

# MSCC Yorkshire Centre



**Newsletter Summer 2021**

## Editorial

Toot Toot! My goodness hasn't life just got busy and we delayed publishing this newsletter until after the mighty Mouse Mog was concluded. And wasn't it a coker this year, an exhilarating scenic run followed by another Jan special, a fun and tricky gymkhana. The first real get-together of the year and hugely enjoyable. The keen Greens, Mike and Sue's take on the event is on page 17 with all the results and photos. Grateful thanks to them and Richard Cole (not forgetting Cheryl.) To say nothing much could happen early in the year we still have a fairly interesting newsletter for you. On page 4, the Green's (yes, them again!) sent us a Drive It Day special when along with Neil and Viv Edwards they managed a very respectable 127 miles. The Coles sent us their day that involved a nice drive with fellow Moggers, the Claytons and the Holdens followed by a venue with a very, very nice lunch. All on page 7. Then we have Ken Grindrod's jaunt to Scotland on page 12, who when the green light was given was at the border faster than a Yorkshireman at a free bar! Seriously, you can see why we (again) have used Ken's shot for the front cover and we wouldn't be surprised to see the Morgan photo outside Glamis Castle to be in the next Miscellany calendar. If it's not, it should be. Andy Lucas (the Captain), is fast becoming our "technical" man as we have another article, this time on Morgan security (windows), you'll find it on page 14. If you're thinking of heading off to Monthéry, France next year, then you really should have been at Jan's Zoom meeting - tons of information with an insightful view of the event - page 9. And thanks to Andrew Baldwin for his last minute article on his trips to the Mille Miglia on page 26.

Francis and Sheila

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*Sorry folks, it's been fun, but after nearly five years this is my last issue as co-editor of the newsletter. I may have run out of 'puff' but your newsletter continues with Francis as sole editor. Sheila*

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## John's Jottings



Looking back at my Spring Jottings it struck me how optimistic I was about the prospects of restrictions easing through May and June - alas not to be, although one can see the logic of extending the restrictions until they got more people vaccinated, it was nonetheless frustrating.

However, as you will read, this didn't stop members getting out and about. Unfortunately we couldn't have an official Drive It Day but one or two of you, as you will read, did manage a drive out into our wonderful Yorkshire countryside. When the extension to the restrictions was announced my initial reaction was this would limit what we could do with MouseMog.

Fortunately, being an MSUK permitted event it came under Motor Sport Rules which meant it could be run pretty much as we would have done normally, albeit under Covid secure protocol. Many thanks to Jan Lawson for her work in setting this up and for all of you who attended making our first event of the year an excellent and fun day of enjoyment. It was also good to see a few new members there as well.

As I write this, Uncle Boris has basically lifted all restrictions so short of a disaster, the lifting of restrictions on the 19th will go ahead, so by the end of July and into August our YUMMS and Noggins and events can be started again. The Programme for the remainder of the year has been issued and there is plenty to look forward to (if you have lost your copy or need a new one, please let me know).

So let's get out there, apply some care and common sense and we can all start to enjoy our Morgan fellowship once again.

The past 15 months have been particularly disappointing for the 20 or so couples who've joined our ranks during that period. Sadly they've had few, if any, opportunities to meet with their fellow members, but hopefully it will now start to change and I look forward to meeting you in due course.

Talking of new members, I extend a warm Yorkshire welcome to the following:-

Tony & Pauline Meadley, Eddie Shoebridge, Graham and Karen Corrigan, Hugh and Ethene Balfour, Malcolm and Gaynor Downs and Ian and Rachel Jones who I unfortunately missed off in the Spring Newsletter.

As usual, our thanks go to our esteemed Editors, Sheila and Francis, who with limited events to report on have managed to rustle up another bumper edition.

With things looking a lot brighter, we look forward to seeing you all again soon.

