

A photograph of a red classic car driving on a paved road. The car's hood and front grille are visible in the foreground, with a white dashed line on the road ahead. The background features a large green tree on the left, a stone wall on the right, and a clear blue sky with light clouds.

**MSCC Yorkshire  
Centre  
Newsletter  
Winter 2020**

## Editorial

Hello, dear readers and welcome to your winter edition of your Yorkshire newsletter. It rounds off the year that has been like no other and hopefully will never be again. This issue is very much a cornucopia of Morganness. If you're feeling in the mood for "even more" tinkering on the Morgan then have a look at page 9 where Mike Green extols the advantages of fitting front suspension dampers and where apparently wincing every time you go over a pothole may be a thing of the past .... Or, have a look at page 11 where Andy Lucas shares his good fortune in finding a supplier who made bags for his very nice and very new Morgan Plus Four. And like the Schweppes advert ... sshh, it's NOT by you know who! So impressed were we at editor's HQ, a bag for the Plus 8's side screens is on order from this recommended supplier as we go to press - so many thanks Andy - that's one Christmas present sorted. With motoring travel plans curtailed, you might like to turn to page 5 and read of David Haigh's recent trip to Scotland for his Scottish Sojourn. As well as a few other "Great Escapes". When you look at Richard and Sandi Cole's photos of their jaunt out on the Dales you're very glad that we live in such a glorious county; also take a look at Sue Franklin's photo on page 21 titled "Let us out" and that pretty well sums up this year. We would have loved it for the front cover, but unfortunately the landscape format doesn't translate well at all to portrait format. Worth bearing in mind when you send us photos. There's a very generous offer of free Morgan dashboards from Rod Bentley on page 12 and, thanks to Carl Aveyard, we revisit Yorkshire Centre's Coast to Coast run that took place in 1999. Take a look on page 14, was your Morgan one of the 35 parked on Scarborough North Bay? This year unfortunately we can't personally award the prizes for the best articles and photo as the AGM is cancelled. However, all is revealed on page 19 and the worthy winners will be receiving their gift vouchers in the post in the next day or so after your newsletter has pinged into their inboxes. Finally, we welcome Jeremy Wilson, our new Vice Centre Secretary into the fold - all the lowdown is on page 15.

Front cover photo honours go to Russ and Ange Sayers for the pretty view over Barbara's bonnet.

A very special thank you to all our advertisers, readers and contributors for your support this year. Happy Christmas everyone.

Francis and Sheila

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## John's Jottings



Annus Horribilis is perhaps the only description for the past year and if you're like Mal and me you'll be glad to see the back of it. Fortunately with the rollout of the vaccine we can start to look forward to a bit of Morgan fellowship. However wearing my realistic hat I suspect sadly we won't see much in the way of lifting of restrictions for larger gatherings before spring.

From my previous updates etc. you will now be aware that our AGM will be somewhat different this year being conducted digitally.

We have drawn up a provisional programme for next year, which in the main for those of you who like to forward plan, is very much as this year's would have been, with YUMMS, visits and our regular events, etc. being within a day or so of where they were before, plus a selection of scenic runs planned for around the end of July, August and September. Also 2021 is the 25th anniversary of Russ Sayers Spring Gambol so at the end of April, Russ and Jan are planning to make it into a bit of a weekend event for us. As we were denied our AGM lunch at the Manor Golf Club, I thought it would be nice idea for us to get together on a Sunday in May at the Manor to have the AGM lunch that wasn't. So hopefully a couple of extra things to look forward to.

Because of the uncertainty of what we will be allowed to do during the early part of next year, it was decided rather than produce a programme which could well be changed, we would wait until the end of February/beginning of March before we issue what would then be hopefully a realistic programme.

