

# MSCC Yorkshire Centre Newsletter



Winter 2019

## Editorial

Welcome to your final newsletter of 2019. What a year; The Morgan Motor Company no longer solely a British Company, a political Coup (goodbye Theresa), Brexit, a general election (hello Boris) and rain on a biblical scale. Still, this didn't stop our Yorkshire Centre members going on their hols in their Morgans (and finding more rain) or enjoying days out in God's own county. In this issue, it's your Editors' photo taken at Russ Swift's home in Fingall that we have used on the front cover to remind ourselves of sunny days yet to come. First time contributors to the newsletter Nicki and Stephen Williams's article on page 5 gives you the low down on how it all went. Who would have thought a YUMMs visit to a recycling plant would prove to be so interesting and you'll find a write-up on page 17. Lorna Lee is quite good at organising these out-of-the-ordinary events and now we're all left wondering what else she might have in store for us. We know quite a few of you enjoy reading the Me and My Motor column and this issue's "victim" on page 10 certainly has the wow factor regarding car ownership. The Raven Hall Christmas party with the theme "All that glistens" was like all good parties should be - rather difficult to recall the next day! Fortunately, lots of photos of the winners to keep us still in the festive mood are all on page 22. Finally, all the nominations for the best photo of the year and three best articles are on page 19 - we look forward to seeing you all at the AGM in January. A big thank you to all our contributors and a very happy new year to you all.

Francis and Sheila

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## John's Jottings



As the year closes on what has been another full year for Centre, I feel we've again had a good variety of events. Whether it was a YUMMS, Visit or a Scenic Run, there's hopefully been something provided to suit each and everyone of you. The programme for next year has now been finalised and will be circulated just before the AGM. As before there's a good variety of things for you to choose from; the odd event has been rested this year and some of the more popular ones are being run again.

What was particularly disappointing was the cancellation of the Carols & Brass Concert, an event that's been held for around twenty years. Was that the reason why we didn't reach the numbers needed to make it viable? Possibly, but there are also others. However we'll have to decide whether or not it should be rested - please let me have your views.

The end of the year Jottings is also one where I can give thanks to everyone who's organised an event or helped in some way. Our Centre Officers and Noggin Leaders have been of great help to me over the past year and my personal thanks go to each and every one of you and thank you also for continuing in your various roles next year.

Again we have a full Newsletter in which amongst others, you'll find a report on our Christmas Party Weekend at Raven Hall; this was very much enjoyed by everyone who attended and our thanks must go to Jan Lawson for organising a most excellent weekend for us.

Don't forget the AGM on Sunday 12th January, also the Nuts off Run being held prior to the meeting. Please let Carl Aveyard know if you wish to do the run and myself if you wish to attend the AGM Lunch.

As usual our thanks to Sheila and Francis for all their hard work in producing our excellent Newsletter and to those of you who have sent in articles.

Here's to the coming year and hopefully some great tops off motoring.

*John and Mal*

## 'Two Russes Make a Great Yumms!'

September 19th - A visit to Russ Swift, Finghall

*A friend of Russ Sayers recently moved to Finghall in North Yorkshire, and got to know local resident, Russ Swift. So a YUMMS was arranged to meet Russ and his car collection and to hear of his exploits. Here is Steven and Nicki Williams's recollection of the day...*



The day dawned breezy, bright and sunny; this made our journey, avoiding motorways, to Finghall, Lower Wensleydale very agreeable. A great start and it just got better!

Arriving at Russ's home we were blown away by the views from his back garden. As he explained, on a clear day you can see the sea! The view was further enhanced by an array of Morgans and other classics!

After coffee and the 'meet and greet' Russ talked to us about his career. He started as a rally co-driver, and later moved into the sport of autotesting. Listening to him talk it became clear he is a very skilful driver. He described himself not as a 'stunt driver' but a precision driver! It was also clear safety is always at the forefront of what he will and won't do.

