

# MORGAN MUSINGS

Winter 2022



This newsletter is circulated to all paid up members of the Yorkshire Centre of the Morgan Sports Car Club. All content is provided by members and reflects their personal experiences and views.

We are grateful for the support of our advertisers and hope that our members will support their businesses.

## Jeremy's jottings

As we approach the end of the year the weather has deteriorated and as I write this it is very foggy. Many of you will have taken your Morgan off the road for winter. We can celebrate the Christmas Season and look forward to a better year in 2023. This year has been interesting to say the least! Covid restrictions curtailed our activities for several months and the war in Ukraine has affected all our lives and our thoughts and prayers are with everyone who is suffering because of this futile invasion. The increased costs of fuel, food and energy have impacted our daily lives but a Morgan does make life so much more agreeable.

The death of Queen Elizabeth 11 on September 8<sup>th</sup> was something of a shock but her reign has been a beacon for us all. Many of us will not have known another Monarch and we now wish King Charles 111 a successful future.

I wish to take this opportunity to congratulate Jan Lawson on her election to the Review Sub Committee and also for all the hard work and effort she has put in over the last year to ensure 'Morgan Musings' has been produced. Jan took on the role of the Newsletter Editor after Sheila and Francis retired but it was on the understanding that it was only a temporary arrangement so we are in need of someone to take over the reins. Please contact myself if you are interested. My thanks also to all the contributors who have sent in so many interesting articles which have made it such enjoyable reading.

2023 is the 50<sup>th</sup> Anniversary year of the Yorkshire Centre and our celebration weekend is coming together and I am sure it will be a wonderful event. If you haven't yet booked, please contact Jan with your interest. If you have any photographs or interesting articles for the last 10 years then we would like to hear from you. We already have many other events planned for next year and a pre view is featured in this issue. We still need more please so put your thinking hats on and give me a call.

When I took on this position, I was not aware of just how much work was involved but I have very much enjoyed the contact and camaraderie within the club and am looking forward to continuing as Centre Secretary next year.

Gillian and I would like to wish you all a very Merry Christmas and a Happy New Year.

*Happy Morganeering*

*Jeremy*

*Centre Secretary, MSCC Yorkshire*

**IMPORTANT** Please add my email [mscopyorkshire@gmail.com](mailto:mscopyorkshire@gmail.com) to your safe senders list to ensure you don't miss news of events or club updates



## MSCC Yorkshire will be 50 years old in 2023

Come and join our celebrations at Burn Hall Hotel, Huby, near York 21<sup>st</sup> to 23<sup>rd</sup> April 2023

Booking is now open for Yorkshire Centre members – Past & Present. If you don't already have a booking form then please email [jan.lawson@ianmail.co.uk](mailto:jan.lawson@ianmail.co.uk) to request one.

The costs are - £310 for couple for 2 nights or £430 for 3 nights plus £30 event fee to include Dinner, B&B on all nights, admission to Birds of Prey centre and display, Saturday party night with disco & dancing and an exclusive 50<sup>th</sup> anniversary souvenir goody bag.

Single occupancy will be £225 for 2 nights or £305 for 3 nights plus the £30 event fee.



Please return your booking form and deposit cheque to Jan Lawson asap to secure your places. All bookings are amendable up to 90 days before the event.





# Event report- G for George Day at Brighton

Saturday the 16th July saw us attending The Real Aeroplane Company's G for George Day, which had been kindly set up for us by Rod Bentley.

The day was essentially their Wings and Wheels event which we've attended for a good number of years. However, this year it was a bit of an anniversary commemorating 80 years since Lancaster G for George was based at Brighton - more of which later.

The day was a real scorcher with plenty going on, with displays from The Selby and District Motor Club, one of whose members displayed his Three-Wheeler Aero along with our twelve plus Morgans, some MG cars and a display from a World War two re-enactment group. Of course, not forgetting the display of numerous classic and vintage aircraft many of which were flying and displaying, plus there were three classic aero engines being run with much noise at various times through the day. One highlight of the day, it had been arranged that around lunch time all the classic cars would do a parade lap down the taxiway on front of the flight sheds, much potential for a bit of overheating but all went well. However, the biggy was the fly through and circuit of Brighton by the RAF BBMF Lancaster on its way to display at RIAT at Fairford in Gloucestershire. A heart-warming sight and sound for anyone with a sole, four Merlins all on song - glorious.