Again our thanks must go to Francis and Sheila our Newsletter editors for their sterling work in magicking up not four but five Yorkshire Centre Newsletters (perhaps magazine would be a more appropriate title) to keep us informed and entertained. However, as good as they are they couldn't have done it without the many excellent articles and pictures sent in by members. One or two of whom have been justly rewarded for their contributions, however more of that in the Editor's Awards. Many thanks go to all of those of you who contributed over the year and please do keep sending in articles etc. to our Editors and with a bit of luck there will also be next year lots of events to report on as well.

Following the flourish of new members in the early part of the year and summer, the past few months have been equally busy with 13 new members joining us, so a warm Yorkshire Centre welcome to: Frazer Summer & Margaret Knight, Malcolm & Will Smith, Adrian & Joanne Ashworth, Steve & Anne Kettleby, Graham Horsman, Peter & Elaine Howarth and Tony & Charlene Pearson. We look forward to meeting you all in better times during next year.

Fortunately the Government had the good sense to lift the restrictions for Christmas so that we can enjoy time with at least some of our closer families but sadly not everyone. We are planning, all being well, to spend a couple of days with ours which will be a nice treat over Christmas.

Mal and I wish you the very best of Christmases and here's to a healthy, safe, brighter and better 2021.

In the meantime, through the darker days of winter, do keep in touch with each other as best you can.

Stay safe and TaTa for now!

*John and Mal*



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## Scottish Sojourn

By David Haigh



*David's Plus 4 on the Isle of Mull*

Following a North Coast 500 tour with Linmog a couple of years ago and being blown away by the scenic beauty of the highlands and in particular the western coast of Scotland, I had been planning a return trip for some time. We were very lucky on that particular journey because these things have to be booked well in advance but the Caledonian weather gods had been kind to the touring Sassenachs and we enjoyed a beautiful sunny week.

This of course is not always the weather norm and as often as not it will be cloudy and wet north of the border, not entirely conducive to pleasant Morganeering. With that in mind, I decided to bide my time and wait for a suitable weather and work window when planning a highland return.

Also, apart from a brief inland foray across the the Skye bridge, I had not had the opportunity to visit the Scottish Isles, so that had to be corrected, with the first target being the Isle of Mull.

Summer slipped away and Mull was in danger of being abandoned like so many other holidays this year but a mid September Indian summer window opened, so I booked the hotels and greased the Plus Four in readiness for a highland fling.

Now my wife Tanya, still has negative childhood memories of dull overcast Scottish holidays spent in a damp cottage or fending off the dreaded midges. She remains to be persuaded of a revisit to explore the highland charms in an open top car and anyway, she had work commitments so my good pal, Derek, stepped up to the running board and off we went up the A1!

With a turn at Scotch Corner, we headed along the A66 with stops at Barnard Castle and lunch break at Penrith before heading northwards onto the M6 and crossing the border into Dumfries and Galloway.

This part of Scotland is also on the 'to do list' and I look forward to exploring the coastal lanes hopefully next year, but for now an overnight stay in the City of Dumfries with its fine Victorian architecture and stroll along the magnificent river will have to suffice.

An early start and onwards and upwards North by Northwest up through the urban sprawl of Glasgow, another city I have neglected to visit and so this will be a city break stopover via the return journey.

Soon, the prospect of green Scottish scenery beckons as we cross the Clyde over the Erskine Bridge and head east towards the pleasant seaside town of Helensburgh for a back stretching stroll.

The last time we visited Helensburgh, a group of photographers were pointing their zoom lenses towards the loch. I thought they might have been twitchers, perhaps chasing the sighting of a Lesser Spotted Haggis Finch or something, but no they were Paparazzi trying to capture an image of visitors to Roman Abramovich's yacht anchored just off shore.

But today there are no birds or boats visible as a solid bank of fog envelops the loch.



*Mist over Gareloch*

As we leave Helensburgh and the fog bank behind, we stop for photos across Gareloch just past the Fasslane nuclear base with the adjacent colourful peace camp protest banners and painted vehicles. Apparently, the camp has been occupied continuously since 1982.