*John and Mal*

# Drive it Day, 25th April 2021

## The 'Keen Greens'

After having been unable to socialise and meet others for what seems like an absolute age, as this year's Drive it Day approached, it seemed a good idea to enquire if anyone out there was hoping to take the Morgan out and blow a few cob-webs away.

I found that our friends from Keighley, Neil & Viv Edwards were feeling the same, so a run out was planned.

Under the present circumstances, it's not just as simple as that, needing to find a route and an end venue that would be able to allow a decent, fun run and then facilities to permit some sort of mid-day refreshment.

It was suggested that a run out to Swinton Park Hotel & Estate near Masham might fit the bill, and it did.

Leaving home in Halifax at 9-30 with the hood neatly packed away, and plenty of various thickness clothing on as it was around 5 degrees, the heater turned to fully on, we headed towards Keighley, where we arrived at the Edward's household just as they were pulling off their driveway. Without stopping to even say 'good morning' or ask for directions, we were on our way.

Heading through Silsden, Addingham and towards Bolton Abbey, we picked up the A65 via Blubberhouses, passing Harrogate, where en-route we saw the first other 'Drive it Day' participant, another Morgan heading in the opposite direction.

Onward, around Ripon and Masham, followed by a short but scenic impromptu countryside detour, where we spotted a group of 5 old British Motorcycles, we arrived at the carpark to 'Swinton Bivouacs', where the facilities fulfilled our wants - a toilet, outside, socially spaced seating, rather deluxe café facilities where snacks, hot food and drinks were readily available.

The site is a modern, self-contained outdoor yurt and bivouac tented & chalet type area (although they looked like a couple of run-away wig-wams from a John Wayne film to me)!

Having used the most important facilities (shock horror - unisex toilets - all very modern & Continental), an outside table was commandeered where we were very quickly handed a wide and varied menu. 3 teas and 1 coffee (there's always one) and meals ordered. The popular choice of the day was locally sourced venison sausages, mash and onion gravy, served with broccoli (our nod to healthy eating) - excellent.

The sun was trying its best to burn through the cloud, and when it did it was quite warm.

Having sat and discussed all manner of things, it was time to move on.

Returning to the car park, it was good to see several other 'old cars' taking part in the Drive it Day.

Parked up between our cars were 2 1932 Austin 7's and a 1930 BSA 3 Wheeler, all looking splendid in the intermittent sunshine.



Neil and Viv with their +8, the BSA & one of the Austin 7's

*The 'Green's 4/4  
and the second  
Austin 7*



On the way back, again via stunning North Yorkshire detour routes, we passed through Galphay, and on towards Ripon, spotting an MGB and then 2 more Morgans travelling towards us - more 'Yorkshire Centre' Members, and the usual greeting of flashing headlights and waves all round, and onwards via Killinghall, on the way we were met by a (very) old large goods lorry, similar in style to that of 'Corporal Jack Jones the butcher of 'Dad's Army' fame. Travelling back towards Otley, passing RAF Menwith Hill, over Blubberhouses, bypassing Addingham, where we spotted an MG TC, and back to Keighley, and on to Halifax.

In total, 127 miles through scenic countryside, and a tally of 9 'Classic cars', 5 motorcycles, and 1 goods lorry were seen, not including our 2 Morgans. So, by far the number of Morgans seen out and about outweighed all the others by a fair way which must say something about the marque.

All in all, a really enjoyable day out, making the most of the opportunity for fresh faces, fresh air and fun.

I can't help but wonder though, what'll be on the agenda for 'Drive it Day' 2022?

*Mike Green*



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## Drive-it-day in the Dales

A really great day out on Sunday 25<sup>th</sup> April. Holdens and Claytons met in Great Ouseburn for bacon butties, joined by the Coles in Masham for tea and coffee. Exhilarating drive 'over the top' to Scar House Reservoir and on to the Sportsmans' Arms for a grand meal in The Tent. Three Morgans, six people made a most enjoyable 'mini' YUMMS event, and it was a most enjoyable way to start climbing out of lockdown.