Why G for George? AR-G was a Mk1 Avro Lancaster built in 1942 and initially based at Brighton with 460 squadron of the RAAF from where she flew some 34 missions before the squadron transferred to Binbrook in 1943, where she flew a further 55 missions before being taken off charge in 1944. G for George was always considered a very lucky aeroplane and rightly so when you consider she flew nearly 90 missions without loss of any of her crew when the average mission rate for a bomber during the war was around 20. However, this was not the end for G for George as she was flown to Australia in 1944 to help promote the Australian Saving Movement. But, again for lucky G for George this was not to be the end of the story and in 1955 it was realised what a significant artefact she was and was saved from the scrap man and restored, and now resides in the Australian War Memorial Museum as the main centre piece of their Anzac Hall.

Again, many thanks to Rod Bentley for arranging a superb day. – John Forrest











# 2020 -A GOOD YEAR TO BUY A CAR .....



## **First Day Drive to Wales**

The June Test Drive and Ordering was over , the August Factory Visit and sighting our vehicles in build was over. The 5<sup>th</sup> September was upon us as my brother Nigel and I accompanied by our “Bosses” headed from our respective homes to rendezvous in Northwich at Oakmere to meet our new charges.

Two hot off the line Plus Fours, mine in Palladium Silver and Nigel’s in Bentley Velvet Red.

The Accessories List is a sight to be seen, with prices to make you shiver! I had decided on ‘ 5 Standard Rims’, Nigel for ‘5 Wires’ , he went for extra cabin leather with embroidered headrests whereas I went for upgraded carpets and contrast stitching for the seats. Needless to say, the “Starting From “is a very low figure compared to the “On the Road” final price. It’s certainly not difficult to increase that “starting From “ price by 6 or 7 thousand pounds and that’s without been silly, as I assured Pauline! But if you have had previous experience of the Morgan Marque, then you know that you ‘Need’ certain extras to arrive at the bespoke vehicle you require.

So, having taken delivery and lost all the VAT at the turn of the wheels, are we still Smitten?

You have no doubt read all the reviews, seen the videos, I have and I must admit to being 'over the moon' with the car. To me it's what every driver and especially passenger wishes their Morgan to be, Smooth Ride, sits confidently on the road and has more than sufficient power to satisfy the majority. (Can be driven as a pussy cat with a passenger!). as Pauline said 30 seconds into the Test Drive – "It's a Car!". It is and one you want to drive all the time!

BUT and here it is!

We both had small Snag Lists at the 1000 mile mark, virtually all the items on those lists were Factory originated but were there: -

### **Wing Mirrors**

\_Upon dispatch from Malvern the mirrors are retracted for delivery but the grub screw is overtightened and this scores the stem – see photos. New Mirrors Fitted



Damaged stem on Andys



Damaged stem on Nigels

### **Front Hood Rail Seal**

We left Oakmere with hoods down and euphoric, failing to notice that the hood seal on my car was adrift and folded over from the first hood up operation pre delivery. Solved by regluing.





Distorted Roof seal on Andys car

Sharp swarf on underside of handbrake grip around the securing grub screw, Both Cars. Filed Smooth.

### **Paintwork**

On Nigel's car there were 6 small patches of 'dulled' paint scattered around the body that had obviously been missed on Final Inspection Malvern. These spots were corrected by Oakmere.

Driving in the rain, water droplets blow up into the cab between the door and sidescreens.

### **It's a Morgan for sure!**

Owners fix with self-adhesive foam tape.

The above minor faults were common to both vehicles, apart from the paintwork blemishes, so would surmise others could be the same.

Upon delivery you are handed a nice zipped leather bag containing an aerosol can for puncture repair, a copper hammer and a centre nut flogging spanner, but no jack. We both received exactly the same bags and content – Nigel has 5 – Wires, I have 5 Alloys.

So I asked what was I supposed to do with the content of my bag with an immediate request that the reply be practical and polite! I was given a wheel brace supplied by Oakmere in exchange for the mallet and spanner and kept the Aerosol. We have since bought our own scissor jacks.

This brings us to the car in practice:-

My previous 2 Morgans have had Performance seats, no choice this time even with such a substantial Specification List! It wasn't long before Pauline commented that these seats are not as comfortable, I unfortunately had to agree, they are ok – but!