The weather is splendid and the scenery stunning with the sun glinting off the waves as we speed along the shore roads of Loch Long and Loch Fyne heading to Inverary with a stop to see the beautiful castle and gardens.

Inverary castle is the Ancestral home to the Duke of Argyle, chief of the Clan Campbell. The fairytale-

like castle was built in gothic revival style during the 1740's and is a major west coast attraction. Morgans would look great lined up outside for a photo!

Next, up past Lochs Awe and Etive for our overnight stay in the busy seaside town of Oban, the gateway to the Isles and Scotland's seafood centre.

Tourists stroll along the promenade in a perfect horse shoe shaped bay by the Firth of Lorn enjoying the unseasonable September sunshine.

There is a distillery in the centre of town for those who wish to enjoy a a tour followed by a wee dram.

Above us overlooking the town, I see McCaig's tower, the prominent granite circle, a landmark folly built in 1897 which is illuminated at night time.

An early start for the Mull Ferry to Craignure and a Saturday full-day tour of this beautiful island begins with a journey to the southern tip of Mull and the idea of squeezing in another island visit, time permitting.

Most of Mull has a single track road with many well marked passing places and the temptation to admire the vistas has to be balanced with anticipation of the occasional oncoming car interspaced with miles of glorious, mainly empty roads. With the sun shining and roof down with splendid mountains and lochs in all directions, touring with a Morgan doesn't get much better than this.



*Typical scenery of Mull*

Parking at the southern tip of Mull, we take the passenger ferry to Iona for an exterior-only visit to the Abbey and pretty seaside village. Iona is a small island a mile off Mull and a spiritual retreat for many hundreds of years. Founded in the 6th Century, the Abbey graveyard is said to be the burial place of many early Scottish and Norse kings.

Returning to Mull we take the windy and scenically rewarding coastal road north to pretty Tobermory with its picture-perfect multi-coloured houses for an overnight stay. Built as a fishing village in the 18th century on

the Sound of Mull, legend has it that the wreck of a Spanish galleon laden with gold lies somewhere in the mud at the bottom of Tobermory Bay. The ship was a member of the defeated Spanish Armada fleeing the English fleet in 1588. While anchored in Tobermory to take on provisions, an explosion occurred which sank the ship although its true identity, and cargo, are in dispute.

We say farewell to Tobermory, but with a late afternoon ferry booked, we have ample time to further explore the remaining roads of this charming island. Another overnight in balmy Oban followed by a highland drive south where a city break is in order after 'roamin the gloamin'.

Glasgow time - the third most populous city in the UK. We walk from the hotel by the gleaming Hydro and Armadillo venues, along the Clyde and up into the centre of the imposing capital. Here, the grand Victorian buildings meet with the modern steel and glass towers of the financial district. We explore George Square and the surrounding streets, in striking contrast to the scenic highlands but well worth a visit for city lovers.

The sun has started to fade as the more familiar Glaswegian cloud cover sets in with the prospect of drizzle but no complaints, it has been an excellent week.

Next day, a return to England and God's own, but with plans afoot for a revisit in 2021 when I shall again begin to track the Caledonian forecast for that all important Morgan friendly weather window!

*David Haigh*

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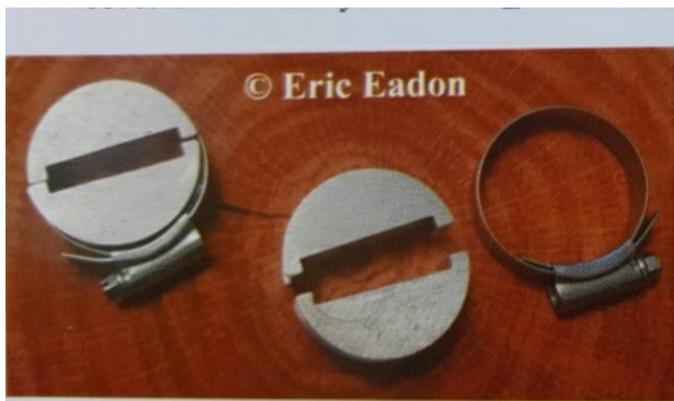
## Front Suspension Dampers – A Simple and Easy Solution

