



THE MORGANISER

Wessex Centre Newsletter

Autumn 2026

As Summer comes to a close and we look forward to the cooler Autumn days, this issue of the Morganiser predominantly looks back over the gloriously hot, dry Summer, and the wide range of events that have occurred in the Wessex Centre.

This 33 page issue has some lovely reports from Wessex members including Morgan trips both in the UK and abroad. And of course regular events such as Colin & Irene's famous picnic and the Fish & Chip Run to West Bay. A big thank you to those members who have taken the time and effort to organise events for the benefit of fellow members - we are always open to new venues and ideas please. And to those who have submitted reports, and pictures, to me of the wide ranging events throughout the year.

We also have a couple of technical articles - Charlie Beedon's recommendation for a body repair shop, and update 5 of Mike Smith's three-wheeler restoration.

We would also like to welcome two new members to the Wessex Centre - Nigel Short and David Rawlings. More details on page 33.

And I have introduced a new section on page 32 titled 'Surplus to Requirements or For Sale' - if you have any Morgan related items you wish to sell, or offer for free (a donation to club funds is always welcome), please let me know what the item is and preferably include a picture.

And don't forget to put a couple of dates in your diary - the Wessex Centre 45th Anniversary Lunch on Sunday 1st November at Hornsbury Mill and the Christmas Lunch at The Lordleaze Hotel on Thursday 10th December.

One final thing - after a number of years on the committee in different positions, Rob & Jane Pring have decided to step down from their joint roles of Events Co-ordinators at the next AGM. We therefore need one or more volunteers please.

Last but not least, the sad passing of Andrew Godwin-Davis in June. Andrew didn't attend that many events in his lovely red Plus 4 four seater, but when he did we had great conversations with him and Sarah.

Les Morton - Editor

My email address is morganiser.editor@gmail.com

The next issue of the Morganiser will be Winter - copy date Tuesday December 22nd

A polite reminder

There have been some instances where members have departed social meal events and have inadvertently forgotten to pay for their desserts and coffees.

Would you please ensure you have fully settled your bills before leaving.

Also at noggins we traditionally hold a raffle to raise funds for the Wessex Centre. Can you remember, from time to time, to bring the donation of a prize please. Anything that would be a suitable for members who generously buy raffle tickets at the noggins.

Scenic Run followed by Lunch at the Lime Kiln Inn, Knowle. Monday 10th June



Well here we are all lined up for our Le Mans start but after having a drivers meeting decided just to settle ourselves into our cockpits. We agreed most of us would still be trying to get in under our hoods for most of the afternoon and would miss the lunch!

John issued us all with starting times to avoid holding up traffic. We set off in showery rain from the Sherborne football car park and soon found ourselves travelling down some narrow Dorset country lanes. I'm glad the weather was not good enough for the farmers to harvest their crops. If we had met a harvesting unit coming towards us I think we would have all ended up back at our starting point as there were few passing places.

Eventually we reached the A303 for a straight run to the Lime Kiln. As soon as we got out on the road the heavens opened, I think paddles at one stage would have been useful.

We eventually reached our lunchtime destination where a section of the car park was allocated for us. Nice and flat and on grass. They had not experienced much



rain in the Langport area so the ground was quite stable.

We were seated on 2 long tables in the dining room and after a bit of a wait were served our meals. I'm sure everybody would agree with me that the food was very good.

Thank you John for organising a good lunchtime run that could have been so easily spoiled by the weather.

Mike Carter

Evening Noggin at the Firehouse, Curry Rivel Thursday 25th June

Although, as ever, Graham and Hazel had worked hard organising the Firehouse Noggin in June, for no apparent reason there were only 10 attendees, and 2 of those were Richard and Christine Mutlow from LogMog. Perhaps it just coincided with the holiday period before the children break up from school?

Anyway, it made for a cosy group, albeit rather warm given the heatwave. I think the heat also affected the Firehouse and we had to wait an unusually long time to be served, which was probably understandable. That said, the front of house staff were brilliant and could not do enough for us.

Overall a very enjoyable evening, thank you Graham and Hazel.

John Adams

Six Amigos and Their Morgans Go To The Mountains of Europe

11th to 23rd June



This trip was a long time in the planning. Firstly we had to decide when everyone could go, then decide where we were going, how we were going to get there and then, where we wanted to visit and to stay. We decided that we wanted to do a circular tour of Northern Spain taking in the fabulous Picos Mountains but also having a look at what the coastal areas had to offer in the way of sandy beaches and seafood restaurants with views!



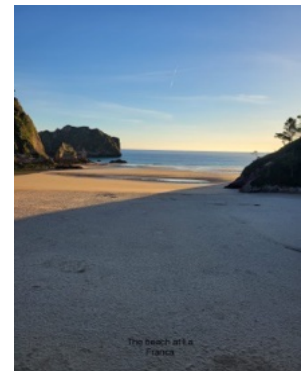
If you haven't been to this part of Spain before, this region of Northern Spain consists of Cantabria and Asturias. The Picos de Europa (Mountains of Europe) named because these peaks were the first sight of Europe that the sailors had after crossing the Atlantic) is in Asturias. The area of the Picos National Park is actually smaller than Exmoor at 250 sq. miles

against Exmoor at 267 sq. Miles, although considerably more spectacular. There was really only one way to get there without a long drive down through France and that was using the Brittany Ferries to Santander. We chose to depart from Plymouth but you can also depart from Portsmouth to Bilbao.

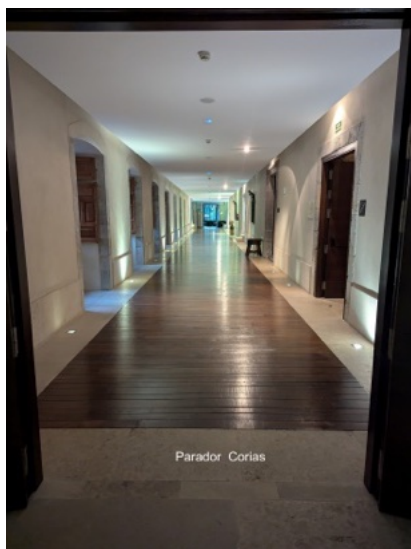
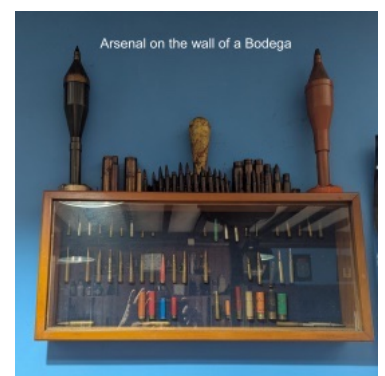
It is an overnight crossing but the ship is large and very comfortable, with a very good and reasonable cafeteria, as well as a fine dining restaurant. There is evening entertainment and

the opportunity to look out for whales and dolphins. We didn't see any whales but lots of dolphins as we approached Santander.