There is a definite lack of storage for 'bits' - previously we had door pockets – not here as the doors are much thicker, pockets are not an option. Shorter footwells provide no space to fit a Foot Locker. The rear shelf is deeper but narrower with a vertical rear panel as opposed to the sloping one of before, no lifting base to hide tools, First Aid kit etc.

There are 4 speakers, 2 in the doors and 2 in the vertical rear panel with a void space between the speakers, maybe the Mk 2 model could have a cubbyhole with sliding door fitted into this available space. We do have a cubbyhole with cargo net in the dash but even this is smaller than the Plus 4. So to provide the much needed safe stowage we have had bags made for the rear shelf and small roll bags the sit on the floor directly in front of the seats and fasten to the seat adjuster rail. All courtesy of Bags4everything.



Rear Shelf Travel/ Overnight Bags





Roll Bags for seat front



The Heater supplies two adjustable nozzles fitted into the centre console with a dashboard switch to select the two footwell nozzles. Good but the fan is not as powerful as before. The great part is the demist capability with the A/C facility. We are all very aware of the cab 'steaming up' on the damp days that we get! Even the heated windscreen takes its time, but with the A/C on with heat and demisting of the cab is efficient and much quicker. Still waiting for that really too hot day to put the roof up and test the A/C for real!

Under the Bonnet :-

Very little space remaining available to 'pop' items away, all the usual hiding spots are no longer there. Previously I had the Triangle snugly fitted behind the centre bonnet stop. Guess what – no bonnet stop! The only bonus point we could find was a pre cut hole in the chassis below the battery that with a touch of Morgan Owners Practicality was made into a Battery Charger Point. A magnetic plug/ socket, inline fuse holder from Ebay and our first addition! ( Idea courtesy of Bentley Motors)



Magnetic Charger Socket



Charger Plug

The Lockdowns have provided plenty of opportunity to disappear into the garage and quietly tinker and ponder where to put things!

#### Luggage Rack :-

Is, of course, a slightly different design. When Morgan said at the launch of the Plus Four the only 'carried over' parts were the bonnet clips they weren't kidding! The spare wheel sits in a shallower recess, therefore the cases sit higher or further away from the bodywork. This also removes the hidden storage below the spare wheel found in the 4 that was useful for jack, hammer etc. You do get two very cool high level brake lights fitted into the lower rear roof rail, but just as previous with cases on the rack, the high lights are obscured. This is easily overcome on the former models by splicing into the brake light wiring, fitting a waterproof plug and mobile brake light to fit on the cases. Most owners have devised their own take on this to alleviate the problem. Guess what – on the Four the high lights are obscured in just the same way but the solution is not as simple as the Plus Four runs a Canbus electrical system which does not take kindly to adding or subtracting any load to the monitored original system. We think we may have a solution by breaking into the high light wiring, fitting a plug and having a mobile case light of the same characteristics as the hood high lights, then swap over plugs as required. To date this is work in progress, but with extra helpings of Lockdown it will be a time -filler.

#### Radio

Not on the Accessories List but there is Bluetooth available. (Grandchildren suggested for correct operation) I'm afraid I quite enjoy meandering along country lanes and listening to my music (if my memory serves me correctly) as it's a pleasant alternative to Tinnitus!



So, Bluetooth it was, to link to phone and play music, news or whatever. But wait, Echo Auto, if you see me in the future and think I am shouting at my passenger – I'm not its ALEXA!

There are some nice additions: - One Touch Motorway Indicators, Automatic Headlights, Driving Lights, Digital speedometer, Ambient Temperature, Footwell illumination, Lights left on, Seatbelt Alarm!!! Central Locking? Not forgetting the only FOC accessory – SUN VISORS

The above are some of our personal views and findings of the Plus Four.

Doesn't look too good does it!

Have we made a very expensive mistake – NO

Are we still completely smitten – YES

Are these confusing statements -- NO

### **REMEMBER “ IT'S A MORGAN Sir”**

Between us Nigel and I have been custodians of 7 Morgan Cars. 4 of them Plus 4s, a 3.7 ltr Roadster and now these 2 - Plus Fours. We both agree wholeheartedly that this model takes over the mantle of **BEST ALL ROUNDER** even after all the above. We are comparing it to its predecessor and maybe that is being unfair to both models, as the PLUS FOUR is a New Car and maybe we should start over with a Clean Sheet. Either way it is one heck of a car.