By Michael Green

If you're the owner or custodian of a three wheeler or four wheeled Morgan manufactured between 1909 and 2019, then this may be of interest to you. If you are one of those people who wince every time you drive your car along a road pitted with potholes or speed humps and dreads the resulting hard metallic bang as the front suspension rebound springs crash against their upper casting, then help may be at hand.

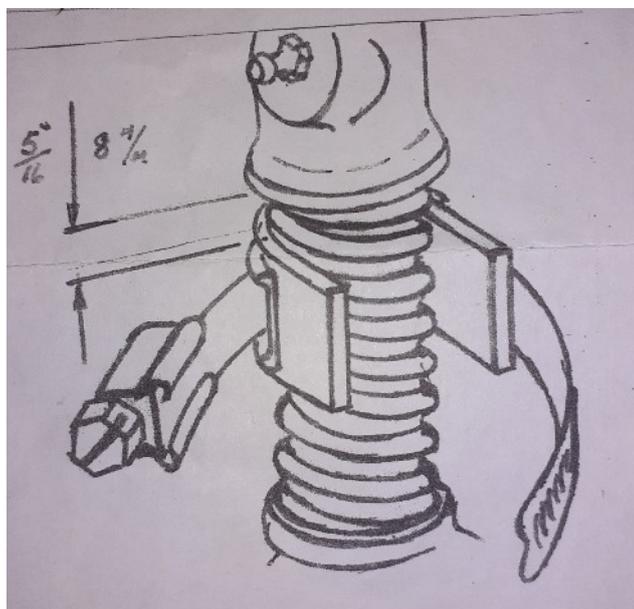
My brother is the owner and regular user of a 1948 F4 Three wheeler. Recently he fitted a pair of simple but effective suspension dampers to his car, assuring me that they really do make a difference, and suggested that I might wish to try the same on our 2018 4/4 to evaluate and note any improvement.

A friend and long-time fellow 3 wheeler enthusiast and engineering wizard and designer, Eric Eadon of the Rotherham area of South Yorkshire, had looked at the problem of bottoming rebound springs, and designed and manufactured the dampers.



Simply described, each damper comprises of 4 easily fitted parts. The first is a strip of rubber type material, the others being 2 crescent shaped, machined aluminium 'collars' and finally a stainless steel 'jubilee clip'. **\*\*NOTE\*\* this picture shows REAR dampers.**

They are easily fitted around the upper part of the front rebound springs and tightened in place. The jubilee clip holds the 2 aluminium 'crescents' around the rubber strip, which is held against the spring. Once tightened in place, with the top of it approx.  $5/16$ " or 8mm. they grip the spring and damp the upper extremity of their movement, thereby preventing the heavy, metallic 'bang'.



**Semi exploded view of damper in position**

Eric supplied me with a pair, together with simple, easy to follow instructions, and I'd fitted them both within half an hour, the most difficult part was to remove the surplus amounts of grease that had collected around the lower part of the suspension. Who was it that said 'you can't have too much grease on the king-pin assembly'?

Because of a combination of the effects of Coronavirus restrictions on movements, coupled with the fact we were having the house re-roofed and the scaffolders had blocked the

driveway in front of the garage, we were unable to immediately test drive 'Isa', our 4/4 to see whether the dampers were as effective on the 4 wheeled cars as on the 3 wheelers.

Eventually we were 'out of lock-down' (or was it 'lock-in)? and able to give the car a run.

