacts and renew old ones. If we can't meet in person, there's always modern technology available to find an alternative way to keep in touch, in between polishing & tinkering of course.

If this is the new way of the world, so be it, but let's keep those wheels turning and keep spreading the word!

Happy and safe Morganing to one and all.

Mike and Susan Green

The Great Escape (for One Night Only)



The iconic 60's film starring Steve McQueen was the inspiration for this story. If you remember the memorable line from the film "It is the sworn duty of all officers (*swap that for Morgan drivers*) to try to escape." Well, we may not have the barbed wire holding us in and Francis and I are no Steve McQueen and Ali McGraw but on the 30th of July we gave it our best shot.

Where to? we wondered. The seaside was off limits but the Dales, like a siren beckoned. Our destination was the furthest one, Arkengarthdale with the least possibility of being detected by the enemy (not in this case the Gestapo but Covid). One of the nicest pubs in Yorkshire sitting proudly up there is called the Charles Bathurst Inn and is renowned for its good food. But don't take my word for it, here is the link to a video on their website so you can see for yourself, www.cbinn.co.uk/Videos.

Another reason for the great escape was a milestone birthday for Francis. Blessed with the most amazing weather we took full advantage and overdosed on everything; scenic drives, wonderful walks, delicious food and for the birthday boy his first "proper" pint since March. And it was a good 'un, something called "Poacher's delight", as I recall. It was as far removed as where we should have been celebrating (Kruger Park, South Africa), but you know what, Arkydale (as I call it - Arkengarthdale is such a mouthful) in good weather takes some beating.

If you've not yet taken the Morgan up to Arkydale we can heartily recommend it. A lovely walk, pre-dinner, was following the beck which runs the length of the valley and down into the village of Langthwaite and the picturesque church of St Mary. Just beyond the church is the turning for the hamlet of Booze. The place names along this valley are fascinating. Nearly all of them have Norse origins. Whaw, for instance, means "the enclosure by the sheep field". Booze, rather disappointingly, means "the house by the bend". And don't get me started on the hamlet of "Crackpot".

As you approach Arkydale, you can see the old quarry workings above you, on the left, on Low Moor. A mile further on you pass a series of spoil heaps that are evidence of past lead mining in the area - not that this detracts in any way from the beauty of the place, it almost





lends an ethereal quality to it. We couldn't resist a photo opportunity to take a photo of the signpost for Barnard Castle. Just in case, you know, we need evidence some time...

I used to think the Buttertubs was the best run ever (just like the vast crowds of bikers downing their pints at the Tan Hill Inn, England's highest pub) but the exhilarating run

down from the Tan Hill Inn down a one-in-seven gradient into Swaledale round a series of hairpin bends takes some beating. The world's your oyster as to which winding road you try next but your journey home is guaranteed to be memorable coming through the Dales. Try and get up to Arkydale for your own next great escape.



View of the inn from across the valley

Disclaimer: we have no affiliation to the CB Inn - merely happy customers.

Sheila

Plus 4 v Plus Four

Well where to start, that is the question. With the arrival of the new Morgan Plus Four I thought it would be nice to have a test drive to compare the new with the old model so I got in contact with Ledgerwood Morgan to get it arranged. I was advised by a friend not to test drive one if you couldn't afford one as once you have driven it you will want to buy one. I must say that was very sound advice.

Visually the car does look very similar to the outgoing Plus 4 with just minor changes such as slightly longer doors with different door handles, twin exhaust tail pipes and front spoiler.

So time had come to go out in the car. Letting Neil from Ledgerwood take the wheel we left the dealership. Within the first 20 yards it became very apparent that this was a totally different car with none of the



usual twisting of the chassis, which normally causes the creaking of the bodywork: it just felt so solid. Driving through the village we went on quite a bumpy road with none of the usual rattles of the old Plus 4, the new double wishbone suspension taking care of that. Once on the open road Neil accelerated in 3rd gear and the car just took off. The power delivered by the turbo-charged BMW 255BHP engine was incredible. It just seemed effortless.

Driving into a small village we changed over and I took the wheel and headed back towards Winterton. This was my first chance to find out the feel of the car. How can you not be impressed with an engine that delivers 65% more power than the outgoing Ford GDi engine? The driving experience could not have been better. With the outgoing model you knew it was a new car, but built with old techniques. Time has now passed and the new model certainly brings the whole vehicle up to modern day standards.