*Andy, Pauline, Nigel and Jean Lucas*

# Bacon & Brakes by Chris Saxby



So, a 600-mile round trip for a coffee and a bacon butty. Seems crazy but that's what I did at the start of August. Throughout the summer months in the wilds of Fife is a gathering on the first Sunday of the month called Bacon and Brakes. This is based at the Rhynd Cafe fairly near to what was RAF Leuchars. Both the coffee and breakfasts are highly recommended. It is a gathering of all genres of vehicles from bikes to cars and even the odd Sinclair C5! It's a very relaxed day with plenty of time to have a chat with fellow petrol heads of all varieties.

Having a good friend in Perth provides me with a bed for the night before attending the meet. We managed 3 Morgans that day, a 4/4, Plus 4 Sport and my own Plus 4. I even managed to come away with the long-distance award! (Pictured Above)

A quick chat with the owner of the venue Ed Foster (you might recognise the name from Goodwood Revival TV Programmes) and then I headed back on my 300-mile return journey. Like I said, a long way to go for a coffee and a bacon butty.

I've since been back for the October meeting, although not an official Bacon and Brakes event, still a good turnout of vehicles with the cafe being open to keep us all well fed and watered. Unfortunately, they don't offer a suspension greasing service so that has become a more regular event too!







## “Behind the Wheel” with Sally Bradley



### **What are you driving?**

I have a 2015 +4 which is called Pearl

### **Is this your first Morgan?**

Yes, but not the first one I have driven. I had a test drive at the factory about 10 years ago in a +8 and then we hired a +4 for a day.

### **How long have you had it and why did you choose a Morgan?**

We purchased the car from Allon White's on 29th May this year. Morgan cars are different and not conventional which suits me perfectly well. It is also a 2 seater so we can enjoy our independence!

### **Have you had any other sports cars and if yes how did they compare?**

I had a Smart Roadster Coupe from 2005 to 2022 and I really enjoyed this car. It was great fun but nothing like the Morgan.

**You have recently joined the Yorkshire Centre. We are pleased to welcome you. What are you looking for as a member?**

This is a mutual hobby. My husband, Keith, and I have different interests but the Morgan is something we can enjoy together. We have been made very by the members of the Yorkshire Centre. The club is a great source of information and anecdotes. We haven't been to a YUMMS yet but looking forward to meeting more members. We have booked for some of the future events.

**What has been your most memorable Morgan moment so far?**

Well. As every Morgan knows the suspension is not very forgiving and so far, Keith and I agree that 'Speed Bumps' have been memorable. Also, we like the joy these cars give to other people and the sound of the exhaust is exhilarating.

**What 3 words sum up your Morgan experience?**

Makes me smile.





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We carry out servicing on all makes and models, big and small. Discount on Morgan MOTs on production of current MSCC Membership card (£30.00)

## My first Morgan experience by Steve Waudby

I always wanted a Morgan when I retired, but when I realised how much they cost I decided to buy one now whilst I was still working and could afford it. I opted for a 2016, 2-seater 4/4 with 21,500 miles on the clock - It's true, I fell for the look rather than the power and handling, but with a top limitation speed of 55 mph this will do fine! This was my first Morgan and I don't think I've ever been so enamoured with a car in my life. It must be infatuation as I still love the car even though the rear suspension constantly hits the bump stops, the oil pump and rear diff leak oil all over the place and the engine miss-fires! Well, this year I decided to do something about it. First job was to fix the oil leaks, coolant leaks and dodgy exhaust hangers. For this I took the car to Wolds View garage in Pocklington who did a sterling job.



My next job was to replace the Everflex black hood, which had a nasty split above the driver's position where it had been scissored by the frame when it was closed by the previous owner! I admit that I was surprised to find a free slot with Allon White Motors in Bedfordshire who even provided a courtesy car. It wasn't until I was driving down the M1 for 3 hours in the salt spray in the middle of January, that I realised the error of my ways (silly boy Pike!). I chose a nice bright red Mohair covering with matching side panels, red leather interior side panels and sun visors. What a difference that made - I love it.