Richard and Sandi Cole, David and Cheryl Holden, John and Sue Clayton



At Scar House Reservoir, above, and 'The Tent', below



# Wonderful Morgan Memories - Stewart Elderkin and Betty Ducker



When John Forrest's e-mail pinged in saying Stewart and Betty were selling their Morgan, we immediately got in contact with fingers and toes crossed hoping it was not for health reasons. But it was. We, like those of you who knew Betty and Stewart are very sorry and saddened to hear that Stewart has been diagnosed with that cruel and unforgiving disease, Alzheimers. This is of course, not the first couple

in the last few years where Alzheimers has struck some of the Yorkshire Centre members, whereby lives have to be re-adjusted, Morgans have to be sold and the social camaraderie of the Morgan world is lost. However, Betty is a real trooper and earns my admiration with her getting-on-with-it attitude. She is immensely grateful to Laurie Povey and Peter Johnson for all their help in the business of dealing with selling their beloved Morgan. The Roadster was snapped up within weeks, the Simmonds case that was mentioned in John's e-mail was bought by a Yorkshire Centre member and all the badges that adorned the Morgan highlighting all the trips the couple made have been bought and are now in Belgium. As Laurie and Betty stood in the now empty garage, Laurie pointed out all the plaques on the wall from all the trips (as I suspect most of you, like us do) and said they're what you have now - all these wonderful memories. Stewart has been a member since the early 70's and his story is well worth re-visiting in the Me and My Morgan that featured in the Autumn edition of the newsletter in 2017. Betty and Stewart had lots of Morgan pals and have promised to stay in touch.

*Sheila*



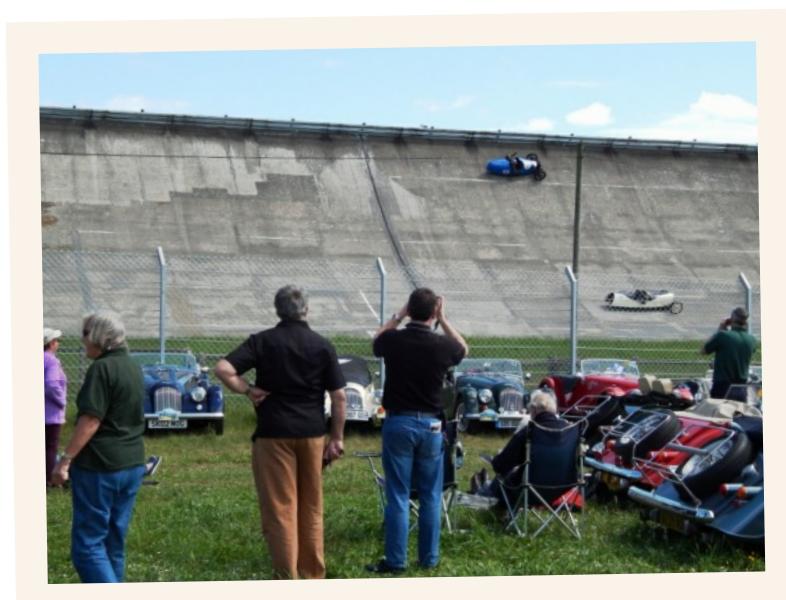
## 'Zoom' Meeting, Monthéry Revival

Jan Lawson kindly volunteered to give a talk of her experiences about her trips to the Vintage Revival Monthéry meetings, which are held biennially at what is officially known as '*'Autodrome de Linas-Monthéry*', which is about 20 miles south of Paris.



About 13 of us logged in on Zoom (see photo) one Tuesday evening in May, and after a general chit-chat, Jan got started, telling us a little of the history of the circuit. It is thought to be the last remaining banked racing circuit which is still complete and was built in 1924 to take cars of up to 1000kg at speeds of upto 140mph at the top of the banking. It is now used for car-related events such as the Vintage Revival.