The standard specification has also been increased and now includes many items such as Digital Dashboard Display and Power Steering to improve the driving experience, and Stainless Steel Exhaust which will reduce the overall operating cost.

The handling and road holding of the new car is a testament to the hard work that the Morgan Motor Company engineers have put in to making this superb car. They should be very proud of their achievement.

Please don't take my word for it, go and have a test drive, I'm sure you will be as impressed as I was.

Ken Grindrod



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2016 Plus 4 £39,950



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A Virtual YUMMS and a Virtual Noggin

(Or should it be Virtual No(g)gin)?

Mike & Susan Green

By now, like us, you're probably getting used to all the disruption to life caused by "The new normal", with everything that entails. Realising that during the latter part of 2019, many Club members had spent much time, effort and expertise in finding new and old trusted events and venues for the forthcoming season of 2020, in which to organise, share and enjoy our mutual love of all things Morgan.

Sadly, due to circumstances beyond anyone's control, with the best will in the world, all these plans had to be cancelled or at the very least, postponed or modified to fit with the guidelines and instructions.

We thought it was sad that such efforts should not be rewarded, so, on a bright day in early August, we decided to hold one event on our own. The one chosen was the (now annual) YUMMS, held usually in July, at the Craven Arms, Appletreewick, followed by a visit to nearby Parcevall Hall Gardens as originally arranged and organised by John & Sue Clayton.

So, with hood down we headed off for a scenic run via Keighley (did I say scenic?), Silsden, Addingham and Bolton Abbey and on to the Craven Arms, not really knowing exactly what we'd find there in the way of provisions or hospitality when we got there.

We were very pleasantly surprised! On arrival about half of the front, roadside parking area had been cordoned off with tables with seating strategically spaced to accommodate the latest rules on 'safe social distancing'. The remaining half of the car park was already fully parked up and it was only around 11-45 at this time. Venturing up the fairly steep access at the side and onto the rear car parking area we found a good place to leave Isa, and followed the clearly marked one way system, through the beer garden, to the front door that was marked with the rules and equipped with hand sanitiser. Two people at a time to the bar was



the requirement, together with a request for a contact phone number, just in case of the worst happening. Once there the convivial mine host was his usual cheerful self and suitably protected, took our drinks order and when asked about food, directed us to their online menu. Having been asked to select a table (we'd decided on one of the front, outside ones), our order was taken, paid for via contactless card payment, and on we went, through a one way system back

to the table, where the drink and food was duly brought to us.

Having enjoyed a substantial meal and use of the facilities, we drove on to Parcevall Hall for a thoroughly enjoyable (safe, socially distanced) walk through the woodland and gardens.

Sadly, we hadn't got the company of others of the Morgan fraternity to enjoy the day with, but we did manage a Gin & Tonic, so we couldn't really say it was 'Virtually No (g)gin' ! And, although the



landlords vintage Bentley wasn't around to help fly the flag for the Historic & Interesting Motoring Heritage, on our way out of the Craven Arms car park, we did meet a rather nice looking Mk2 Jag.....

Outing No.2.

Having thoroughly enjoyed our little jaunt out, a couple of days later it was my birthday, so we thought we'd go out and about again.

This time, we decided on trip to Burton Agnes Hall Gardens, near Bridlington. Again, with hood down and the promise of maybe a little sunshine later in the day, we headed off. As it was my birthday, I thought it'd be a good idea to go via Stamford Bridge. Not because of The Whisky Shop there of course, it just happens to be run by a long-time acquaintance of ours, Andrew Long, nor the fact that he has a wide and varied stock of Gin - here we go again - Virtually no (g)gin; but because it was my birthday, and you never know your luck! Even so, Isa had been treated to a nice new shiny pair of round external mirrors with matching internal one as well, and I thought it was supposed to be *my* birthday?

We were held up in traffic for a short while on our way into Stamford Bridge, but once there, we managed to find a parking space for 1 hour in the market place car park, directly opposite the Whisky Shop - Oh lucky me! Andrew was, as always, pleased to see us, and very knowledgeable about all that's new and interesting in the world of whisky (and gin). Plus, he's rather generous with the free samples, just to help you make up your mind as to whether it's to your liking or not. I must say though, standing in a shop like that, with a face mask on does work up a terrible thirst! Now came decision time - Susan had offered to buy me a bottle as an 'extra' birthday present, but which one? That's the question. Settling on a delightful bottle of Islay single malt, another contactless payment was made and we bid farewell.