After a calm and enjoyable crossing we met up before leaving the ferry port to start for our first overnight stop at the Mirador hotel, La Franca, the hotel is sat just above a stunning triangular shaped beach with white sand, surrounded by rocks. Whilst we were there we ate at the nearby beach bar where they were serving superb sardines and gambas .



The next day we travelled inland, bypassing the large town of Oviedo and still staying within the Asturias, but taking the very scenic AS15 to Cangas del Narcea. We stopped for coffee on the way at a very traditional Bodega and were reminded, by the deadly arsenal of weapons hung on the wall, of the ongoing Northern Spanish conflict.



Our hotel The Parador Corias, Cangas de Narcea was just outside of the town and was superb. A huge building, originally a Benedictine monastery, with massive corridors and rooms. The whole building surrounds two central courtyards and also houses a museum showing archaeological remains in the basement, next to the free underground car park. There was a tour available from the hotel management which was fascinating.

We all took a trip to a little village in the mountains called Besullo famous for its collection of traditional granaries and breadbaskets (horreos and paneras).



The next day we took a scenic drive through The Parque Natural de las Fuentes del Narcea, driving a round trip along the AS213 and the AS15 back to Cangas del Narcea. Fabulous driving roads and looping into Cantabria at one point, passing through the former coal mining area that this part of Asturias is famous for.

By this time the temperature was climbing in to the 30's and we found that the coolest way to drive was "Landau Style" no

sidescreens and roof on. A removable rear window would have been good too!

A word of caution about bears!! There were notices on the road warning that bears are

around. There are supposed to be over 200 Brown Bears living there.



Rob appears to be very calm considering that Jane is missing!!

We never saw any but Rob & Jane seemed to develop an affinity for this creature, Jane was obviously out searching for one, leaving Rob unconcerned and sitting in his Morgan. Throughout the trip they never missed an opportunity to make a diversion if there was a bear-related feature to be seen, they even requested that we stay at The Hotel del Oso (Hotel of the Bear) later on!

Jean got friendly with the brown Yogi too, but later seemed to prefer the more elegant deer!



Jean getting friendly with Yogi

We also ought to point out that at this stage of our sojourn that Les & Jean considered that Pete was the only male member without a 'manbag' so was still doggedly resigned to using pockets! They felt he ought to be brought up to date with the modern world. A suitable 'manbag' in a fetching shade of black was obtained and presented to him and he later discovered the freedom liberated by not having to wear cargo trousers or a jacket.



The Manbaggers

The town of Cangas del Narcea with its Roman Bridge and vibrant local nightlife, bars & restaurants, had a very Spanish atmosphere with not many tourists.

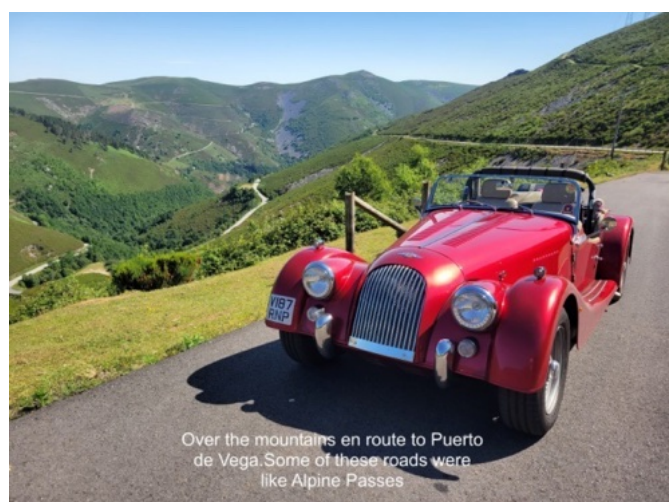
It is worth noting that Spanish customs did cause one or two issues in the evening when taking dinner. The Spanish people seem to have a long and leisurely lunch during the afternoon followed by a Siesta (the roads went very quiet during the afternoon) this meant though, that they weren't ready for dinner until late evening. Most restaurants didn't even open before 8pm, and it wasn't unusual for food to be served well after 10pm!

To us English types this seemed rather late but we didn't really manage to get around this problem until we were staying at some of the more touristy hotels (Potes was an exception to this, some of the restaurants there were serving food all day).

We realised eventually that this approach made sense because the evenings were more pleasant, much cooler but still warm enough to sit out (they are also one hour ahead of us) and it was still too hot in the early evening to sit out and eat.



Lunch in The Picos

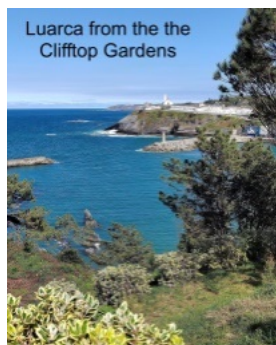


Over the mountains en route to Puerto de Vega. Some of these roads were like Alpine Passes

After Cangas del Narcea we made our way over the mountains through Pola on the AS14 through Grandas and then the AS12 through the Valle del Navia to our next destination - on the coast at Puerto de Vega.

This was a lovely route with some fantastic views. Some of the roads were almost like the Alpine passes except not quite so fierce and a lot less traffic.

Most of this route was part of The Camino de Santiago this particular part was the original Camino Primitivo starting at Oviedo and we saw lots pilgrims struggling along in groups, usually with their back packs, sometimes on the same highway as us and sometimes taking the well waymarked shortcuts through the rather mountainous countryside.



Luarca from the the Clifftop Gardens

The Pleamar Hotel at Puerto de Vega was a small boutique hotel where every room was different, ours had a nautical theme for instance. This small fishing town had one or two very good restaurants serving excellent seafood.

We explored the coastline from here, traveling up to Cabo Busto, also on a Camino de Santiago route, and the clifftop gardens les Jardines de la Fonte Baxa at Luarca, which were lovely. But we

felt, but due to lack of money, they had lost some of their former glory.



After Puerto de Vega it was time to head into the mountains again, at one point coming off the coastal plain, we ran into some very thick fog crossing over a pass on the AS260, so bad at the top in fact that Jill was calling out the corners from her phone!!



Mist in the mountains



The View From The Mirador la Capeda The Picos in the background

The Hotel Mirador la Capeda was a modern hotel with fantastic views over Cangas de Onis and the surrounding Picos mountains. We spent one very nice evening here on the terrace altogether playing UNO with the thunder rolling around the mountains.

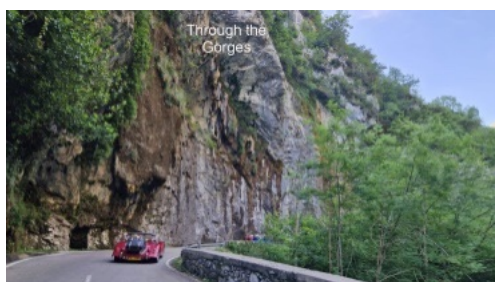
Cangas de Onis itself was a largish town famous for its beautifully preserved (Trigger's Broom?) Roman bridge.