Early in his career he demonstrated his driving skills locally but Russ realised there was a demand for precision driving skills to be displayed nationwide. In 1987, he performed 'precision driving' (un-credited) in a car park in an Austin Montego for a TV ad. It was during filming that Russ used his 'trademark' Parallel Park manoeuvre. Evidently Russ has held the world record for this feat, parking in a space just 33 cm longer than the car. The Montego "Car Park" commercial was featured at the Cannes Film Festival and in an American review it was cited the world's most imaginative car commercial. During his career Russ has driven



*Russ Swift (2<sup>nd</sup> from right) talks to his audience (all male, I wonder why?) About his exploits. This car is the first prototype of the Mini Cooper Convertible, chassis no. 0001, which Russ had developed for the factory.*

others. He has also acted as an adviser to police, military, royal and diplomatic drivers. He has held three Guinness World Records and has done more than 8,000 stunt shows in 50 countries. What an exciting and continuing career. He is currently working with Subaru in Singapore, and Thailand.

So to the cars and a note to 'The Green's'; all Russ's Classic Cars were displayed to Concours D'Elegance standards, absolutely amazing! The cars included a twin cam Ford Escort, 2 Minis (one a Cooper S), an AC Cobra (which the guys loved), an E Type Jaguar (B E A utiful!), a DB4 and a DB6. Nicki never knew the DB5 used by James Bond was in fact a DB4 badged to look like a DB5. She lives and learns! Additionally there were motorbikes on display; this meant some of the 'boys' were in seventh heaven!

As the morning drew to a close a number of 'brave souls' took the opportunity and jumped into either Russ's Ford Escort or his friend's Alfa to be driven round the garden hill climb course. The participants appeared to revel in the

Minis, to win four British Autotest Championships and, in the early 1980s, a rally in Sweden.

Russ led the Russ Swift Mini Display Team, performing driving displays for motor shows, commercials, vehicle launches, and other events. Typically he used completely standard cars though Russ has performed in countless other vehicles, including (his Wikipedia write up claims) 13-tonne lorries!

Russ also told us how he has collaborated in TV shows, commercials and with many manufacturers. He and his son have worked on Top Gear (it appears not always amicably), 5th Gear, GMTV, Learner Drivers (title sequence), and



*Aston Martins DB4 and DB6, genuine, restored AC Cobra, Lotus Cortina and E-type Jaguar lined up in front of the house*

opportunity and those watching thoroughly enjoyed the spectacle. One courageous driver even completed the course in his own Morgan!

It was all too soon time for lunch and we decamped to The Queen's Head where a superb lunch was served. Due to good food and good company it was rather late in the afternoon when we left. As we returned home we agreed this Yumms had it all...

There had been wonderful weather, stunning scenery, an extremely knowledgeable yet very unassuming host and jaw-dropping vehicles. Add into the mix a dash of excitement, fabulous food and great company this made it a momentous, memorable YUMMS.

Many, many thanks to "The Two Russes!"

*Steven and Nicki Williams*



*Two of the many cars on display - bonnets open for inspection! (left)*



*Russ Swift completing a run of his off-road garden hill climb*



*Keith and Carol Hodgson about to set off round the hill climb. No room in the back for you, Viv, unfortunately!*

## Me and My Motor - Maurice Denton

### The Oracle Has Spoken ...



Tsk, tsk, I mutter to myself impatiently, no-one is picking up at Casa Denton in early October. Finally, I ring the mobile. "Oh hi," says Pam, "Maurice can't speak to you right now as he's driving and we're in the Morgan." I cast a look outside the study window and it's chucking it down in Harrogate as well as being cold and miserable. "In THIS weather?" I ask. "Oh, we're bombing down a French motorway heading for Le Mans," (which is a place, I discover later, that Maurice can't keep away from). So, a very interesting start which covered the Denton's nearly one month jaunt away in their Morgan Roadster with the photos and more info pinging into our in-box when they got back. Personally, I think the trip was just an excuse to extend the length of time Maurice can continue to wear his shorts.