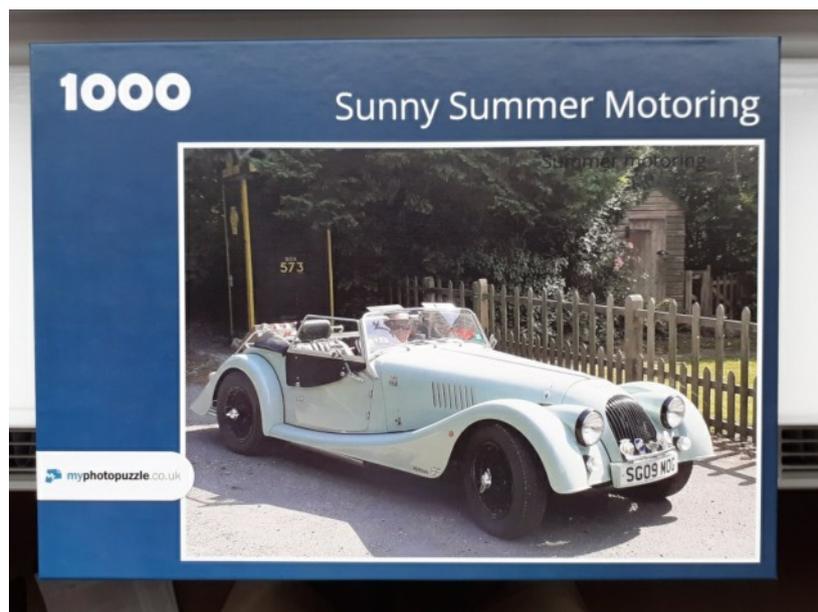
Next door to Andrew's place is a rather nice café that has outside seating, socially distanced and sanitised to within an inch of its life. Two coffees plus some homemade orange chocolate cake and a bit of an éclair were ordered. I was beginning to think the coffee was a good idea after the previous visit next door!

Onwards then to Burton Agnes. Again, on arrival at the Hall, simple, straight forward directions were posted. Following the one-way system we had full access to the grounds, gardens and woodland walks, together with the availability of take away food and full toilet facilities, albeit subject to another one-way, one at once access system.

Having taken our own picnic with us, we'd originally thought of stopping off at the excellent fish & chip shop in Wetwang on the way home, but over indulgence had got the better of us by that time, so we gave that one a miss.

We did stop at the bottom of Garrowby Hill (the one where 'The Grand old Duke of York' marched his men up and down), for a quick photo shoot of Isa by the old, but beautifully kept AA box there, and home, via Stamford Bridge, but giving the Whisky Shop a miss this time.

The photograph worked out really well, and, as a birthday present from family I'd been given a personalised jig-saw puzzle, that had been produced commercially from a home photograph. An excellent idea, so I went on line, found the company and sent a copy of my picture to them to make a 1000 piece jig-saw for us. I ordered it on Tuesday and by Friday morning it was delivered to our house by a friendly UPS man. How's that for service? We still have to do the jig-saw, but we thought that'd keep until such times as we don't have any more YUMMS or Noggins to look forward to.



The jig-saw made from my photograph

All that week's activity was topped off on Wednesday evening by a genuine 'Virtual Noggin', hosted by another Andrew, via 'Zoom', and was there a G & T to be seen? ...well we'll leave it up to your imagination.

The conclusion is that as restrictive and inconvenient as the current system is, it's not the end of the world; it's what you make of it, safely, sensibly and with a bit of thought about and from others.

Happy & safe Morganing to one and all.

Mike & Susan Green

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Mouse Mog 2020



Traffic jam in the paddock

Mouse Mog, organised as always by Jan Lawson at Mouse Hall, was the first event to take place since lock-down began and so proved to be very popular. Because of Covid regulations numbers had to be limited and only 19 Morgans were present - I'm sure there were many who were disappointed not to be able to come. It was great to meet up again with so many after so long - in a suitably socially distanced way of course.