The first trip was of around 200 miles from West Yorkshire into Lincolnshire, via a combination of side roads, town roads, A Roads, motorways and country lanes. The improvement to the front suspension was noticeable from the outset. Defects in the road surface that had previously caused the heavy metallic banging as they bottomed were quietened and markedly smoothed out. Minor undulations were almost totally eliminated and my front seat passenger reported a noticeable improvement and more comfortable ride all round.



### Views of the dampers in place, fitted to our 4/4

Having been suitably impressed with the dampers, I informed Eric of the results of the 'test drive' and he said that he will gladly make and supply sets of dampers for anyone interested. He has also designed and made a set of similar styled ones for the rear springs as fitted to 3 wheelers. The first photograph in this article shows the damper for the rear springs. The dampers for the front springs are similar, the difference being in the shape of the aluminium collars, being crescent shaped, rather than half-moon. When restrictions on meetings are lifted, he'll have a good look under our 4/4 and assess the possibility of fitting rear.

The very modest cost of £35 per pair, including post and packing is a real bargain, and to our mind, money really well spent.

Eric the wizard, is Eric Eadon, and can be contacted by e-mail at: [h\\_eadon@hotmail.com](mailto:h_eadon@hotmail.com) (the address is: **h** then *underscore* [eadon@hotmail.com](mailto:eadon@hotmail.com)) or by phone: 01709 379037

And to finish, as the fitting doesn't involve any physical modification to the car, to remove them, all that has to be done is to simply unscrew the jubilee clips and take them off.

Happy 'bump free' motoring.

*Mike Green*

## Yorkshire-made Fitted Luggage

Andy Lucas kindly sent us these details of the bags that he had made for his new Plus Four (lucky chap), which he got from a company near to where he lives:

Bags4Everything is a relatively small company located in Ossett, West Yorkshire, but as their name implies produce exactly that. I have used them for many years with bags for camping and caravanning items and in the last 10 years for luggage covers used on Morgans. I know quite a few Morgan Owners have also used their services. I saw the prize in the Miscellany photo competition was a voucher towards a set of Morgan Rear

Shelf Bags. Indeed a very nice set of bags but for a Yorkshireman a touch on the pricey side! Having recently replaced my Plus 4 with a Plus



Four and not winning the competition, I found myself in need of bespoke bags to fill the needs of holidays and everyday stowage as the New Plus Four sadly lacks storage space for virtually everything from sunglasses to wheel brace.

I drew up a design, presented the car and Bags4Everything checked my measurements (good idea) and manufactured the bags pictured to my requirements. I only supplied the Morgan Badges from MSCC. The price per bag - £35 plus £6 for the badge. Somewhat of a reduction when compared to others.

The other pictures are of individual case bags (*see next page*), made by them also, that can be removed and fitted indoors rather than on the car should the weather be inclement as it sometimes is. Once again I produced the case and they produced the bag.

Hope this maybe of interest to 'holiday makers' in the not too distant future.

Andy Lucas

Website: [Bags4Everything.co.uk](http://Bags4Everything.co.uk)

Tel: 01924 265367



*Andy's individual case covers (on his previous Plus 4)*

## Free Dashboards!

Rod and Trish Bentley are moving house, so he has available two Morgan dashboards. They came out of his two previous Morgans when he replaced each of them with a walnut dashboard.



- 1) From a 1984 4/4, overall length 44", fixing centres 42  $\frac{3}{4}$ " covered in stone coloured leather.
- 2) From a 2009 4/4, overall length 43  $\frac{1}{2}$ ", fixing centres 42", covered in black vinyl.

If anyone is doing a restoration job they could be useful or even just used as a pattern to make a new one. They are available free to a good home as he does not want anything for them, so if anyone would like them they could either collect them from where he lives near Beverley or he could post them if whoever would like them paid for the postage. His contact details are - [rod.bentley@gmail.com](mailto:rod.bentley@gmail.com) or tel 01482 872290.

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# THE COAST TO COAST RUN

The route Wainright hoped would never be done...