Maurice passed his driving test on a scooter in 1968 and one year later in a car. Same examiner both times who said as he was given his licence on each occasion, "Road-craft very good but you need to learn the Highway Code a bit better." First form of transport was a Lambretta Li 150 followed by a Morris 1000 and in Maurice's words "a white butcher's van with an Austin badge on it". The 4/4 followed not long afterwards but more on that later. It was on the mobile in St Jean De Luz, near Biarritz that I got to hear about Maurice's history with cars. Do keep up; the Dentons are now near the Spanish border! Maurice has owned E-types, a split screen Corvette Stingray, Bentleys and numerous other classic cars, most of which were only kept for a short time. He has always been a big fan of BMW and at present there are three in the garage, a 1990 318IS, a 1999 M Coupé, both owned from new; plus a X1 that is



*The Coupé outside the  
BMW Munich HQ*

used as an everyday car and practical to carry the granddaughter in. Maurice being a typical Yorkshireman bought the Coupé in Ostend, Belgium in order to save 8K on the UK list price. It has the exact UK specs and the Dentons use it for their annual trip to the South of France (about 30 times and counting) but it also went to Geneva for the launch of the Aero and to Monza a few times. There has also been a Z1 that they were both fond of but which both he and



*The BMW Z1*

Pam found it difficult to get in and out of. Ferraris are the other great passion and my jaw dropped when I'm told he has three. THREE! He has owned since 1982 a 1973 green 246 Dino; a 1997 F355 that was a 50th birthday present to himself (!) and a 1978 400. "Oh, and I've had four others over the years," he adds, nonchalantly.

Sometime later the photos in the inbox pinged in. LOTS of them. In no particular order (leeway allowed because he is the ORACLE) here are some of them.

There was a Lotus S130 which Maurice acquired in the mid-eighties but sold in 1988 to make way for the Ferrari 308GT4. The Ferrari was kept for 10 years with three trips to Le Mans in it. As Maurice had always fancied doing a European tour in a Bentley, he bought a 1996 Turbo R and toured around Europe with two friends going as far as Cortina in the Dolomites. As it was only bought for the trip it was sold soon after and in Maurice's words "We made a small profit which at least paid for the petrol." They also got to meet Rod Stewart who turned



up at the same hotel in Gstaad in a Ferrari. Worthy of a drink at a future Yorkshire Centre event to hear the whole story. Another purchase was a 1936 Park Ward 3 1/2 litre which was owned by an old boy who was repairing one of their clocks. As you can see, it needed more than a little fettling. I rather liked the look of his 1963 Split Screen Corvette Stingray. Maurice bought it at an auction at Shepshed, it having just been imported from Indiana. A very quick car apparently, but according to Maurice it wouldn't

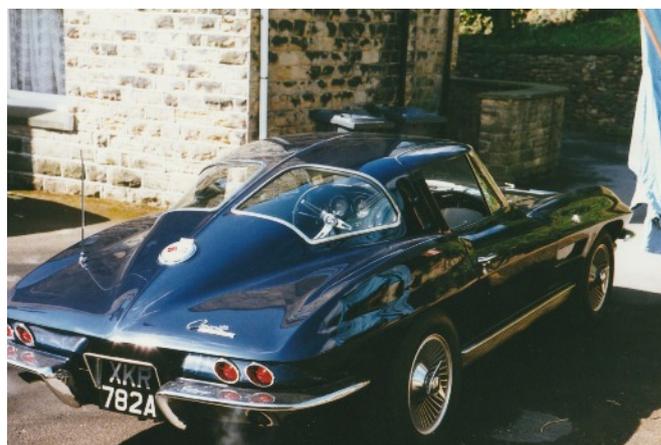
go round corners or stop very well. The car eventually ended up with Jools Holland who sold it only a few months ago. Numerous Va-Va-Vroom Ferraris have passed through the Oracle's hands and an abiding memory is the occasion of taking the Dino back to the factory in Marenello for his 60th birthday.