My co-pilot Val and I attended the Mogfest at Beamish this year where the car very nearly drowned in the heavy showers. Shortly after this the car started misfiring, so we changed the HT leads and plugs but it still coughed and spluttered. Wolds View garage came to the rescue again and super mechanic James scratch-built a new low voltage wiring loom with better connectors, which has resolved the issue.

Just the suspension to fix. For this I took the car to Ledgerwood Morgan who replaced the rear suspension with anti-tramp leaf springs and adjustable shock absorbers, the front springs were replaced with an SSL kit. What a difference to the ride and handling!



The previous owner had lowered the car at the rear by having thick spacers between the leaf springs and the rear axle. This also had the effect of reducing the clearance between the drive shaft and the drive shaft tunnel. Not only did we get a kick in the backside every time the car bottomed out, but the drive shaft felt like it was trying to punch itself up between the seats!





The car feels totally different now and I can't wait to take it out again, just in time for Winter - Doh!! My thanks to the wonderful team at Ledgerwood for allowing me to have a good nosey whilst the car was up on the ramps and for some great hints and tips about driving a wooden soap box! - who knew that you get a much smoother ride by reducing the tyre pressure from 32 to 20 psi! Needless to say, we're living the dream and looking forward to a tour or two in Europe next year with a group of like-minded wanderers; can't decide on Bavaria or Portugal though - any suggestions?







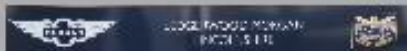




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**2019 ROADSTER**  
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**2010 ROADSTER 3.0 litre**  
 Ocean Blue, Bobbin Blue Leather  
 42,147 miles £41,950



**2000 PLUS 8**  
 Connaught Green, Blue Leather  
 47,506 miles £37,950



**2021 PLUS SIX**  
 Aragon Silver, Mulberry Leather  
 7,112 miles £79,950



### THE BRILLIANT NEW MORGAN SUPER 3



Our 2022 model is finished in a most stunning Opie Orange paintwork with a contrasting black leather interior.

With delivery mileage only and yet to be registered, it could be a Christmas present to yourself or a loved one.

Please telephone to discuss purchasing options with Neil.



**2021 PLUS FOUR**  
 Ivory, Mulberry Leather  
 728 miles £69,950

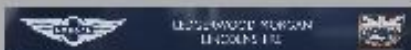
MOG plate by negotiation



**2022 PLUS FOUR**  
 Dark Red Metallic, Black Leather  
 Unregistered £79,450



**2022 PLUS FOUR**  
 Aeromax Grey Metallic, Tan Leather  
 Unregistered £74,950



**2009 ROADSTER**  
 Sport Red, Tusk Leather  
 15,664 miles £42,950



**2010 4/4**  
 Sport Green, Saddle Brown Leather  
 25,396 miles £34,950



**2014 ROADSTER with SSL Suspension**  
 Sport Black, Terracotta Leather  
 12,423 miles £44,950

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# Buy, Sell, Swop

Unblemished Workshop Manual for Series One two and plus four - Ex Sheffield Library £25 including postage Contact Peter Klensberg 07890 160754

Morgan 4/4 Panhard Rod £90.



Morgan Wire wheel Centre nuts +Thor 2 Copper/Hide Hammer and Spanner £80



4 point seat belt Hanger Bar £50



All as new Contact Stuart Kellett - mobile 07510 696018 Email [sjkmog@gmail.com](mailto:sjkmog@gmail.com)

If any Yorkshire member has any item, they would like to include in this section please email Jan and we will include it in the next edition at no charge- now there's a Yorkshire bargain!

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Peter Davidson, previously of MacDonald Racing Lanchester and Beamish Morgan Stanley, is pleased to announce that he has now set up his own venture in Framwellgate Moor, Durham.

With over 20 years experience working on Morgans you will be guaranteed of a job well done at a competitive price.

Annual service  
from ONLY £220

## Regalia

At present we have a stock of car badges – both Yorkshire Centre and Ey Up versions as per the front cover of this newsletter.

Plus, some Yorkshire lapel badges, a few Headbands and a small stock of mugs.

We have a new stock of neck tubes arriving very soon featuring the Yorkshire centre badge on a choice of Navy, Maroon or Black backgrounds. Polo shirts are available to order in Mens and Ladies sizes and in a wide range of colours. Please ask for further information.