We were close to Covadonga so all took a trip there to see the Holy Cave and the pink limestone Basilica. It was the site of a 722 battle and was the first Christian victory against the Umayyad Islamic forces occupying Spain at that time.

Covadonga though, is now a very busy tourist destination with coaches running out to see the glacial lakes. When we were there, however the tops of the Picos were shrouded in mist so we explored the coastline of Ribadesella and Llanes instead.



COVADONGA



Through the Gorges

Leaving The Mirador la Capeda we took the much publicised route, loved by bikers, through the Picos mountains on the N625 to Riano. This way took us through gorges, mountain roads and Miradors.

We stopped for lunch at Riano, by the reservoir there, and then continued on the N621 towards Potes. This road is where Rob & Jane made their diversion up an apparently

rather hazardous track in order to see another bear, even though it was only a statue! We, with Les and Jean continued further along the N621 where we came across a gang of Spanish bikers and a Swiss airline pilot who was absolutely fascinated by our Morgans. We posed next to a lovely statue of a deer much admired by Jean!!

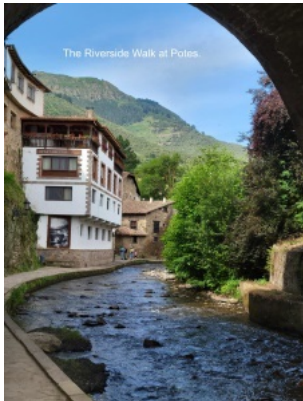


Continuing on the N621, down the mountain being closely followed by our airline pilot in his hire car, we turned left at Potes to take the 'no through road' CA 185 that ends up at Fuente De where there is a cable car to the top of the mountain. Our Hotel del Oso was at Cosgayo about halfway along this road.

A great place to stay, we were in a very comfortable annexe across the road. The hotel boasted large landscaped riverside gardens and an outdoor heated pool where Jane

demonstrated, much to our benefit, her aquarobic techniques! The food here was excellent, reasonably priced - it was one of the best hotels of our stay.

Nearby Potes is an ancient market town, very busy but with a beautiful riverside walk. Parking here was free as it was everywhere.



Leaving Cosgayo we were heading for the coast again and our last hotel.

En-route we stopped for coffee at Colombres, famous for its history of migrants returning from the Americas. Spanning the late 19th and early 20th centuries, local residents who travelled to Latin America to seek their fortunes returned home as wealthy men known as Indianos. Successful returnees built extravagant mansions featuring palm trees and ornate architecture. They also used their wealth to fund public schools, roads and healthcare. One of the houses was the Quinta

Gualalupe - it now houses the Indiano Emigration Museum.

Another note about eating out in this part of Spain. Drinks and food in the more traditional Tabernas and Bodegas was very reasonable compared to the UK. But hotels were about on a par with our country.

One thing that we never quite got our head around was the system of Raciones and Tapas (called Pintxos in this part of Spain). Tapas are small bite sized portions served whilst standing and drinking at the bar and are little or no cost (we didn't come across many of these probably because we didn't spend a lot of time standing at bars!!). Raciones, which we did come across a lot are large (very by our standards) plates comparable to a main dish and priced like a full meal but they are designed for sharing with a group. (Compartir in Spanish).



We kept making the mistake of ordering a portion each, which when it came was far too large for one person. For instance I ordered Lamb Chops on our last night and was served with a pile that would have fed at least four people.

So when you next visit Spain be aware that if the menu says Raciones expect to share the dish between everyone or at least two of you.

Our next and final stop was the Abba Comillas at Comillas, on the coast but high above the town. This was a very comfortable modern hotel and we were able to take dinner in a traditional Bodega just down the road.

Comillas is where a Gaudi designed house was built for a wealthy client - El Capricho. It was built between 1883 and 1885 as a private house, and then became a restaurant, but is now open to the public as an attraction. Decorated with sunflowers and leaves on ceramic tiles



Gaudí's El Capricho at Comillas

and featuring a minaret you can wander all around the house and it was well worth a visit.

After El Capricho we made our way to Santander to the Ferry Port. By this time Europe was suffering under the infamous Heat Dome and the temperature was climbing towards 40°C. As with most ferry ports there is no shelter in the queue after check in and to sit in the car was too hot, although there is a small café there. There is a way into the town however, through a turnstile using your boarding card (if you have enough time) and we found a small bar in the centre of town for refreshments pleasantly watching the Spanish world go by.

The Spanish border unfortunately was sticking to the EU system of face and fingerprint ID. This wouldn't be too bad if you only had to do it once, and if it worked, but we had to do it on entry and again on exit - and both times it didn't work properly, so the queues were building up in the heat. We felt

sorry for the hordes of British bikers who were suffering with all of their gear on!

The return ferry trip was on time and as usual very pleasant and relaxing and we arrived in Plymouth late afternoon to the searing temperatures of the heatwave.

In Summary.

We would like to thank our travelling companions Rob & Jane and Les & Jean for their excellent company and for all of the hard work that they put into planning this lovely trip.

All the cars performed faultlessly on the sometimes challenging driving roads. Our mileage door to door was 908 and our average MPG was 35.7. 98 octane petrol in Spain was slightly cheaper than the UK at around £1.42 per litre, helped by the temporary reduction of VAT to 10% (until 30th June 2026) and the VAT on restaurants and hotels had also been reduced to 10%. So total petrol was around £164.00

We were away for 13 nights (including 2 on the ferry) - 14 days in total. Brittany Ferries have a reduced rate if you book a package with them which must include at least one hotel. Cabins are not included in this reduction.

We paid £1317.47 for the return trip from Plymouth to Santander including inside cabins each way and 3 nights bed & breakfast at Parador Corias Cangas del Narcea. Other hotels including breakfasts came to £1092.00.

We allowed £100 per day for lunch, dinner and drinks, but probably didn't spend that much because the breakfasts were so good we didn't usually need much lunch.

So the total cost of the trip was around £3500.

Not bad for such a great time!!

Pete & Jill, Les & Jean and Rob & Jane.

MSCC 75th Anniversary Day Out - July 4th.

I'm sure you all know about the 3-day weekend celebrations in Malvern, there has been plenty mentions in Miscellany, and by now you will have probably read a full 'chapter and verse' account in Miscellany. However this report is just the experience of the three past Wessex Centre Secretaries who were invited to the celebrations for the day on Saturday July 4th.

Colin & Irene and John & Elaine chose to venture up in the days prior, whereas Les was travelling alone so went up, early, on the morning of Saturday July 4th. A two hour drive up the M5.



We had agreed to meet at a car park in Upton on Severn - for me it was the opportunity to get the hood down, remove the side screens, attach my numbered window sticker and clean off the insects from the windscreen and front of the car. Next to arrive were Colin & Irene, so the same procedure. Plus we both needed to attach the special anniversary grille placard - not easy threading the cable ties through the stone guard grille! Lastly John & Elaine arrive - side screens already off, windscreen sticker in place and radiator grille placard already attached!