*The Dino at the Ferrari factory (left) and at Reims Circuit*



*Lotus S130*



*Maurice's Corvette Stingray*



*Bentley Continental*

I usually ask people at this point, what would be their dream car, money being no object, but is there any point I wonder after this little lot. Silly me, the Oracle's ultimate choice car is a Ferrari 250 SWB which once belonged to Richard Colton. He used to chat with Richard at various race meetings and when he died, the car sold at Duxford for £6.6 million plus commission with proceeds going to the RNLI.



*The dream car*

Ah, Le Mans. This holds a very special place in Maurice's DNA. He has been to every Classic except the first one. The real one, 25 times, including 20 times with his son John and every time, except his first, with Bill Lievesley. In the old days, he tells me, they camped on Maison Blanche in groups of four to approaching 30 at its peak and it was a miracle that everybody survived. Hmm, must have been hair-raising, I say, because that's exactly what Bill and Dave

Bright said in their recollections. Nowadays, the Dentons still go to the Classic but stay in relative comfort at the Arbor Hotel which is still on the side of the Mulsanne Straight.

UWB 97L, a Morgan 4/4 (green of course) was ordered in November 1971 with a supposedly nine month delivery date, eventually being picked up from Bowman & Acock in Malvern on the 16th March 1973. It seems Maurice negotiated a 5% discount that amounted to £74.92p. Road tax was £25 and extras included wire wheels for £57.50, leather seats £55, seat belts £9.50, anti-freeze £1, door handles £3.50, and finally, number plates costing £4.50. Surprise, surprise, before the Morgan it was a second-hand MGB Roadster that he first wanted. He had taken his dad to see it who counted the faults and said "For a bit more money you could buy a new one." "But dad," said Maurice, "for the price of a new MG you could buy one of these," (a Morgan). To which dad replied, "It looks like a bloody army jeep!" Today, 46 years later, it is still proudly parked in the garage so let's get back to the story. The run from Malvern up to Sheffield with the no passenger seat belt fitted, a hairline crack in the windscreen and



paint flaking off the rubber wing beading was not without drama - all problems sorted eventually by Maurice, his local garage and the Factory. I think all Morgan owners can identify with that story. It was used as an everyday car for the first three years of its life, the rigours of Sheffield roads, salt and winter motoring conditions eventually taking its toll. The car was used regularly for holidays and of course, runs and events organised by the newly formed Yorkshire Centre. In 1986, it underwent a much needed rebuild and was fitted with a Lotus twin cam engine that has been in the car ever

since. For me, the endearing aspect of this car's history is that it was used to pick up Pam and Maurice's newly-born children, John and Claire, from the hospital, much to the amazement of the nurses. Continuing the tradition, 30 odd years later Lily, the grandchild was also picked up in the Morgan. Taken not that many years later here's a photo of Lily in her own green Morgan. The 4/4 has also been used on countless family holidays and went twice to the South of France, both times covering 1,000 miles in one go with camping gear and two kids in the back.

After the 4/4 Maurice was keen to give a Plus 8 a go and put his order in which then was quoted two and a half years delivery but turned out to be five and a half. He took delivery in September 1979, did 2000 miles and swapped it twenty months later (plus £1800) for a red Dino. Still in the seventies, he wanted a Plus 4 Flat Rad and ended up buying NKX 518, a 1950 4/4 which used to belong to Father Richard, a





monk at Ampleforth College. We featured the photo of Father Richard in last year's Autumn Newsletter who had said at the time "My only regret on joining the Monastery was saying goodbye to my beloved Morgan." A Plus Four became available the next year, which he rebuilt just in time to take down to the 75 Years of Morgan in 1984. Pam took daughter Claire in the 4/4 and Maurice went with their son John in the Plus 4. There was also an opportunity for them to meet the Plus 8 that had been sold previously.