Jan and Mark have been at least three times along with several other Yorkshire members. The 2019 event was very wet and was described so vividly by Viv Edwards in the article she and Neil wrote for our summer 2019 newsletter. As the 2015 event enjoyed much better weather, most of Jan's photos shown here were taken then.



A three-wheeler  
braves the top of the  
banking in view of  
the Morgan parking  
area



The event is popular with three-wheeler Morgan owners, many of whom participate on the track



Various exotic machinery attend, including the Bugatti above, a (replica?) 1909 2714cc J.A.P.- NLG motor cycle, and the ridiculous Helica propeller-powered car

Many thanks to Jan for taking the time and trouble to prepare and present this interesting talk. The 2020 event had to be cancelled, and will be held in 2022 instead. So who is going to be going next year?

Francis

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## A Jaunt to Scotland

Last year Ken and Helen Grindrod booked a trip to Scotland, staying near Braemar. Luckily for them, the date they chose, 26<sup>th</sup> April, turned out to be the first day that holidays in Scotland were allowed following the relaxing of Covid rules there. So off they went in their new Plus Four, and sent us these photos, for which many thanks.



*Glamis Castle*





There was no-one about the chairlift at the Glenshee ski resort, so Ken cheekily parked under it for this photo.  
Below at the Highland Games Centre in Braemar.



## Morgan Security

In May Andy Lucas sent us an e-mail - here it is, more-or-less word for word as he wrote it.

This Lockdown will have to stop!

Just thinking back to a road trip - Romantic Road in 2017, when one night 5 Morgans were broken into and their contents stripped. Most of them were locked, I know mine was and 3 of them with storm covers, but the perpetrators used the same action on all the vehicles- Slide Window, Release Seat Back, Reach in and clear all rear storage, then glove box, then floors around and under the seats.

They knew the Morgan and were certainly not too large to have such a reach through the Windows.

So, Lockdown - Secure the Windows.

First question asked by Insurance- was the car secure?

My family's first Land Rover had sliding Windows and they were secured by a spring loaded pin across the sliding track. Our Mini had a 'squeeze' together clip to secure the sliding window.

Nigel (my brother) and I came up with a simple 'lock' fabricated from bits found in most of our garages.



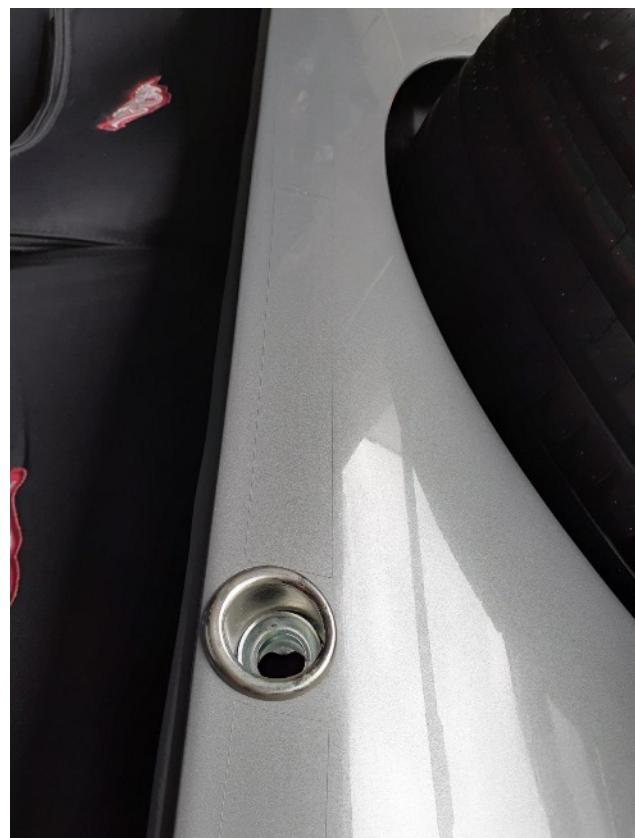
I used 3mm plastic coated wire used in garden plant supports and Nigel used welding electrode with the flux removed, inserted into plastic pipe with shrink wrap over the end (pipe from the remote greasing we fitted to our Plus 4s). Cut to length to enable it to be dropped into the sliding track and fashioned at the window end (made thick enough) so that the window cannot bypass it. Cut to the correct length to allow no window slide movement, the window is 'locked'.