15TH TO 17TH OCTOBER 1999

...but the Yorkshire Centre did it!



ABOVE: 35 CARS LINED UP READY FOR THE OFF ON SCARBOROUGH NORTH BAY

BY CARL AVEYARD

**THE** long awaited Coast to Coast run finally arrived. On Friday night the car parks of the trio of fine hotels in Scarborough were soon to be seen filling up with Morgans of all vintages, colours and styles. Some arrived breathless and keen for a drink or two, others strolled in unaware of what pleasures awaited over the next two days. On this pleasant October's evening, the entire trip's contingent gathered in the Majestic Hotel's bar where Dave & Diane did the honours, advising us all to be ready at 9 a.m. the following morning down on the prom! Goody bags were handed out - routes enclosed along with the emergency rations kindly provided by John Bull.

Saturday morning, feet in the North Sea - well a few ~~mad~~ brave members tried it. The Social Committee had conveniently brought a bucket to help those not foolhardy enough to paddle in the surf. And then off we went. Thirty five cars - give or take the odd MG and Freelander (Dave Mason's engine having gone bang) - headed off westward....

**ONE** of the highlights of the whole trip was the fact that the weather was superb - especially for mid-October in the North. The run on Saturday took in the north edge of the North York Moors - through small villages and through many fords - remarkably and fortunately all dry ones! Lunch was at a pleasant pub with a green which was used as a Morgan Car Park come impromptu Car Show as bemused locals and the odd tourist were treated to the sight of over 50 Morganeers all off to lunch. Across the Dales and the windy sort of road that only gave a flavour of what was to come on Sunday in the Lakes. The evening arrived all too soon and the dinner, organised by the Social Committee was a splendid affair.

After a photo call outside the Shap Wells Hotel, Sunday was a slower if even more scenic run through the heart of the Lakes with the challenge of Hard Knot and Wrynose Passes to negotiate. After over three hours of hard driving the Irish Sea appeared and yet more feet were 'cleansed' - or at least covered in seaweed.

I'm sure I am not the only one who had a thoroughly excellent run and my heartfelt thanks to all those involved in arranging it.



## Introducing Jeremy Wilson - Our new Vice Secretary Designate



I was born in Ripon and grew up in Boroughbridge in a family Road Transport business. I attended Boroughbridge Junior School and St Aidan's in Harrogate where I met Gill who would become my wife. After leaving school I joined the family firm and took control of the International side of the business. We operated our vehicles throughout the EEC and also had a depot in Dunkirk employing a number of French nationals. Our work included the movement of Portakabins from York to France and Switzerland. This was specialized work and involved special permits and escort vehicles. I have always enjoyed travelling and after obtaining my Class 1 HGV licence I was occasionally able to experience the job first hand. In the late eighties the company was sold and I became self employed and involved in the Entertainment

Transport Industry and enjoyed many European tours with prominent Theatre and Dance companies along with Exhibition and Conference events. I was in Berlin as the Wall was being demolished and was one of the last tourists to cross into East Germany through Checkpoint Charlie. I also visited Auschwitz when we toured through Poland. I eventually returned to the UK to work in the UK and joined the Transport Development Group and became the Transport Manager for the North of England and Scotland on the ICI Paints contract at Goole. I was there for 18 years. The pension rules were changing so I decided to take early retirement and set up my own business but a number of factors resulted in me returning to TDG and I spent a couple of years in Cheshire and a couple of years as an Operations Manager in Derbyshire before returning to Yorkshire where I joined my brother's company and now drive a 44 tonne truck around the UK and I love it!