I was sent some wonderful photographs but this one (below), in my view, is rather special and like all Maurice's photos there is a story to tell. As you can see, it is signed by Peter Morgan, possibly a year or two before he died. The occasion was the anniversary of the Plus 8 at Prescott and after completing the hill climb and purchasing their memento photo they noticed Peter coming towards them. "What an opportunity," says Maurice, and after asking him to sign it, Peter looked up and said "You have come an awfully long way to this event, thank you." As Maurice reminisces, he couldn't get over the fact that Peter Morgan was thanking him and it re-enforced just what a genuinely splendid chap he was.



*The three Morgans at the 75th anniversary meeting*



As Maurice reminisces, he couldn't get over the fact that Peter Morgan was thanking him and it re-enforced just what a genuinely splendid chap he was.

Ring, Ring ... the Dentons are now in Andorra and I try to keep the questions short. "Any memorable holiday memories in the Green Goddess?" I ask, and I almost wished I hadn't! Three Morgans going through the Channel Tunnel on their way to Le Mans 24 hrs (where else) with five gallons of Avgas aviation fuel, a gallon of Castrol R and camping gas canisters to boot. Maurice and son John in the 4/4, Bill and Steve Lant in the Plus 8 and Jan Bulinski and Len

Foster in "Choc Ices". No idea why aviation fuel was needed or in my Morgan ignorance, about Choc Ices, so this was never going to be a short call! As Maurice explains, Choc Ices is the famous Plus 4 from the early sixties and it ran on a mixture of petrol and avgas which Jan obtained from the local airfield near York. Jan turned up in his Morgan, tightly strapped into a full-blown racing harness, the passenger seat consisting only of a loosely fitting seat with no belts at all. Arriving at the tunnel, the usual questions were asked about inflammable liquids and they all just smiled politely and replied 'mais non, monsieur!' By the time the trio

got to Le Mans, Choc Ices, having guzzled all of the Avgas and running on French fuel, expired in Arnage. They got the car running again and even went round the Circuit before being escorted off by the marshals. Choc Ices limped sadly home at a slower pace than usual, finally coming to rest in Sheffield where Jan left the car with Maurice to get a few running repairs done before collecting it and taking it back to York. Poor Len Foster, complaining of earache on the trip, visited the doctor when he got home. After an examination and taking a swab out of his ear, what did they discover but engine oil! Me thinks they all got off extremely lightly because as Maurice points out and gleefully chuckles when he tells me, "We could all have been blown up, the tunnel included at the start!"

It was Pam who suggested they should buy a newer Morgan for their longer trips when she saw the Le Mans anniversary Plus 8, but it wasn't until 2011 at the Newmarket Mog event when Maurice cornered Melyvn Rutter who told him the Roadster would be fitted with the 3.7 Mustang engine. This was the deciding factor (!) the car was ordered and arrived in September 2012. There are now 30,000 miles on the clock and the car has given them few problems.



Ring, ring, the Dentons are now back in France staying at the Hotel de France between Tours and you've guessed it, Le Mans! Still as enthusiastic about Morgans and putting the miles in as he was back in March 1973 when the Green Goddess arrived. Maurice will probably hate me calling the car that as he does not give his cars names. He estimates around another 1,000 miles on the clock and the weather could have been kinder but it's another Morgan memory and the Paradors in Spain were lovely. It was Dave Bright who christened Maurice The Oracle and as one of his long standing pals I'm letting him sum up their long-standing friendship in his own words:

*"Hmm, Maurice Denton, where to begin this character ~~assassination~~ assessment. Firstly, you have to compliment Pam who has been attempting to keep him in check for years. Although failing and suffering close to hypothermia when he insists on driving without hood and side screens in all weathers. WHAT A GAL! Not many know this but Maurice is a member of the "Red Wine Drinking Magic Circle". He can and often has, managed to get numerous Morgan owners drunk using the self-replenishing bottle, so be warned. Everyone observes his seemingly boundless enthusiasm which never appears to waver, and I've 'only' known him for 32 years. During this time it's always been a joy to be in his ever jovial company and long may it continue."*

Finally, to conclude (after the most exhaustive interview yet) the Dentons of this world are an endangered species; it's a pity we can't stick a grade 1 listed plaque on them - they don't make 'em like Maurice anymore!