After our picnics, the fun began. Again new rules - no passengers and no handling of objects (eg wet rats). The event was held later in the year than usual - in August instead of the more usual end of June. Those extra six weeks meant that the June-mown grass had grown, so although the parking and picnicking area had been freshly cut, the battle arena had not. So together with the overnight rain, conditions were more slippery than we are accustomed to.

First away was Peter Johnson, followed by Ann, then yours truly. As in previous years, this was a consistency test - two runs to be done as closely as possible to the exact the same time. Fast or slow, it's up to you. The route was a tortuous, twisty path through cones that took us around the trees in the middle of the field, with a particularly nasty, sharp, uphill, slippery

bend that caught a lot of us out about half way round. After everyone had completed their runs, there was time for the fastest lap competition - two attempts allowed.

For the consistency competition the difference in lap times varied between 13 seconds to less than 1 second so Jan was very glad her



Neil Edwards on one of his winning laps

stopwatch was measuring to hundredths of a second!

The winner with smallest gap was Neil Edwards at 0.56 of a second, closely followed by Stuart Kellett at 0.68 of a second. The Ladies winner was Lynda Boucher with a very creditable 2.25 seconds, again closely followed by Ann Johnson at 2.43 seconds.

Lap times varied from just under a minute to a leisurely two and a quarter minutes. Typical time was 1 minute 15 seconds.

The winner of the fastest lap was Keith Jackson at exactly 59.00 seconds; Stuart Kellett was again strongly in contention at 59.69 seconds. Our fastest lady was Sue Franklin, and the only person to crush a cone was (as might be expected) Bill Lievesley.



Neil Edwards



Keith Jackson



Stuart Kellett



Linda Boucher



Sue Franklin

The winners

So many thanks are due to Jan for yet again organising another fun day out. I'm sure we all appreciate the effort she put in to make it such a success, especially in view of all the Covid restrictions we have to comply with. And thanks, too, to Jeremy Wilson, our new Vice Secretary-in-waiting, who gamely stood in the middle of the course getting his feet wet, on cone check duty. At the moment he is still Morgan-less, but we hope to see you in the driver's seat next year, Jeremy!

Francis





Even the dogs were social distancing



Ann waits for her turn while Peter sets off



Another competitor (me!) at the start line



Photo: Ken Grindrod

Keith Jackson's 80th Anniversary 4/4 sitting pretty, awaiting its turn

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The Teddy Bears' Picnic Revival

We seem to have hit a chord in the last newsletter with John the Centre Sec giving it a thumbs-up for a possible future event and Mike Pullen sending some photos that we have shown below. Mike's recollection is of the first picnic and uncannily, one of the photos he sent was of our car at the said event, and also the photo of members in full teddy bear regalia. Apparently Mike tells us that if his memory is correct, it was Dave Bright who actually drove the last few miles to the meeting in full teddy bear costume, with head attached - it stopped the traffic!



FHBC Survey

If you have a vehicle over 30 years old, this may be of interest to you. Note that the closing date for completing it is the 12th October.



A MESSAGE FROM THE FBHVC - KEEP OUR PRECIOUS HISTORIC VEHICLES ON THE ROAD!

Please complete the National Historic Vehicle Survey to keep transport heritage on our roads.

The Federation of British Historic Vehicle Clubs are having to make the case for historic vehicles retaining their current access and freedoms on our roads more and more strongly in coming years, as we navigate the most challenging period in our history. In order to defend the future of historic vehicles, they need your help by completing this crucial survey.

The Yorkshire Post recently quoted Grant Shapps, Secretary of State for Transport as saying *"I'm sorry internal combustion engine fans, I think its days are overall likely to be numbered."*

A local authority, in Wallingford, Oxfordshire, recently debated a motion, which was fortunately defeated, to cancel its historic vehicle rally and parade.

The historic vehicle community, its events, freedoms to use the roads and even the fuel we use, are under increasing threats and pressures amidst a changing landscape of political and environmental influences.

If we are to defend the use of historic vehicles, then we need to act and act now. The Federation needs your help.

The FBHVC is in the process of carrying out its 2020 National Historic Vehicle Survey, an update to a similar survey undertaken in 2016. If we are to represent the case for historic vehicles in the best possible way we need to have up to date information about the movement and how important the movement is to the economy, particularly in current COVID-19 circumstances.