My love of Morgans began as a teenager and I joined the MSCC in 1973. In 1977 I ordered a silver +8 but the waiting times were quite long and I received confirmation that the car was going into build in 1983 just two weeks before I married Gillian. Not very good timing and it was a difficult decision but the car went onto the back burner. However, I did order a +4 a few years later only for that to coincide with my European Touring experiences. But in 2002 I finally purchased a 2000 4/4 with just 1400 miles on the clock. We had many happy times with this car and undertook many continental holidays from Spain and Portugal to Norway visiting the North Cape for the first time in 2004. Many members from the Yorkshire Centre expressed a desire to visit Norway so for 2 years I planned another visit and in 2008 18 Morgans and one Mercedes embarked on a trip to the North Cape. We enjoyed three weeks of sunshine, incredible scenery and good company. I purchased a new +4 in 2010 but my personal life was going through a difficult patch and unfortunately Gill and I split up but she remains my closest and dearest friend. I sold my +4.

Over the years I have attended many MOG events and joined trips abroad. I still have all my copies of Miscellany from the 1970's to date but the difficulty is where to keep them! My study is a Morgan shrine.

I am looking forward to taking on the role of Vice Secretary and will be purchasing another car and able to participate in future events.

*Jeremy*

## New Plus Fours for the Lucas Brothers

No, not shooting breeches, but Morgan Plus Fours! Andy Lucas (on right, below) and his brother Nigel with their wives Pauline and Jean, pose outside the Oakmere showroom with their brand new pride-and-joys.



It all started when they both visited the Northwich dealer in early June for a test drive. They were both hooked and signed on the bottom line that same day. One of the ladies was heard to say, "It's like sitting in a proper car!"



In early August they went down to Malvern to check on progress. The two cars have consecutive chassis numbers and so were built alongside each other. The grey wings in the photo were spotted in the paint shop and are destined for Andy's car.

And in early September, they took delivery of them, and are now waiting for warmer (and hopefully Covid-free) weather to enjoy them.

Apparently, trips are already planned to the Stelvio Pass in Italy and the Pyrenees.

We wish them both many happy motoring miles for years to come!



*Andy and Pauline come face to face with their new wheels for the first time, in Oakmere's showroom*





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TA-DAH ! ... These are not just any old awards these are the ...

## The Yorkshire Centre Newsletter Awards, 2020

I know, I know, nothing quite beats a good old English Sunday lunch sipping whatever takes your fancy in convivial surroundings with your fellow Morgan pals, as Yorkshire Centre dishes out its awards at the AGM. Morgan social occasions eh, hugging and kissing, parties (remember them?). But it is what it is and we still think the worthy articles sent to newsletter HQ deserves recognition and of course, a prize. We hope you agree that the winners deserve our seal of approval, although for your editors it has been a really hard task this year as the quality has been so high. In the past, we have given prizes to the best three articles, but that was impossible this year, not helped by the fact that we put out an extra issue in late summer. So, we have four winners this year plus of course the best photo. They will all receive in the next day or two, gift vouchers - and not just any old gift vouchers, these are Marks and Spencer ones, so the winners can choose any wine of their choosing. Just one stipulation, please, please, please don't spend it on sausages! It is Christmas after all. If new members wish to read the winning articles they are all available in the archive section in the members section on Yorkshire Centre's Website. In no particular order read on ...



Our first winner is Maurice Denton whose article published in the Spring issue of this year is guaranteed to make you smile. It's a story that is over 37 years old and is as relevant today as it was then. With two small children, aged 5 and nearly two, Maurice and Pam set off on a jaunt to the Italian Grand

Prix. This is just a clip from the article where Maurice's son John, then only 5, exclaimed, "We didn't need airbags when we were little; Dad strapped us in the car 3 days before and packed around us - we weren't allowed to get out until we arrived!"

Highly commended in the spring edition was Mike Green's article "Because Life(s) must go on", a tribute to the oldest Morgan dealer in the world and "On the road again", Steve and Catherine Reynold's account of their amazing road trip on their bike in New Zealand.

Our second winner is Sam Macfie who wowed us with his "Iberian Odyssey"; a recollection of a trip that he and Chris took



way back in 2015. As we were all in Lockdown this was a tonic to read and deservedly scoops a prize.