We killed some time as we had been instructed not to arrive at the Morgan factory assembly point until 11am. During that time we had various individuals coming along and chatting about our cars. 10.40 arrived and it was time to head off. When we arrived at 11am some cars were already assembled into their numbered parking slots - so some rule bending already happening!



After some socialising we were asked to return to our cars, ready for the Cavalcade of Centre Secretaries. Engines fired up we had to keep to the strict numbering system. It became clear why as we drove through the inflatable MSCC arch into the

main arena - Jann Robinson was MC and announced each past Centre Secretary to the assembled crowd, which I felt warranted a wave!

Once we were all parked up together Jann handed over to Charles Morgan who gave a speech about the MMC and the birth of the 4-wheelers and in particular the Plus 4. Also referencing the newer CX models and limited editions.



We were then free to enjoy the day - the tombola and raffle, visiting the trade stands including New Elms, Williams, Oakmere, Starter Motor, Scenic Car tours, etc. It was during these wanderings we came across Terry & Babs who were booked in for the whole weekend's events.



Walking the perimeter display of cars I discovered a large contingent of Morgans from France, plus a few from Italy. At lunchtime we enjoyed a lovely free buffet along with free tea, coffee and chilled water. From 2pm themed talks were given in the showroom.



Later in the afternoon there were trophies given out for longstanding members, the concours competition and a thank you from OxMog for the money raised by the 15 centres (Wessex included) for the 'Move the Mog' model car initiative - to date just under £1000.



By about 4pm it was time to 'break camp' and head out - for me the drive back to Somerset (hood down all the way as it was quite warm by now), and back to hotels for those attending the gala dinner in the evening.

All in all a really enjoyable day out with fellow Morgan owners. I've never seen so many Morgans in one place!

Les Morton

Norman Lockyer Observatory Tuesday July 7th



After driving from Chard to Sidmouth with 7 Morgans and 1 guest Porche we arrived at the Norman Lockyer observatory and were welcomed by David Strange a volunteer guide. He gave us a talk on the history of the centre which was started in 1912. Members then proceeded to use a telescope enabling us to look at the sun, showing black spots and flames an amazing sight.

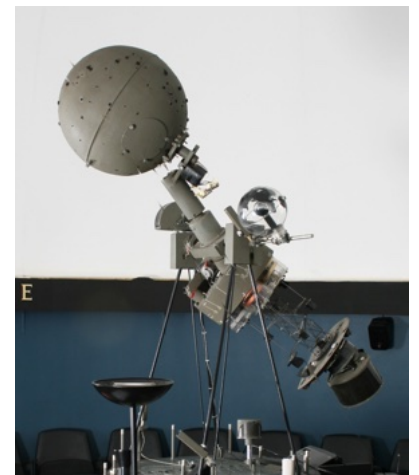


Then on to the Observatory where David pointed out all the zodiac signs and also all the notable stars in the planet using the 360 degree dome screen. After this we went to the latest 'Tech' department witnessing thunder and lightning events all around Europe. Finally we thanked David for a very interesting talk and tour.

Then all headed to the Donkey Sanctuary for a picnic lunch with hoods down in the glorious sunshine.

Many thanks to Rob and Jane for a very eventful and enjoyable day.

Pete & Val Tombs



Colin & Irene's Picnic Sunday 12th July

A glorious summer's day, ideal for open top driving, saw members of Scrumpymog and Fossilmog gather at Colin and Irene's for their annual picnic at Higher Ridge, Stockland.



20 Morgan's were in attendance along with a few 'tintops'. Before lunch around 50 people gathered for a presentation to Irene for her upcoming 80th birthday after which the picnic commenced. Shade was at a premium, with temperatures reaching 31 degrees, but thanks to a shady tree and a couple of gazebos there was just enough to go round for everyone to enjoy their picnic lunches.

After the picnic a 'welly wanging' competition was organised by Colin, a hotly contested match saw various throwing techniques adopted - with Rob Pring being declared as the Men's winner with his two-handed technique. The Ladies crown was taken by Louise Atherton - both being members of Scrumpymog.



After the contest everyone retired back to the shade and enjoyed refreshments and lovely tea & cakes provided by Irene and some fellow members.

A big thank you to Colin & Irene for hosting this lovely annual event - we appreciate the hard work that goes into the preparation.

Terry & Yvonne Fisher





A message from Colin & Irene:

Dear fellow Morganeers,

Irene and I would like to show our appreciation and to thank you all for coming to our Summer Picnic at Higher Ridge this year.

The weather was just perfect and to see everyone enjoying a fabulous day here turning up in their Morgans, laughing with fellow friends and joining in with the 'Wellie Wanging' just for a bit of fun, all makes it worthwhile, and that's what it's all about, having fun!

We would also like to thank our cake ladies: Val Tombs, Jill Turner, Jane Pring and Hazel Allinson.....all delicious and well enjoyed as always.

The Picnic also coincided with Irene's big birthday, what a surprise, a lovely Wessex birthday card signed by all plus a bottle of bubbly. And of course a Happy Birthday sing-a-long.

It was a real treat and a good day for us to remember.

Thank you again

Irene and Colin

Harry's Cider Lunch and Tour

Wednesday 5th August

*I am a cider drinker
I drinks it all of the day
I am a cider drinker
It soothes all me troubles away*

As Louise and I set off in the Morgan on a lovely warm August morning, I found myself humming the chorus of the Wurzels 1977 hit 'I am a cider drinker', which was rather apt as we were meeting up with 22 fellow members at Harry's cider farm for lunch and a tour of the orchard and processing plant.

Prior to tucking into lunch, the bar in the reception area was open and on offer was an amazing choice of Harry's ciders ranging from 'Dirty Harry' (cider with raspberry and black currant), Scrummage (a more traditional medium flavoured cider) or Flash Harry (cider with mango and lime), to name just a few. For anyone who couldn't decide which one to try, they kindly offered a tasting paddle which gave several choices in half pint measures. All very tempting. For lunch, most members had opted for the sharing Farmhouse platter, which was a generous serving of local cheeses, ham and chutney served with freshly toasted bread, all washed down with of course, a Harry's cider.



And so onto the tour. We were fortunate enough to have Harry himself conduct the tour, where in the shade of the apple trees, he gave us a brief history of how he had started his career in dairy farming, moved onto farming goats and finally in 2012, inspired by his father's orchard, he

made the leap into developing his own apple orchard and cider production. For anyone like me that thought cider production is just a simple task of planting a few trees, waiting for sun and rain to swell the fruit, collect the apples, put them through a press and then sit back and enjoy the rewards of your hard work, we couldn't have been more wrong. The skills required

for a successful harvest of the 6000 or so trees at Harry's include knowing when and where to prune the trees, maintaining the pH of the soil, ensuring the correct drainage

and even dispatching the leaves to a horticulturalist to ensure that the tree is happy and healthy. And on top of all that, we have the historical pagan ritual of 'Wassailing' where in mid winter, the Wassail queen and her followers drive away evil spirits and bless the trees (with cider of course), all to ensure a bountiful harvest. For next year's ceremony, Pete very kindly offered to fill the role of Wassail queen as he had a ready made outfit at home.