The small 'Tags' are to allow removal should you want to open the window.

As the Plus Four is fitted with Central Locking on the doors, but the windows are the same as all the others, we thought we could do something as a deterrent. Obviously, a determined person can gain entry of any car and yes, you shouldn't leave anything in the vehicle. But most of us leave something in the car overnight, even the boot rack straps, which one car lost in Germany. Dusters, Sun Glasses, Tools Sweets, there's always something!



I've passed the question on to my friends in Malvern, so Window Locks may well appear on the next Accessories List.



One other little 'fix':

I had some paint protection film left which I cut into 1" wide strips and stuck it onto the paintwork under the rear roof rail where the rubber seal meets the bodywork - see picture.

This helps stop the rubbing on the paintwork under the seal.

Don't worry, I'm slowing up as we are let off the COVID leash.

Andy

## FBHVC Research Summary Report

You may remember the appeal that we published in our Autumn newsletter from The Federation of British Historic Vehicle Clubs, about a survey which they were conducting on cars over 30 years old. This survey has now been completed and analysed, and various reports published, culminating in a final Summary Report that has been recently issued. This can be found here: <https://www.fbhvc.co.uk/2020-research-result-headlines>. There is also a 5 minute video on the webpage. (With thanks to Jan Lawson for providing this info.)

*"The world of historic vehicles is under pressure in ways that have not previously been experienced. The FBHVC will use the information gathered in the 2020/21 Survey to help protect our use of historic vehicles in the future and to ensure we can continue to use 'yesterday's vehicles on tomorrow's roads'. Whilst the next National Historic Vehicle Survey will not be undertaken until 2025, the Federation will be undertaking targeted research projects from time to time in support of their work."* (FBHVC)

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# Mouse Mog 2021 & The Scenic Run

*"The Keen Greens"*



*Picnic time at Mouse Mog*

Saturday 26th June 2021 was the long awaited first 'proper event' for the Yorkshire Centre, and very kindly arranged and organised by Jan & Mark.

The first meeting point of the day was on the carpark of Wetherby Services on the A1, at 10-15 for a 10-45 start. Originally 15 cars were expected to arrive where each registered car was given a route sheet that took participants through some very scenic and interesting places

over a 50 mile route, ending at Mouse Hall, Galphay, for the Mouse Mog picnic and gymkhana.



As members began to arrive, so did interest from many other service area users, including a number of 'hairy bikers' (a large gathering of motorcycle fans was present elsewhere), there were

some people dressed in shorts, tee-shirts, hiking boots and walking gear took an interested stroll passed the display of cars (because of their dress code, could they be call 'Bearey Hikers' I wonder?). A passing contingent from a hen party took the opportunity to have a photo call with bride-to-be posing in front of a couple of Morgans.

The plan was to follow the route sheet and for the newer, single manned (can we say that anymore?) cars to loosely follow a car in front that had a navigator. That plan worked well, at least for the first 50 yards or so until we reached the 2 lane exit road from the service area, where just about every motorist in West & North Yorkshire were trying to leave at the same



*Some of the cars waiting to move off from Wetherby Service Area.*

time. Chaos. Cars swapping lanes, getting as far as the roundabout and not knowing where they were wanting to go, meeting equal numbers of others coming in, so the idea of a single personned(?) car keeping tabs on one with a navigator fell at the first hurdle so to speak. Not to be deterred, we soldiered on, and once we were out on the highways and byways of rural North Yorkshire the system fell into place and good steady progress was made.