Highly commended was a good technical article on fitting a roll bar by Russ Sayers as well as his and Ange's amusing take on Ted's adventure to Austria. Mike and Sue Green's piece caught our attention with "Isa had a dream - all about a trip that never was", as did Ken Grindrod's "Lugano revisited" with a really superb photo of his Morgan.



Our third winner is Nick Riley's article titled "A very peculiar Morgan - an update". Part of Nick's article was published in the June edition of Miscellany - it was that good. However, we got this one - an updated version that he very thoughtfully only sent to the newsletter. It's all about the trials and tribulations of his 1947 Four-4 and nobody would doze off reading it, Nick!

Our fourth winner is Rod Bentley with "My Morgan Life" that featured in our autumn edition. This was a really interesting account

of Rod's career where on several occasions it merged with the Morgan Company. Working for Rover, he had 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 engine, and on one memorable occasion he let Rod have a go round the Rover test track in one.

Highly commended was Mike Green's "Morgans and Morganning". The Greens, subsequently have struck up a friendship with various new Morgan members that live in the Greens' area and who had bought Morgans during lockdown. They're not called the "Keen Greens" for nothing! Plus we also liked his take on a virtual noggin and Yumms article. As if that wasn't enough, Mike and Sue topped it all off with an article on the Yorkshire weekend that took place in early September. He even managed to get a 430 mile trip out of it (lucky lad).



And in this issue we have David Haigh's "Scottish Sojourn", also highly commended, which you can read on page 5 and which has a lovely photo of his Morgan in Mull.

Finally, we come to the best photo slot. We have decided to not to continue with the best photo prize for next year and here's the reason why. Simply speaking it's usually the same people who send us the photos just on their own and from all the great articles we have received, especially this year, we're finding it too difficult to choose the best photo from all

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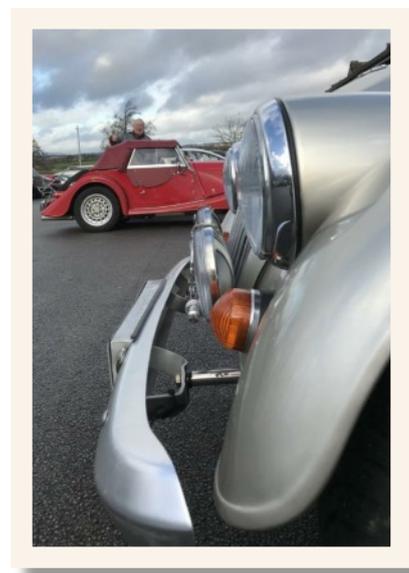
of them. The quality is so good and we try and use the best ones for the front cover - but photography is so subjective and we've spent ages deciding it should be this one, no this one, oh, but what about this one ....



*LET US OUT!*

The winner of the best photo is Sue Franklin. Great shot that sort of says it all and sadly we couldn't use it on the front cover for this edition (that damn portrait/landscape malarkey again). Well done Sue.

Of course there have been other photos worth a mention, and a second look (more or less chronologically):



*Front Covers always deserve a good picture, and we liked 2020's first two: Carl Aveyard's at the AGM, and Jan Lawson's 'Arnie' after a good wash and polish.*





Ken Grindrod is always a reliable source of photographs and here is one of his Plus 4 in the Alps near the Swiss-Italian border from our early summer issue, and one of the descent (steeper than it looks) at Winnat's Pass, near Castleton in the Derbyshire Peak District



Being suckers for mountains and lakes, we have to include Rod Bentley's shot of Muckle Flugga in Shetland., shown in our autumn edition



*...And some more recent photos*



*Richard and Sandi Cole enjoyed a couple of sunny days in October, first a drive through the Yorkshire Dales...*



*...and then another drive over the Yorkshire Moors before Lockdown 2 came into effect*



*Happy Christmas!*