Sheila

## Visit to Allerton Waste Recovery Park



Our November YUMMS to the Blue Bell Inn at Arkendale was preceded by a tour of North Yorkshire's Waste Recovery plant, just off the A1 near Knaresborough. The plant, opened in 2018, is the most up-to-date facility in the UK and deals with all the general, 'black bin' waste collected in North Yorkshire, which previously was dumped in the adjacent land-fill site.

After coffee in the visitor centre and a presentation on the workings of the plant, we donned our day-glo vests and headed off to the site. The first thing that hits you is the smell - of over-ripe dustbin. Up the stairs and onto the viewing gallery, and we saw some of the 1.5 km of conveyer belts that take the waste to various sorting machines. These sift out steel and aluminium cans as well as plastic waste for recycling. Organic waste, eg kitchen scraps are also separated out and sent to a huge 'anaerobic digester' for about 25 days where it is all thoroughly composted, producing methane, which is then used to produce electricity.



We were amused to see several potatoes desparately trying to avoid this fate - they kept rolling back down the conveyer. No doubt they eventually met their doom! Our guide, Kimberley, told us of some of the unusual things that come through; mattresses, clothes, shoes, footballs, rubble and even dead

animals. John Clayton (who else?) quipped that dead cats do make an excellent source of electricity, which did not amuse the cat lovers amongst us!



*Reclaimed metal cans ready to be recycled*

All the non-recyclable stuff and the solid waste from the digester are then burnt in two furnaces. These operate at about 1,000 deg C to minimise obnoxious gasses, and produce superheated steam which power an on-site turbine and generator. This produces enough power for the needs of a town of the size of Harrogate, as well as the electricity to power the plant. The waste gasses, steam and CO2, are continuously monitored for pollutants and if acceptable limits are exceeded, the furnaces would be shut down.

overlooking the loading bunker were two operate the cranes. This brought out the inner child in us as we all wanted to have a go at operating the grabs, like at the fun fairs when we were young, where you would pay 6d into a machine and try to grab a prize! These claws take about a dust-cart load - about 5 tonnes - in one grab and dump it into the feeding chute to one of the furnaces.

Our next stop on the tour was to see the grabs that load the furnaces. In the control room chairs, each equipped with two joy-sticks that



After the visit, we went to the Blue Bell at Arkendale, a short drive away, where we were joined by others who weren't able to go on the tour, for an excellent lunch.



Security at the site was a bit tight; signing in and out; no cameras, phones, computers etc allowed. The pictures above were kindly supplied by Amey, who run the plant on behalf of the North Yorkshire and York City councils, so thanks to them for the photos and NYCC for allowing us to use them!

And thank you, Lorna, for organising it so well!

*Francis*

# Editors' Newsletter Awards - 2019

## BEST ARTICLES OF 2019

Firstly, thank you to everyone who sent us some great articles for the Newsletter during 2018. We have been through this year's articles and in some ways we have been spoilt for choice – it was always going to be difficult to choose, as they're all eminently readable and enjoyable in their own idiosyncratic way. The three winners will be announced at the AGM in January. (But at present, on a cold, wet and miserable day in December, we're struggling to agree and pick the winners from the shortlist.) What we can tell you however, is that the wine is absolutely delicious – having tried a bottle out (at our own expense - it's a hard life being the editors sometimes!).