All went well on the run, except for a little confusion when we were met by a group of our people coming towards us. How did they get in front and manage to be heading the wrong way? Not a problem, a bit of fancy foot work and a few 3 point turns soon had a mini convoy going the right way. Rather like mother duck and her gaggle of ducklings.

Excellent progress until we, or at least some of 'we' decided we'd take a detour. Having missed the signs at a cross roads for Grantley, we headed off until it became apparent to our pathfinder that we were..... not exactly lost, we just didn't know where we were, or at least, supposed to be going.

It was at that point we wished to meet Audrey Forbes-Hamilton (Penelope Keith of 'To The Manor Born' fame, she being the resident at Grantley Manor – never mind if you're too young to remember that series, somebody will explain it to you).

Anyway, after a few more 3 point turns, the correct route was picked up and so we all arrived safely at Mouse Hall (50.8 miles later – that's the official distance, some of us managed about 53)!

The event at Mouse Hall was excellent, set up and authorised, falling within the criteria of a Permitted Sport Event everything followed all the rules and relevant conditions that made it a first class event.

It seemed that everyone was ready for their own picnic as soon as we arrived, so, socially distanced car parking, and subsequently, self-spaced tables & chairs soon appeared from the luggage racks.

29 Morgans were present with 6 other cars, all belonging to members, who for one reason or another found them more appropriate at that time.

Interesting to note that of the Morgans, there were 27 'Classic Ladder Chassis Cars', ranging from very new, to those with a bit of age to them, plus 2 Aero 8's – all excellent to see, but I have to wonder, 'Where are all these new Plus Fours & Plus Sixes?' – aren't they allowed out?

Of the other makes, a handsome brace of Mazda MX5's were there. They could almost be called 'kindred spirits', as they are soft-tops and share the same gearboxes with the later 'Traditional' Morgans.

After refreshments, the business of the gymkhana began. Running on a cunningly devised course with a tricky turn or two and a slalom section, cars and drivers (most of whom had a co-pilot/navigator) lined up awaiting their turn.



*A competitor disappears to the top of the course after the slalom*

Some excellent driving skills were displayed, and some first class navigation was obvious, however, it seemed that one or two decided to try using a sat-nav to find an alternative route, much to the delight and amusement of the socially distance spectators!

After the last competitor had finished their final run, it was time to work out the prize winners. A number of prizes were awarded (no cups or trophies this year – because of the current rules and restrictions you know).

All prizes were well deserved, being awarded in various categories, The Most Entertaining; The Best Lady Driver; The best Over-All (with a time for the 2 runs being separated by only 1 second – how's that for skill); 3 drivers shared the Runners-Up prizes, their times being all within 4 seconds for their first and second runs. Well done to everyone.

Throughout the day, the weather was reasonably kind to us; there were clouds, an odd spot of drizzle and the sun tried to put in an appearance.

Nothing detracted from what was a well organised and thoroughly enjoyable chance to get out and about and do some serious Morganing, and at last meet with friends old and new, all of who are of a like mind.

This event has become a mainstay of the centre Calendar and many of us will be looking forward to putting next year's event in the diary.

A special thanks must go to Jan, Mark, the course marshals and all involved in making this such a huge success, and to all those who attended, making it a great day out.

Well done everyone.

*Mike Green*

The WINNERS were:

1. Overall Winner – Francis Elvins with only 1 second difference between his 2 lap times.
2. Ladies – Lynda Boucher with a 4 second gap.
3. Fastest lap & 2nd place – Peter McDonald who completed the course in 1 minute 37 seconds and only had a 2 second gap in his times
4. Runners up – John Anderson, John Forrest & Paul Pickburn all with a 4 second gap.
5. Best Newcomer – James Green with a creditable 6 second gap.
6. Most Entertaining lap – Graham Corrigan with his Aero 8 doing a great job of flattening the grass.