From the orchard we progressed onto the processing side, where once again it is all very technical, especially when it comes to monitoring the alcohol content. Here HMRC take a very keen interest because the amount of tax taken depends on the strength of the cider. However, I'm guessing that HMRC won't be too impressed with the developing market of zero percent alcohol cider which apparently is starting to take off. During this part of the tour Harry also explained the popularity of flavoured ciders' (even though he personally didn't like them, as they're not 'proper cider'). In addition to the Dirty Harry and Flash Harry (mentioned above), they had named another one

Prince Harry which was cider with ginger. From a marketing perspective, it is easy to see how the distinctive naming would help the Harry's cider brand stand out from the competition, it certainly made us all smile, or maybe that was from all the free samples we were tasting.



For all the members who are interested in the technical facts, here's a sample of the process details:

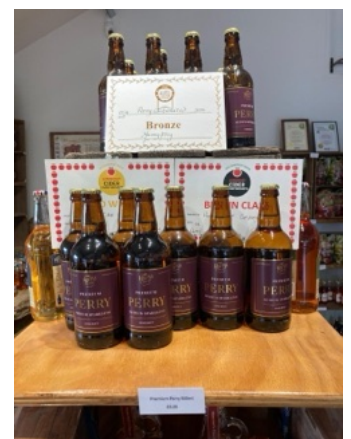
- Almost any apple can make cider, but the best ciders use a blend of specialised bittersweet, bittersharp, sharp, and sweet varieties. Traditional cider apples like Dabinett, Kingston Black, and Yarlington Mill provide rich tannins and body, while common eating apples like Golden Delicious, McIntosh or Granny Smith supply the sugar and sharp acidity.
- Measuring the sugar level (specific gravity) of the pressed juice gives an indication of the alcohol level that can be expected from the finished product.
- Cider is generally produced with a 3-4 % alcohol content.
- Sugar cane is generally used as a sweetener (although artificial sweeteners can be used), and the cider is then pasteurised to prevent any further fermentation.
- Modern day cider presses cost around £44,000 and can be operated by a single person.
- Cider apples increase in size by 5% a week in their last month of growth and sixty five percent of the apple is pressed into juice with the remaining pulp passed onto local dairy farmers.

Our thanks go to Harry and his team for making our day most enjoyable.

Phil & Louise Atherton

P.S. Harry also produces an award winning premium sparkling Perry, made from Perry Pears, which is great for a celebration!

Editor - on behalf of all those that attended, a big thank you to Phil & Louise for arranging this enjoyable day out!



Fish & Chip Run to West Bay

Thursday 13th August

The weather continued to be warm and sunny so Pete & Jill made a late call for the annual Fish & Chip Run down to West Bay.



12 members met at the Tesco car park in Chard, however due to road works on the A30 to Crewkerne a hastily agreed alternative route was decided - via Haselbury Plucknett. Everyone managed to stay together for the drive, although we were overtaken by a very rapid Ariel Atom on the way to Beaminster! It was a typical busy summer evening, needless to say the

parking was very busy, but we managed to scatter our cars around what parking spaces were available. Roger & Carole had made the journey directly so were awaiting our arrival.



A fine fish & chip supper was enjoyed by all on the promenade, overlooking the lovely blue sea, after which some members retired to the Bridport Arms for coffee and drinks.



I'm sure everyone enjoyed their drive home on a lovely, balmy, summer evening.

Thanks to Pete & Jill for organising this at late notice.

Les Morton

Gurston Down Hill Climb

30th August

At Pete Turner's instigation a small group of us made our way for a very pleasant day out to spectate at the Gurston Down Hill Climb near Salisbury.

Meeting up at Cartgate Services on a day with a mixed weather forecast, most of the assembled crowd elected to run with hoods erect apart from myself. I ended up travelling solo as Pete, my intended passenger, had a leg injury that restricted his walking range.

So, our team comprising, myself, Martin Dunn (also solo in a Super Three three-wheeler), Colin & Irene Balkwill, John & Elaine Robinson and Pete & Val Tombs set off with me being elected to lead as I was the only one who had previously visited Gurston.....56 years ago!!!!!!

Armed with an ordnance map and now solo, I avoided the rain and after a couple of exercises where the entire convoy had to execute serial '3-point turns' in a pub car park in the village of Broad Chalke, we arrived at Gurston Farm.....our destination.

There, still avoiding the rain, we were able to spectate at a very interesting club meeting featuring all types of vehicles competing against the clock on a very twisty course, starting with a long downhill approach where the very fast vehicles would top 100 mph before arriving at the first bends and start climbing uphill at somewhat reduced speed round some tight hairpin bends.

A very pleasant club style meeting, with suitable facilities (bar) for lunch and lots of interesting machinery to look at - and owners who you could talk to. Despite the black clouds in the photograph we continued to avoid the rain and had a very happy day.

A selection of Morgan competitors were present and we were also pleased to see Tim Ayres in attendance:- probably because 'New Elms' were responsible for the preparation of some of the competitors.....



What I found interesting was the fact that many of the single seat hill climb specials featured a chain final drive. No doubt this is to easily facilitate changing of the final drive ratio to suit the course being tackled on that day? This harks back early times when such vehicles as Morgan Three Wheelers or chain drive, Fraser Nash's, were very much on the competition scene!

Nev Lear

The Llanerchindda Expedition

7-10 September

A report by Aston, Fox Terrier and unofficial canine correspondent of the MSCC Wessex Centre



I have been asked to write a report of the MSCC Wessex Centre's trip to Llanerchindda Farmhouse. Although I am only a small member of the party, I probably saw rather more of the trip than most of the humans. I certainly had a better nose for interesting things.

Arrival at Llanerchindda

We arrived at Llanerchindda Farmhouse and were given a very warm welcome by Martin, the owner, and his identical twin sons, Andrew and Mark.

I immediately had the problem of working out which one was which. This was difficult because they looked exactly the same. I decided that the safest course was to treat both of them as potential providers of food.

There was, however, another important member of the household.

Bryn.

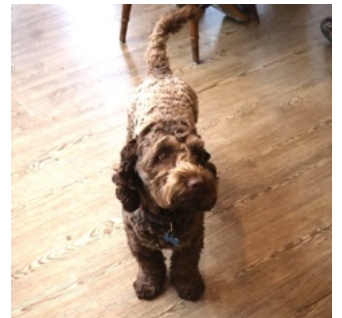
Bryn was Martin's dog, and it was immediately obvious that he and I would have to establish some sort of understanding.

We looked at each other.

He looked at me.

I looked at him.

And then we had a small disagreement.