The answers you give in this survey, will help shape the future for historic vehicles within the United Kingdom for the next 5 years.

The FBHVC aims to lobby Government against adverse legislation and restrictions that may affect the future for historic vehicles. But, in order to achieve a positive result, the organisation needs to have reliable data on the significance and size of the historic vehicle movement to hand.

The survey takes approximately 15-20 minutes to complete depending on the answers you give. Please complete the survey in one sitting.

On submission of your questionnaire, you will be given the opportunity to enter a prize draw to win one of the following prizes: A year's Club Insurance policy to the value of £250 including IPT, courtesy of Peter James Insurance, one of three pairs of tickets for the 2020 Lancaster Insurance Classic Motor Show with Discovery, Courtesy of Clarion Events, or one of 15 display copies of the FBHVC's historic vehicle wall chart.

[COMPLETE THE SURVEY HERE](#)

The Yorkshire Centre Weekend

The Yorkshire Centre Crosses the Border to Northumbria,
4th - 6th September 2020

By Mike & Susan Green



The big question for any event in 2020 is “Will it, or can it go ahead?” Well, with a little bit of luck and an awful lot of planning, organising, arranging and re-arranging, this year’s Yorkshire Centre Weekend was perfectly managed by Jan & Mark on behalf of us all.

We started the weekend by each participant making their own way to the rendezvous point at Mainsgill Farm Shop, on the A66 a few miles west of Scotch Corner. On arrival for 10 o’clock the car park was already quite full but the number of Morgans steadily grew. Once inside the cafeteria section, things were well managed with social distancing, hand cleansing, contact details and table-only service being the order of the day. Having eaten a delightful sausage sandwich, paid for by contactless card of course, and out onto the car park where the Morgans were attracting quite a lot of admiring attention.

Now the weekend had properly begun. Meeting Jan on the carpark, each of us was presented with a goody bag. A well thought out package with everything that was needed to add an extra something to the weekend – not least the bottle of Prosecco, but the plaque, mug, hand sanitizer, water, snacks and information all wrapped up in a very useful carry bag complete with the same logo as the plaque. We were then handed a comprehensive route sheet, taking us to our lunch destination at Langley Castle Hotel, via a 50 mile scenic tour of part of Northumberland.

On arrival at Langley Castle in time for a pre-ordered lunch, parking had been reserved for us immediately at the front of the castle, and time for a group photo. We were joined at the

venue by members who had made their own way there, rather than meeting at Mainsgill. A table plan had been prepared with the group being divided into 'bubbles' of 2, 4 or a maximum of 6, and we were escorted by staff to the appropriate table where the meals were served.



Lunchtime arrival at Langley Castle Hotel

After eating, back out to the cars ready for the next leg of the scenic run. As we were leaving, a rather nice looking 'frog-eyed' Sprite arrived and deciding discretion being the better part of valour chose to park a little way behind the Morgan Gathering!

Moving off in small groups, the route to the final destination, Riverdale Hall Hotel at Bellingham took us 20 miles passing by Haden Bridge, Chollerford, an optional visit to the Roman fort at Chesters Fort and onwards with signs towards Kielder Water, to

Riverdale Hall. A total of 145 miles from home and not a wrong turning taken! On arrival, the instructions were to remain in the car, ring hotel reception and await their arrival for a temperature check (the people not the cars), complete the formalities including covid-19 info, and room allocation. Given time to settle in before meeting for (safe, socially distanced) drinks in the bar – which along with the actual dining rooms were the only public places where face coverings were not compulsory – for the evening dinner. There was talk that some people had large rooms with extensive views over fields and the river, others even had a 4 poster bed, and one couple were allocated a whole apartment, complete with 2 bedrooms to sleep up to 5, a lounge, dining area, kitchen with fridge, microwave, cooker and even a dish washer, with a bathroom large enough to hold a small dance in, but we won't mention that!

The arrangements for dining were that we formed into small groups (bubbles) and sat at a table of our choice. Once so organised, that was to be the seating format for the whole weekend. The staff seemed well organised and coped well with the 'new normal' arrangements. Each evening, the choice of menu was wide and varied with the option of drinks in the bar before/after eating and table service drinks including wine, served with the meal if required. Breakfast arrangements followed a similar pattern, keeping to the same bubbles, and table linen, cutlery and accoutrements not being brought until the tables were occupied. All in all, it worked very well.