Thank you from Jan to all competitors and their crew for making this a most enjoyable day and a special thank you to Jeremy Wilson for marshalling throughout the event.



*Overall - Francis Elvins*



*Ladies - Lynda Boucher*



Runners-up - Paul Pickburn and  
John Forrest

Fastest lap & 2nd place -  
Peter McDonald



Best newcomer - James Green



Most entertaining - Graham  
Corrigan



Queuing up to start

Nice to see Ann Stocks  
keeping her hand in, in her  
tin-top

Many thanks to Mike Green  
and Richard Cole for the  
photos, and to Cheryl Holden  
for stepping in after our  
camera malfunction



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### And now for something completely different:

Sue Franklin took this shot of Michele Bailey competing at the AR Morgan Challenge race at Cadwell Park a few weeks ago (no 50).



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## A Heads up for the Forthcoming Yorkshire Weekend

The day before John announced the venue of the event that Jan is organising for the Yorkshire Weekend in September, we had booked two nights away with friends to Arnside and Silverdale. As this area is on Jan's list of suggestions that members might wish to visit on their trip, I thought it may be helpful to give a few pointers. After talking to some members at Mouse Mog, several told me they had been to Arnside but for one couple it was over forty years ago. Well, I said, it hasn't changed a bit because it's a time warp. Very much recommended is the local ice-cream being sold by the pier in a pop-up marquee and the fish and chip shop has a well-deserved reputation. Get there early or pre book them if you can,



*The Pier at Arnside*

it gets very busy (for Arnside, that is). If you need to walk off the calories, there's a wonderful looping walk taking in the estuary/sea views or just sit on the pier licking your ices. Grange-over-Sands is almost opposite and of course you have the wonderful Cumbrian hills as a backdrop. A few nice shops too.

We spent one day at the RSPB site in Leighton Moss, Silverdale and it's well worth a visit if you're into birds/nature. In an area of outstanding beauty, it's a tranquil spot to explore the extensive reed beds and the well-appointed hides. Entry costs £9 but look up their website for more information and up-to-date news (the café was not open when we were there).

If you're planning to explore the Lake District a bit more, our third recommendation is Holehird Gardens on the Patterdale Road, Windermere. You can miss Bowness by taking the back roads, and be prepared to be blown away. Well, I most certainly was! It is managed entirely by volunteers of the Lakeland Horticultural Society who rely on contributions from garden visitors to maintain the gardens.

Seats are plentiful and it's a particularly nice place to have a picnic lunch. Not many people know about this garden or there would surely be coachloads coming from Bowness. You need at least a couple of hours to see everything, so don't think it can be done in five minutes. Sweeping view of Windermere in the far distance makes this a very special place. And it's free, so sshhh... keep it to yourselves!

*Sheila*



*Leighton Moss Nature Reserve*



*Holehird Gardens  
with a view over  
Lake Windermere  
to Coniston Old  
Man*

# Mille Miglia 2011

## Tour 10 Year Anniversary



15 cars from the MSCC Yorkshire Centre made journey from home to Italy via Hull and Zeebrugge by P&O Ferries then drove across Europe stopping at:-

Victor's Residence in Saarbrucken, one night

Hotel Alexander in Gerbi and Weggis, where we stayed 2 nights and then on to,

Hotel Continental in Brescia.

A reconnaissance had been carried out the year before by myself & Maureen and Neil & Viv Edwards and we stayed at the Continental Hotel. The hotel is not very grand and is on the outskirts of Brescia but is close to the Autostrada and has very helpful staff; it seemed ideal for our future group visit. I asked to make a booking for a number of rooms for the following year, however, the dates of the Mille Miglia are not determined very far in advance. The hotel very generously allowed me to make a booking for two weekends, one of which would subsequently be the dates of the event; the other booking to be cancelled at no cost

Because we had made the booking so far in advance we were allocated parking in the secure underground car park at the hotel. It transpired that Jaguar Cars had a number of entries in the 2011 Mille Miglia and they were staying at the same hotel but there was no room in the car park which was full of Morgans. The Jaguars had to park their very valuable cars in the roadside carpark. We were told that the transporter which has taken the cars was insured for 10's of millions of pounds.