There was barking, chasing and a certain amount of teeth. The humans called it a "scrap". I prefer to describe it as **an important preliminary meeting between two senior canine representatives.**

Eventually we decided that neither of us was going anywhere and that there was no point in continuing the argument. We therefore agreed to respect each other's position.

A satisfactory outcome, I thought.

Day 1 — The Devil's Staircase

The next morning started with breakfast.

The Morganeers were given a hearty breakfast. I was given a boiled egg. I felt this was slightly unfair, particularly as I was expected to spend the day supervising all these humans.

After breakfast, we watched a video filmed from the back seat of a professional rally driver's car as he tackled the route we were about to drive. There was a great deal of steering, lots of bends and some rather alarming hairpins. I watched carefully!

We set off in the Morgans and headed into the mountains. We didn't stop at all the viewpoints, but one of the highlights was **Llyn Brianne Reservoir**, with what we were told is

the world's largest clay-core dam.

We then crossed the **Abergwesyn Commons**, negotiating a number of cattle grids before reaching the hairpins of the **Devil's Staircase**.

After seeing the rally driver's performance on the video, I knew roughly what to expect. Even so, it was quite an experience from the back seat.

The humans seemed to enjoy it enormously.

Builth Wells and Erwood

We eventually reached Builth Wells, where the drivers encountered something considerably more difficult than the Devil's Staircase.

A parking meter.

The instructions were in Welsh.

Several humans stared at the machine with expressions of increasing uncertainty. I watched with interest. Dogs don't have these worries.

Eventually the problem was solved and we continued to **Erwood Station and Craft Centre**, a beautifully restored railway station with its buildings and three railway carriages.

We all looked around the craft centre.

Nobody bought a pixie hat.

I thought this was a missed opportunity. A pixie hat would surely be an excellent accessory for driving a Morgan through the Welsh mountains.

Talgarth and the Red Kites

Our next stop was Talgarth and the Red Kite feeding station.

There were around twenty red kites swooping down over the feeding area. They were magnificent birds and I watched them carefully.

They were rather good at swooping.

We then returned to Llanerchindda Farmhouse, whose name, I am told, means "**Sunny Place**" in Welsh.

The evening meal was excellent, cooked by either Andrew or Mark. In fact, the food was excellent throughout our stay.

I noticed that the humans seemed to get rather more of it than I did.

Day 2 — The Black Mountain Road

The following morning we set off again, passing the **Usk Reservoir** and heading for the famous **Black Mountain road**.

Apparently, Jeremy Clarkson considers it one of his favourite roads.

My driver, Gordon, agrees with him.

There were sweeping bends, magnificent scenery and some very enjoyable Morgan driving. I kept a close eye on Gordon throughout.

Someone had to make sure he was doing it properly.

Aberglasney Gardens

We then arrived at **Aberglasney Gardens**, where I had been given special permission to enter.

I was very pleased.

There was soil everywhere. There were flower beds, plants and all sorts of places where a conscientious fox terrier could make a useful contribution.

I offered my services.

Unfortunately, my offer was declined.

So I had to content myself with walking around the gardens and resisting the overwhelming temptation to dig.

After lunch we continued through **Brechfa** and eventually returned to Llanerchindda Farmhouse, where another excellent meal awaited us.

The Forest Fires

In the hills there was evidence of the recent devastating forest fires. We passed areas showing the effects of the fires, which had clearly caused considerable damage.

Fortunately, all the fires had been extinguished by the time of our visit.

It was a sobering contrast to the beautiful countryside through which we had been driving.

I thoroughly enjoyed my Llanerchindda adventure. I met Bryn, established a mutual respect, supervised Gordon, inspected a garden and, most importantly, received a boiled egg.

I understand there may be more Wessex Centre trips in the future.

If so, I shall be there.

After all, someone has to keep an eye on the Morganeers!

Aston

*Fox Terrier and unofficial canine correspondent of the MSCC Wessex Centre.
(with a little assistance from Rob & Jane!)*

A Note from Rob and Jane Pring

*Our thanks go to **Graham and Hazel Allinson** for organising such an enjoyable trip to Wales, and to the team at Llanerchindda for putting together such an excellent programme of Morgan driving and sightseeing.*

Aston would no doubt claim that he was responsible for maintaining standards throughout, but we would also like to thank everyone who made the trip such good fun:

Graham and Hazel, Bob and Jenny, Ian and Olivia, Chris and Gordon, Babs and Terry, and Barbara and Geoff.

We all had a thoroughly enjoyable time, with great driving, wonderful scenery, excellent hospitality and, of course, Aston's rather distinctive contribution to the proceedings.

We look forward to seeing where the Wessex Centre's next adventure takes us — and whether Aston will be invited to report on it.



Email from Charlie Beedon (Wessex member):

Following a failed reversing sensor on my '95 Plus 4 (also referred to as stiff neck syndrome) I've had cause to use an accident repair establishment based near Cullompton - link below. Here is the review I've just written on Google and TrustPilot:

Morgan repair *****

I took my 32 year old Morgan to Blackline following a reversing indiscretion on my part. The damage, although looking minor, was more involved than one might have thought as the bolt holding the bumper on the chassis had punctured the aluminium bodywork at the rear of the car, also stretching the metal surrounding the hole.

Ben was an absolute delight to work with. He is young, keen, enthusiastic and knows 'old school' skills especially when dealing with classic cars.



He reviewed the options open to me and decided that the best option was to cut the damaged area out of the rear section and gas-weld in a new piece. The work was done in house on an English Wheel old school style and painted in house. On the unpainted inside of the affected bodywork you would be hard pushed to see the new metal. I'm very pleased with the craftsmanship and level of skill involved.

In addition to the insurance work detailed above and whilst the car was partially undressed they removed the rear wings for me and attended to some rust they had spotted that was just starting to form, treated it and repainted them along with the rest of the rear bodywork. The car was then detailed and ceramic glazed. The final result is a car that looks better than when I bought it in 2004 and as good, if not better than it might have looked when it left the Morgan factory.

Ben is a great guy to work with, was quick and provided updates and photos whilst the work was being done.

<https://www.blacklineaccidentrepairs.co.uk/>

I hope nobody needs their services but if so I would be happy to elaborate further.



Regards

Charlie

Restoration of a Three Wheel Morgan (M3W) - Part 5

Because there has been so little activity by the garage proprietor, I thought the best approach would be to show a timeline of "progress". To give a more complete picture, I have backtracked to some events from 2025:



26th September 2025. Panel beating complete, filling and fitting now in progress.



28th October 2025. Filling and flattening continues.....



20th January 2026. Filling and flattening completed (if you can see any difference !) and more or less ready for the paint booth.



19th February 2026. It's now got as far as facing the paint booth.



1st March 2026. At last, one milestone has been reached. But the mudguards and tail-light pods and spare wheel cover still have to be done in the same colour.



3rd July 2026. It's back in its usual place, where it first went in March 2025. You will notice there is a small bag on the front of the car. This contains upholstery tacks that match the ones in the car, and some special screws that are destined to fix the dash panel in place under the scuttle. These were brought in to the garage as requested.