After breakfast it was to the discretion of individuals as to how they spent their day, choosing scenic runs through the areas of outstanding natural beauty, visits to houses, castles and gardens – all by pre-booked with timed entry tickets of course – or a trip to the coastal towns and villages. All went well and the only casualty so far had been a blown lighting fuse on one car. Easily mended and ready for the next day.



Some of the cars after arrival at the Hotel (note the 'hoods up' for the last part of the journey)

The format for Saturday and Sunday were the same, however some members had chosen to stay for 2 nights rather than 3, so after Sunday breakfast, we bid farewell to them as they made their way onwards. For the others, it was a 'go as you please' day with destinations as the previous day. We chose to visit Housesteads Fort and Hadrian's Wall on Saturday, and Alnwick Castle & Grounds, with nearby Alnwick Gardens on Sunday. Both excellent places and time well spent. By now we were used to the 'new normal' with tickets, hand sanitiser, face coverings, contactless payment for everything, including the usual National

Trust Scones, jam & cream, and even the car park at Housesteads, where Automatic Number Plate Recognition (ANPR) is in place to work out the parking fee. In the car park, we saw that lovely Frog-eyed Sprite again. I can't help wondering if it was following us? A bit of hero worship maybe? Perhaps when it was just a tadpole it said to its mother, "When I grow up I want to be a Morgan!" I was surprised how much of the Roman Fort was visible, but a bit disappointed that as they'd been building it for 1900 years, it still wasn't finished!

Leaving there, I thought it would be a good idea to head west, following the line of Hadrian's Wall, and completing a circular route via Hexham on the way back. It clouded over, went grey, then dark then rain spots. After 10 more miles or so, we hadn't turned south from the rain, so U turned and got drenched! Using a distant bus layby we pulled in to put the 'Easy-up' hood up. A bit late in the day, but better late than never! By the time we'd found a new route back and moved off again, the rain eased and the sun came through again. Those who'd been to the coast, Seahouses, Bamburgh, Alnmouth and the like reported a warm, sunny day, all day. Lucky us!

Sunday's visit was good too; the castle at Alnwick is an enormous place with some activities still carrying on. The Gardens Tearoom was open, so time for coffee and cake again, before a scenic run to the beach at Alnmouth, then back via some rolling hills and dales on virtually deserted roads. Back in time to relax, change and meet in the bar for social drinks, before another good meal. The only 'mis-hap' of the day was when one of the party on a scenic woodland run along the forest road at Kielder Water got a cut in the front tyre of their car, necessitating the call out of the rescue service to make a temporary 'plug repair' to get them back to the hotel. The tyre suffered a wide gash in the centre of the tread, and, as happens with so many new cars these days, it doesn't come with a spare wheel, and in some cases, not even room for a spare wheel. The puncture was too wide for the 'blow it up compound' to be of any use. There must be a point to note in there for some of us.....Get a spare is a useful thought. So, after several phone calls on Monday morning, a new tyre was located and arrangements made for the car to be recovered to the tyre shop where it would be fitted.

All a bit of a bind, with a lot of wasted time and anxious waits. Still let's hope it was all sorted properly in the end and that it's all history now.



Housesteads Fort



Alnwick Castle



Rolling land – lots of it in Northumberland

Monday morning started off dull and drizzly, the consensus of opinion was 'It's going to rain on the way home', so up went the hood again, and after a hearty full English breakfast, the car was loaded up, farewells were said and at mid-morning we left for home. The original plan was to call in at the gardens at either Kiplin Hall near Catterick, or at Norton Conyers near Ripon, but the final decision was to continue on and head for home, although the weather did improve en-route.

All in all, it was a great weekend, and full marks must go to Jan & Mark for doing such a tremendous job of organising it in what has become a very difficult time. However, if this is the 'new normal', then that's the way it has to be. It doesn't stop our going out altogether; it doesn't stop the enjoyment of good company or the use of our cars. It just means making adjustments to our way of life and being sensible in what we do and how we go about it. 430 mile round trip and we enjoyed every minute of it.