Jan has all items and can either post or bring to an event as preferred.

We would like your feedback on other items you would like us to produce so please email any ideas to Jan – [jan.lawson@janmail.co.uk](mailto:jan.lawson@janmail.co.uk)



# The Car Barn – a profile

Nestled in the beautiful Durham countryside not too far from the world famous Beamish Museum is a car lovers paradise. The Car Barn offers for sale all makes of sports, classic or prestige vehicles and very much worth a visit.

I visited during the summer and had the pleasure of chatting with the Sales Manager Jonathon Webb.

## **Please tell me how and when the business started?**

The building was originally a farm shop but the change of use was 10 years ago although the owner has been involved with Aston Martin for over 40 years. I started working here over a year ago after sending an e mail enquiring if there was a situation vacant. I have been in the motor trade for 20 years and have sold a variety of makes including Alfa Romeo, Maserati and Skoda but during the recent Covid pandemic I was made redundant. Luck was on my side and I was invited for an interview and here I am and loving it very much.

## **What services do you offer?**

Other than sales we have a fully equipped workshop and able to service all makes, MOT's, repairs and can arrange a variety of upholstery requirements.

## **How many staff and what are their roles?**

I am the Sales Manager and deal with all sales enquiries and we have three qualified Technicians and an Apprentice.

## **You sell a variety of exotic cars. Which are the most popular?**

The Lotus' sell well and we usually have a good stock but interesting cars always attract buyers and we try to have a varied stock. We usually have a Morgan or two but anything from old classics to modern Ferrari, Mercedes and Jaguar.

## **Do you sell anywhere?**

We advertise in Classic and Sports Car magazine and on the Internet and have sold an Aerial Atom to France and a 1950 Mercedes Pagoda to Australia. Whatever a client needs we will do our best to accommodate.

## **Who are your customers?**

Well, Morgan buyers tend to be older but it is difficult to identify potential customers and there is no set type. Mainly our customers are male and not too many females but there are

some who are knowledgeable and interesting buyers. We are not involved in any Motorsport and do not get involved in sponsorship but we do have a Car Barn Drivers Club and have a monthly meet usually on the 1<sup>st</sup> Thursday of the month. Everyone is welcome just subscribe to our mailing list. We do try to have some themed events which are very popular.

### **Used cars have held their prices recently. Do you think this will continue?**

It is difficult to predict the future but classic car prices have dropped slightly and there are always fluctuations so we are confident and have no particular concerns.

### **How do you see the future then?**

Obviously modern car manufacturers are moving to Electric but there may also be a place for hydrogen vehicles, however, the cars we offer will always attract the more discerning drivers. We are always striving to offer our clients the best quality vehicles and our showroom showcases a wide variety of makes and models.

Thank you very much Jonathan. It has been a pleasure to chat with you and to look at the cars you have available.

## Cartoon corner







Sports, Prestige  
& Classic Specialists



## ROADSTER 3.7 V6

The Car Barn are pleased to offer this Roadster 3.7 V6, finished in Grey with Biscuit Yardwood leather interior. We have never had a higher specification car for sale, it has almost every optional extra on it including X5 polished wire wheels, Mohair hood pack with tonneau cover, paint protection film and heated performance seats. The full list can be viewed on our website. To drive, the extra power of the roadster really changes the character of the car, and makes a great noise to boot!

CAR OF THE MONTH

£65,950

Scan below to view more sports, prestige and classic vehicles.



## Thinking of selling your sports, prestige or classic vehicle?

Call our sales manager **Jonathon Webb** on **07442 897 760** or email [jonathon@carbarn.co.uk](mailto:jonathon@carbarn.co.uk) for a no obligation discussion. We would love to hear from you to discuss your vehicle.

### PLUS 4 CX MANUAL

£67,950



In Audi Nogaro Blue with Black Pebble leather interior this Plus 4 is the latest CX platformed car with the 2.0 BMW Turbo engine. Many optional extras fitted. 1562 miles.

### 2011 4/4

£32,950



Finished in Cornaught Green with a Tan leather interior. Low mileage 4/4, only 18,208 miles. The timing belt and water pump were replaced by Car Barn in 2021. Large history file.