1st September 2026. Note the little plastic bag on the front of the car, this contains - - - !! You will also notice that the car has changed colour to a sort of grey/green from all the various grinding and filling activities on lots of other vehicles. Notice also the home-made dome nuts fitted to the engine mounting tubes. I fitted these to prevent further damage to my shin from an earlier visit.

At this point I expressed extreme displeasure (which is one way of putting it), and was "promised that it would be virtually finished in two weeks.



15th September. You may notice that it isn't finished, although there has been an attempt to fit the windscreen, but the holes didn't line up properly.

The dust layer has increased though. I told him to do nothing further, and that I will be making arrangements to bring the car home for me to finish.

He didn't seem in the least bothered, probably glad to get rid of it.

I'm now of the opinion that he is not happy with pre-war cars, especially ones with only three wheels. Perhaps this is reflected in the state of the car while being "worked" on, in this final picture opposite.

Mike Smith



Traditional Morgan Plus 4 GDi versus Morgan Plus Four CX

When I recently traded my Plus 4 GDi for a Plus Four CX, Les asked me if I would write an article with my views on the new car in comparison with the old one.

Before starting on the comparisons, I thought it might be useful to recap on my life with convertible sports cars and see where my 4 Morgans have fitted in. (Dates are the years owned, not the date of first registration).

1966/67 MGB - Purchased new for £846. However, 9 months later a drunk driver drove into the car and the car was off the road being repaired for 4 months. By that time, we were looking at buying a house so the repaired car had to be sold for the deposit !

[Footnote: in 2004 when we purchased a property in Cyprus we discovered that one of our neighbours was the salesman who sold us the MGB in 1966 !]

1997/98 Caterham 7 (K series) - I had my mid-life crisis and built the car from a factory kit. We lived in Cheshire at the time and the car was great for mid-week drives into Wales and also for track days at Oulton Park.

1998/99 Lotus Elise - A disappointing car. Bought it new but sold it about 6 months later for almost what I paid for it. Should have kept the Caterham.

1999/2000 TVR Chimaera - Interesting car in many respects and the V8 sounded great but dreadful depreciation !

2000/03 Porsche Boxster 2.7 - An excellent all-round sports car for track days, touring and daily use.

2006/11 Morgan 4/4 (Connaught Green) - I was looking at buying a used Morgan but a South West Morgan dealer had 2 brand new cars purchased for stock. So, I bought a nice new one (discounted as it was winter!). We drove down from Cheshire on a cold January day. Having picked up the new car we stayed at a local B&B for the night. During the relatively short drive to the B&B we found that the steering wheel was incorrectly fitted on the spline (!) and a few other issues needed fixing. It took the garage most of the next day to complete the work, fortunately we had booked another B&B as we were touring



the area. On the Sunday we headed back to Cheshire via an overnight stop south of Ledbury. After coming off the M5 we drove towards the B&B. While going round a busy dual carriageway roundabout the accelerator pedal cable broke (!) and we had to coast part way on the roundabout before coming to rest on the central reservation of the exit carriageway. We sat in the car for an hour reading the Sunday paper to the amazement of passing motorists, while waiting for a recovery vehicle to arrive ! The recovery vehicle took us to our next B&B and at 8am on the Monday morning I phoned the Morgan factory for them to come and collect us and repair the car for our onward journey. They lent us a courtesy "tin top" for the day. The work seemed to take a long time before they sorted out the cable and other issues. We then completed our journey to Cheshire without further incidents. At this stage I was seriously wondering whether I should have bought a Morgan ! However, having joined Devamog and attended a noggin, I soon found that such reliability issues were not uncommon and were "shared experiences". Like the time we took the 4/4 to the Le Mans Classic with Devamog. It was extremely hot and we were in a queue of traffic getting into the

car parks and our 4/4 started to overheat. Once inside the venue a club member soon found that the electric cooling fan was not working because it had never been properly connected by the factory !

After many miles of enjoying the 4/4 I eventually felt that a 2 litre Plus 4 might be more suitable for longer trips in Europe. So, I sold the car through a Northwest dealership on a commission basis to a man from Lyon, France and was pleased to receive £2,000 more than I originally paid for it.

2011/22 Morgan Plus 4 Duratec (Indigo Blue) - I decided not to risk another brand-new car so I searched the classified ads and found a low mileage car in Scotland with records of a lot of expenditure at Morgan dealerships. I felt sorry for the chap who was having to sell his car as he and his wife were moving house and needed money for a new fitted kitchen ! So, we caught a train to Scotland, met the chap at his house, had a test drive, viewed the paperwork and transferred the money. Then, we spent a few days driving round central Scotland before returning to Cheshire. It was a very good car and we had a fantastic 3,500 mile/4 week trip around northern Italy / south of France in a hot August and the car never missed a beat.



2019/23 Triumph Stag - Although it was not actually a sports car, I had always admired the Stag from when it was announced back in 1970 and thought I might get one as a project. I located a 1977 car at a back street garage in Devon. The car had a good history file/receipts, including details of a recent engine rebuild by a Stag specialist. I did some minor refurbishing work, improved the engine cooling system and sorted out the electrics. We did 1,400 miles in the car and only had to be "recovered" twice !

2022/23 Jaguar F-type - I had often wished that I had been able to own an E-Type. However, that had not come to pass. So, I succumbed to the allure of a used white convertible F-type that was for sale at a local dealership. I kept the F-Type for about 18 months during which we covered 6,500 miles including tours of Scotland and Eire.

2023/26 Morgan Plus 4 GDi (Ferrari Le Mans Blue) - Having talked to other Wessex members I decided that the next step should be a Plus 4 GDi, the last traditional version. So, I put the Plus 4 Duratec for sale on a commission basis at a company near Reading and sold it for more than I bought it for. I then started looking around and came across a 4 year old GDi at a SW dealership with only 750 miles on the clock. It had been in storage for a few years but proved to be a good car.



2026 Morgan Plus Four CX (Sport Blue) - However, at my advanced age I started to find my arm muscles were struggling with the lack of power steering in confined spaces. So, I thought that I would explore the CX, having noticed that used CX prices had dropped significantly. I located 3 similar specification, low mileage early cars (2 in the SW and one in the NW). The outcome was getting a good trade-in deal from the NW dealership which was much better than offered by the SW dealers. The CX was delivered in an enclosed trailer and the GDi taken back up north.



So, after a long preamble what do I think of my “final” Morgan?

Positives

- Power steering - good feel and definitely welcome at my age.
- Auto transmission - slick, as expected. Beneficial on long journeys and for urban congestion driving.
- Suspension - noticeably better for me and my passenger, but maybe I should consider the Nitron upgrade?
- Seats - firm and supportive.
- Instruments - The digital speed readout directly in front of the driver is welcome.
- Handling - The combination of modern suspension, alloy wheels/wider tyres make the car feel more “planted” particularly on challenging road surfaces.
- Battery - under the bonnet and easily accessible for fitting charger.