Revellers social distancing! (Except Neil)

Keep those wheels turning, enjoy every moment and look forward to other well organised events, and remember the old quote... "Verily I say unto you, smile, for things cannot get worse... and behold I did smile, and lo, things did get worse!!!" In the words of Captain Tom Moore "Tomorrow will be a better day."

Thanks Jan & Mark, here's to the next one...

Mike & Susan Green

Cross-head Screws

This article has been borrowed from the Louisiana-based 'British Sports Car Club' August newsletter. Many thanks to Peter Dakin for sending it to us and for permission to use it.



Ask Mr. Bentwrench ©2020

Dear Mr. Bentwrench – I think I finally wore out my vintage blue and clear Craftsman phillips screwdriver set! The damn tips don't fit some of my screws and I'm stripping all the heads out now! Now I am reading that there are different types of phillips? What! Really? - Bad Phillips

Dear Bad Phillips – We all grew up wrenching 'Americian' but over the years many have wandered off into Japanese and British cars and motorcycles and are learning the distinct difference between a phillips, JIS and Pozidriv the hard way! Stripped heads, and gouged work and sore fingers abound. The key is in knowing, that a Phillips screwdriver may be the wrong tool. Cruciform-screws have the familiar "+" shaped recess in the head. While many people simply call these Phillips' screws, that is only partially correct. Several designs exist, and each has a unique driver!

History

J.P. Thompson invented the actual Phillips screw. Henry F. Phillips bought the idea, refined and patented it in 1936. Originally, they designed the recessed cross-drive for automated driving machines. The advantage was a self-centering screw, which would "cam out" or slip, before it was over tightened. This was a big plus in preventing screw and tool damage on an assembly line.

In 1939, Cadillac is the first major vehicle builder to adapt the new technology. By 1940, the industry assembles virtually every U.S. car with the Phillips screw. A huge exportation of U.S. goods, during World War II, spread these screws all over the world. Phillips became synonymous with the cruciform design.

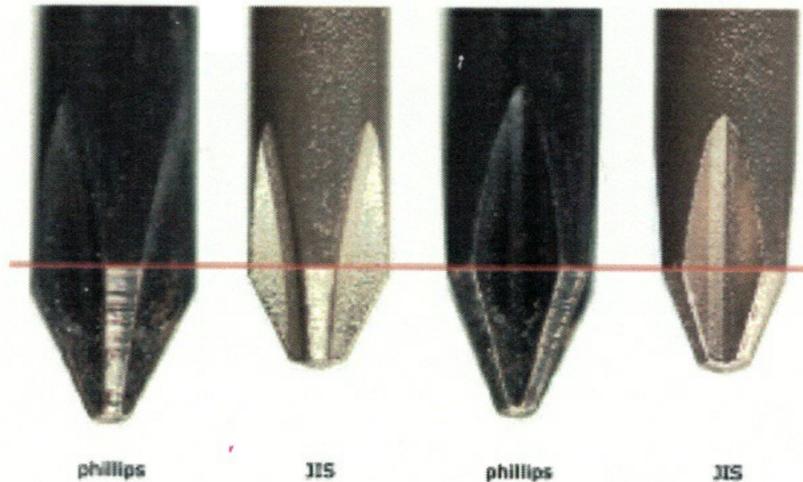
Many similar designs have evolved over the years, and not all are compatible. Worse, they are very hard to distinguish. They have ceased using most designs or they never found their way into automotive use. Two notable exceptions exist, and these create most of the problems.

Three screws, using cross-drive, are in common use.



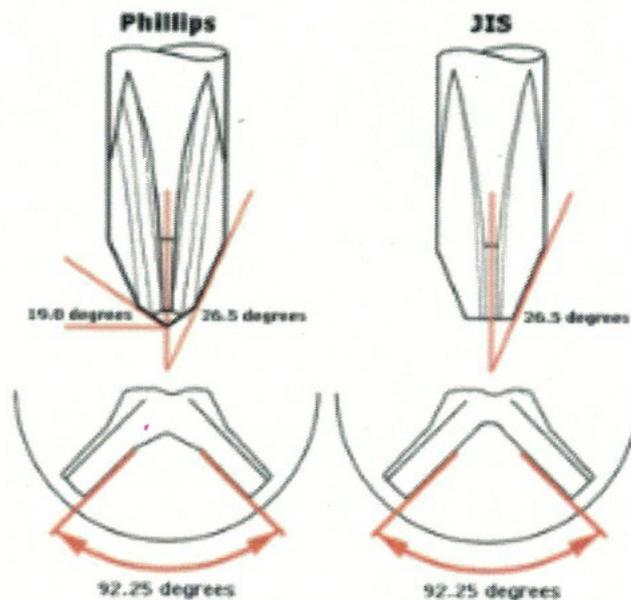
The **Phillips** screw is widely used on domestic vehicles. The familiar cross shaped recess and no other marking are the way we identify these. Asian cars and motorcycles often use a **JIS** or Japanese Industrial Standard screw. These are very similar in appearance, and a small dimple near the drive opening is the clue. European cars and motorcycles often use a third design. They call this screw a **Pozidriv**, sometimes misspelled as Pozidrive. Four hash-marks, one at each of the four corners of the cross, identify this system.