Reputedly £6,000,000!!

*There were six Jaguars; two XK120s, one D type and three C types.*





Entry number 192 (see filler cap photo) was the car driven by Stirling Moss in Rheims in 1952 achieving the distinction of being the first competition victory for a car equipped with disc brakes.

In 2012, the year after we pushed this car around the carpark at the Continental Hotel, Stirling Moss and his co-driver Norman Dewis were back in the car to take the start of the Mille Miglia to commemorate the 60th anniversary of their 1952 entry in (different) prototype disc-brake Jaguar.

Norman Dewis was the chief test driver and development engineer for Jaguar cars from 1952 to 1985. He died in 2019 at the age of 98. He had previously given a talk to the Yorkshire Lotus car group which a few of us from the Morgan club went to; he was a very interesting chap and bright as a button.

The cars entered into the Mille Miglia (approximately 380) are subject to scrutineering prior to the event. This takes place in a square in Brescia with the cars placed in side-streets all around. You can get as close to them as you wish and the drivers are always happy to pose for photographs and tell you all about their cars. There is the most relaxed, party atmosphere which is astonishing when you consider the value of many of the cars.

This was a free day when members of our party could choose what they wanted to do in and around Brescia. The Mille Miglia Museum was the destination for many of us and is well worth a visit if you get the chance. The start takes place in late evening when the cars did a circuit in and around Brescia and then head off for Bologna. They overnight in Bologna and then travel down to Rome for another overnight stay.



On the route back when we were there they travelled up the Futa Pass, where we were able to get prime seating on the edge of the road, opposite a bar and restaurant.

Whilst the competition cars were travelling down to Rome and back, we stayed at Poggio dei Medici Golf Hotel for three nights exploring this part of Italy.



The cars are running on completely unrestricted roads along with all the everyday traffic, including: bicycles, horse drawn vehicles and large tractors.

The event has been run in this format since 1957 when 10 people, including 5 children, were killed and a number injured when a car went into a crowd of spectators. The driver and his navigator were also killed in the crash.

After the event the drive home started on the Monday with a long drive to Belgirate on Lake Maggiore. We stayed two nights there which allowed time to explore the northern part of the lake including Isola Bella and Stresa. From Belgirate we had the longest day's drive of the holiday, 418 miles to Chateau de Nantilly. From there we went on to Rheims, another 300 mile journey but we made time to visit the old Grand Prix circuit and have a photoshoot by the old grandstand.



The final day, was Rheims to Zeebrugge and back on the ferry to Hull overnight. As far as I recall, we had no breakdowns or car troubles of any kind. The total mileage at the planning stage was 1,800 miles from Zeebrugge to Italy and back again. We did make a further trip to the Mille Miglia in 2014 using a different route for the journey to Brescia but that's another story.

*Footnote: Why are there no Morgan entries in the Mille Miglia?*

Morgans are not eligible to run in the Mille Miglia because they didn't have a qualifying entry car over the period required. However, when we went to the event in 2014, due to an oversight by an official controlling traffic outflow from the carpark we were in, a number of Morgans were waved into the Mille Miglia stream of cars. For a few miles they were able to parade and wave to the crowd like participants. When officials further down the road recognised they shouldn't be there they were pulled out and sent on their way. Is this yet another example of how Morgans open doors which would otherwise be closed to us?

Andrew Baldwin - July 2021

Never seen before - an Aero competing at Mouse Mog! New members Graham and Karen Corrigan try their hand at the gymkhana.