### 2003 PLUS 8 LE MANS 62

£52,950



Car No.12 of just 40 Plus 8 Le Mans 62 built in RHD, one owner from new with only 7633 miles, simply stunning car in time warp condition. Very rare.

### 1961 PLUS 4 SUPERSPORT LHD

£119,950



Competition prepared 175bhp Factory Lawrence tuned Supersport LHD in its original delivery colour scheme of Broken White with Red leather interior with matching numbers.

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# Ravenhall Christmas Party

66 people came to this years Christmas do at Ravenscar on the north east coast between Scarborough and Whitby. One couple even came in a Morgan. Friday was an informal supper with lots of catching up with friends old and new. Saturday was cold but bright so 20+ intrepid souls undertook the cliff top and beach walk to Robin Hoods Bay. The icy conditions made the path treacherous in places but everybody made it safely to lunch. I am especially grateful to Stuart Kellet who kindly lent me one of his walking poles. Definitely something to put on the packing list for next time.

Lunch was in the orangery at the Victoria hotel with glorious views across the bay and very convenient car parking opposite for the nob-walkers. Suitably sustained around a dozen walked back on the old railway lines – equally icy in places but successfully navigated.

Then the all-important dressing up for the Saturday night party. This year the theme was Bloomin Marvellous and some fantastic costumes were on display and there were many prize winners including: -

Best Couple – Malcolm & Gaynor Downs as Bill & Ben flowerpot men

Most Unwearable – Patrick & Carol Seward as race horse and jockey

Most original – Tony & Sue Franklin – purveyors of some rather special compost

Best TV theme – John & Sheila Mackenzie as Wallace & Grommit

Best oriental – David & Judith Pawley with their “Blue Ming “ Vase

Best Group – Fellmog who were auctioning a special “Blue Ming” vase

Most Humourous – John & Julia Freeland in giant pink bloomers

Most authentic – Donmog group in genuine flower power garb

Most alternative – Heather Parr – extremely pregnant and in Bloomin Health

There were many other excellent costumes, too many to list; A prize was also given to Paul & Liz Pickburn as the smartest couple not in fancy dress. Very elegant they looked too.

After the hilarity of the prizes we retired to the medieval barn for candlelit disco and dancing until midnight – well nearly .. the last ones ran out of stamina at 11.45pm leaving the DJ rather lonely. But it was a fun evening with excellent service from the hotel staff throughout.











# Coming up in 2023

## JANUARY

15<sup>th</sup> Nuts Off Run and AGM

## FEBRUARY

16<sup>th</sup> YUMMS

## MARCH

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## APRIL

2<sup>nd</sup> Spring Gambol

5<sup>th</sup> Sound & Leisure Leeds visit & YUMMS

6<sup>th</sup> – 11<sup>th</sup> Dutch Bulb Trip

21<sup>st</sup> – 23<sup>rd</sup> 50<sup>th</sup> Anniversary Weekend

26<sup>th</sup> YUMMS

## MAY

18<sup>th</sup> YUMMS

28<sup>th</sup> Wassand Hall Vintage Car Show

## JUNE

11<sup>th</sup> – 13<sup>th</sup> Llangollen Break

18<sup>th</sup> Mouse MOG picnic & Gymkhana

## JULY

6<sup>th</sup> Pocklington Gliding Club Evening

8<sup>th</sup> Brighton Wings & Wheels

16<sup>th</sup> Scenic Drive and Picnic at Kiplin Hall

## AUGUST

6<sup>th</sup> Bull Run to Sewerby Hall

13<sup>th</sup> Polo

20<sup>th</sup> Scenic Drive

## SEPTEMBER

13<sup>th</sup> YUMMS

20<sup>th</sup> YUMMS

## OCTOBER

?

## NOVEMBER

4<sup>th</sup> National Coal Mining Museum

## DECEMBER

8<sup>th</sup> & 9<sup>th</sup> Ravenhall Christmas Party – Theme TBA

# CENTRE CONTACTS

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## Next time

*The next edition of the Newsletter will be in the spring before our big anniversary weekend so we need your reports and articles to make it another bumper issue. I had hoped for a few lines re the very successful visit to Drax power station this Autumn so if you were there it's not too late. Please email your contributions to [jan.lawson@janmail.co.uk](mailto:jan.lawson@janmail.co.uk).*