The Japanese Industrial Standard



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The JIS screwdriver will work with a Phillips screw, as both share common 57 degree points. However, a Phillips driver will not work on the JIS and will round the head out, without removing the screw. This is because of the flutes, machined into the Phillips design. Tool makers do not design the JIS to 'cam-out' when tightened and it is not compatible with Phillips.

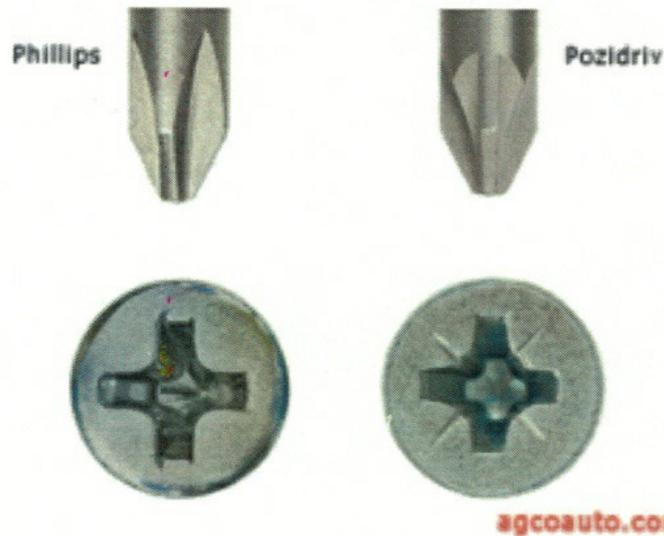


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Looking closely, telling the designs apart is hard. They invented the Phillips screw to slip out of the drive before damage occurs. Machines angle the flutes along the drive blades, when they build it. The Japanese do not make the JIS to slip, as automated torque-limiting drivers were common by the time they invented it.

Most people in the U.S. and many technicians are not aware of the difference. Folks who do not know may falsely accuse screwdrivers of being worn out. Selecting the wrong driver will damage the fastener. Anyone working with Asian vehicles, should have a set of JIS screwdrivers available. An owner of such a vehicle might wish to ask their shop about this. Knowledge of this standard is an indication of the commitment to quality of the service facility.

European Pozidriv fasteners



The Pozidriv screw is most common with European vehicles. The small hash marks, at each corner of the cross, identifies this design. Producers machine a small square into the opening, when they build the fastener. This prevents the cam out of the screw, when tightened. A Phillips screwdriver will work with this type, but the Pozidriv tool will not work with a Phillips screw.

So Bad Phillips, to prevent problems, watch for the small signs and multiple designs. Using the right tool is the key every time. [Ebay](http://ebay.com) has a handy all-in-one screwdriver tool with JIS #1, #2 & #3 plus a Pz #2 & #3 bit drive for under \$20. Not bad for a 'special tool' and doesn't take up much of space in your toolbox but there when you REALLY need it!



Wassand Hall

STOP PRESS! We have just received these photos from Sue Franklin, which we have just managed to sneak in, of the East Yorks noggin trip to Wassand Hall and gardens in August. Thanks, Sue!



Wassand Hall's
walled garden

Picnic time!



The first outing of
Nick Riley's 'very
peculiar Morgan'
(which he told us
about in our late
summer edition)



Blast from the Past:

*Scenic Run at the Yorkshire Weekend,
May 1990, in Sheffield (30 years ago!)*

From Mike Pullen's Archives, with thanks