Here are the articles that have made it to our short list with winners being announced at the next AGM in January:

In the spring edition, Stephen and Catherine Reynolds went on a trip to the end of the world – Patagonia. Okay, on a bike and not in a Morgan but what an interesting trip and the accompanying photos were great. Totally different, we also had "Battery in the boot" by Keith Jackson. In the summer issue, the (very) keen Greens gave us three; (!) a report on the "Twisted" visit, the Spring Gambol up and down Dale, and Drive it Day at the Oil Can Café. However, there's strong competition with a very professional article on the "Morgans at Harewood" by Ross Amesbury and a delightful piece by Viv Edwards on the Montlhery Classic Revival. In the autumn edition, the "Victory Run at Mog 19" sent in by the Greens had us chuckling away reading their experience as first (and last??) timers at the Concours. Also amusing was the Clayton's piece on the "Bladder Run" as was "Phones and Cars and Trains" otherwise known as the visit to "Donorail" by the Edwards. Finally, Gliding at Wolds Gliding Club by Richard and Margaret Davis. Everyone is in with a chance but it's so hard to choose...!

## BEST PHOTOS OF 2019

These are the photos that caught the Editors' attention:

1. Ken Grinrod's shot that we used on the newsletter's front cover in spring "Welcome to Italy"
2. Carl Aveyard's Morgan parked at the Manor Club after the Nuts off Run
3. Ken Grindrod's photo of the Morgans at Castle Howard
4. Ross Amesbury's Hill Climb photos
5. Sue Franklin's Plus 8 on the Buttertubs Pass
6. Ken Grinrod's photo of his Morgan on the Splugen Pass.



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## Raven Hall Christmas Party - 2019

20<sup>th</sup> - 21<sup>st</sup> December

As in every December for over twenty-five years now, the Yorkshire Centre Christmas Party took place at Raven Hall, at Ravenscar on Yorkshire's east coast. Many of us drove up on the Friday afternoon in the pouring rain - the Morgans staying tucked up at home. After a pleasant evening and an excellent breakfast, a good number turned out for the traditional walk up to Robin Hoods Bay for lunch at Ye Dolphin. We had been joined by several members who had driven up in the morning - and as the weather had brightened up considerably, several had arrived in style. We counted four (or was it five?) Morgans in the car park that evening.



Unfortunately, due the high tide, we couldn't take the cliff/beach path through Boggle Hole, so we had to use the ex-railway line track both going and coming back, which at least kept our boots relatively clean.

The fun part of the day starts in the evening, when fifty of us arrive in the bar in all sorts of weird and wonderful costumes before progressing to the dining room for our 'festive fare', with party hats, streamers etc.



After the turkey (or salmon), puddings and coffee, the highlight of the evening starts with the prizegiving. Jan somehow conjures up various categories whereby nearly everyone gets an award. And then off to the disco for the energetic, dancing until midnight to the golden oldies. And so to bed, then a full English breakfast, goodbyes and the drive back home.

Many thanks to Jan once again for a wonderful do.

Francis

### *The Prize Winners - Theme: All that Glistens...*



*Best Homemade Costume -  
Francis & Sheila Elvins -  
King & Queen of Diamonds*



*Most Awkward to Wear - Bill  
Lievesley & Wendy Parsons -  
Christmas Crackers*



*Best use of Sequins -  
Derek & Marion Bacon  
- Golden Iron Pyrites*



*Best themed couple- David  
& Carol Wood - Sugar  
Plum Fairy & Christmas  
Tree*



Best Group - Andrew Hirst, Sarah Wilson, Geoff & Di Johnston - Iron, Pie, Rye, Tees

Best Tradesmen - Joint winners: Tony & Sue Franklin as French Polishers, and John & Mal Forrest as Posh Cleaners



Best Morgan Interpretation - Steve & Jackie Coulson - Pearly King & Queen of Morgan



Most authentic - Tony Baker - National dress of Myanmar



Most literary - John & Sheila Mackenzie - The Handmaid's Tale



Best Haloes - Alan & Sue Swales - Christmas Fairies



Most Use of Silver - Patrick & Lynda Boucher - Saturday Night at the Palladium



Best Film Related - Steve Bright - Goldfinger



Most Optimistic - Stuart & Jean Kellett - Gold Prospectors



Most literal - Carl & Lisa Aveyard - 'Knot - Gold' (Geddit? All that glistens...)



Best Christmas Jumper - George Hewins