Negatives

- Interior mirror - The factory fitted framed dipping mirror (presumably to conform to legislation) is so wide that it prevents the sun visor being lowered. Problem sorted by fitting an aftermarket Librands mirror.
- Less luggage space behind the seats. However, in the very hot weather (no sweaters/ coats or walking boots/poles) we managed 4 nights away with only 2 soft bags.
- Seat belt stalks - could do with being a bit longer as it is awkward trying to “plug in”.
- Storage - no storage “pockets” on doors or transmission tunnel.
- No enclosed glove box
- No passenger grab handle
- Alloy wheels - insecure centre discs (2 have disappeared so far but now replaced).
- Door stays - not particularly effective. Just about hold the door open on level ground.
- Brakes - squeal when reversing and applying brake
- Wiper blades - whilst on full speed in heavy rain, 2 blades fell off!

Summary

I have been fortunate to own and enjoy all 4 of my Morgans. Each one was/is the right car for the particular stage in my life. However, in terms of aesthetics, the 2006 4/4 was the most classic looking and had the best dashboard.

Having recently driven the CX with hood down on a 350 mile round trip to Shrewsbury in the heat, avoiding motorways, I’m convinced that I have made the right decision. My only regret is my car has not got aircon!

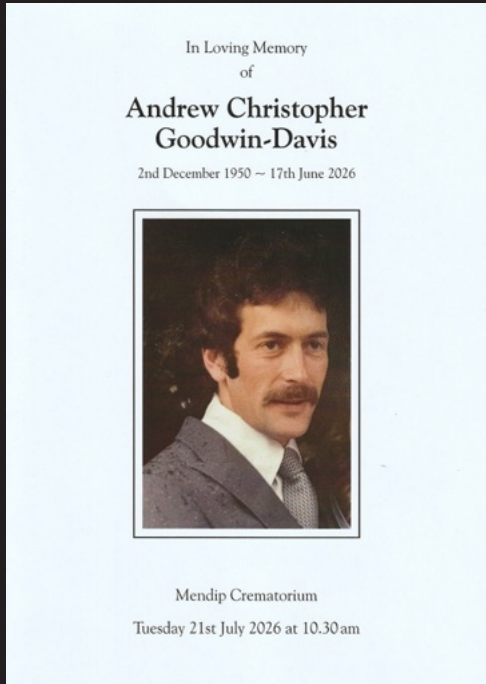
George Balcombe

Obituary

Sad news that Andrew Godwin-Davis passed away on June 17th. He had a number of ailments that he eventually succumbed to. His funeral was held at Mendip Crematorium on July 21st. Wessex members Roger & Carole Gibson, Les Morton, Pete Turner and Martin Medland (who was a good friend of Andrew's) attended to represent the Wessex Centre.

Refreshments were taken back at his and Sarah's house where the family had parked Andrew's lovely red Plus 4 four seater on the drive. We were asked to park our cars with his as a tribute to him.

Our thoughts are with Sarah and the family.



BERRYBROOK

SOUTH WEST MORGAN SPECIALIST

NEW AND USED CARS · HIRE · SERVICING
REPAIRS · UPGRADES · FULL RESTORATION



DAWLISH ROAD, EXMINSTER, EXETER, DEVON EX6 8DN

INFO@BERRYBROOK.CO.UK

01392 833301



*More
than just
a car club...*

Wessex Morgan Sports Car Club 45th Anniversary Lunch

*People
Cars
Places
Always a Morgan*

Sunday 1 November 2026

Hornsbury Mill

Hornsbury Hill, Chard, TA20 3AQ



12.15 for 1pm Lunch
Pre-dinner drink included



**1 Course £24.00 / 2 Courses £32.00 /
3 Courses £40.00**



*Menu and full details to be e-mailed
to all members shortly*



**Special Anniversary gift and celebratory cake
for those attending**

DRIVING FRIENDSHIPS FURTHER

NEWELMS



Shaftesbury
SP7 9PY
01747440828

newelms.com
enquiries@newelms.com



Reading
RG7 1NB
01189831200

Car sales | Service | Restoration | Race & rally preparation | Rutherford suspension upgrades | Storage



MORGAN SPORTS CAR CLUB
WESSEX CENTRE

Make a note in your diary for the

Wessex Centre Christmas Lunch

Thursday 10th December
at The Lordleaze Hotel, near Chard

Further details to follow soon....

*Good Food
Great Company
Morgan Style!*

Merry Christmas from Wessex Centre

WILLIAMS MORGAN

Bristol | Bath | The Cotswolds | The South West



WILLIAMS MORGAN

The Destination Morgan Dealership for the Southwest

TotterOak Courtyard | Chipping Sodbury | Bristol | BS37 6QG

01454 315112 | www.williamsmorgan.co.uk

Wessex Centre Committee 2026

Chairman - Gordon Martin

Treasurer - Christine Martin

Membership Secretary - Graham Allinson

Events Co-ordinators - Rob & Jane Pring

Editor - Les Morton

Co-opted members

Pete Turner, John Adams and Neville Lear

Any Wessex Centre member is welcome to attend a committee meeting.

Minutes of committee meetings are available on request from Gordon Martin.

Articles, pictures and suggestions for inclusion in your Morganiser are welcome - please contact the Editor: morganiser.editor@gmail.com

Some ideas include - ● Technical articles, anecdotal stories, events you have attended, pictures, holiday stories, etc. ● Morgans, or other vehicles I have owned including Members Mogs - past and present, and stories behind them: Me and my Mog(s) ● Suitable clothing & hats - tips when driving in your Morgan ● Venue suggestions for drive-outs, noggins, Sunday Lunches or just a coffee stop ● Or anything you like!

WESSEX CENTRE REGALIA

We still have a number of Wessex Centre regalia items for sale - hurry whilst

Round Embroidered Badge - £3



Blue Oval Patch Badge - £3



Round Dragon Patch - £3



Pin Badge - £5



**New self-adhesive club badge windscreen stickers
now available - contact Graham**

Contact Graham Allinson, Membership Secretary, for more information

Russell Armstrong

It is with considerable regret that we learnt of the passing away of Trish Powell's partner Russell Armstrong, in Australia during August.

Probably for over 25 years he would spend most summers in the UK and attended many Wessex events. Renowned for his sense of humour, we spent many happy hours teasing each other about the merits (or otherwise) of Aussie and England performances in the 'Ashes'. He was always good humoured no matter what harmless insults we threw at each other. He will be much missed by many of the 'oldies' in Wessex.

Nev. Lear

Surplus to Requirements or For Sale

If members have any Morgan related items they wish to dispose of (free or at a reasonable price), they can be included in future issues of the Morganiser.

To get things started Nev and I have a few items:



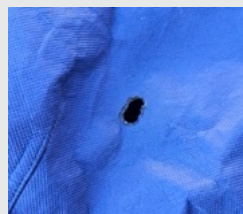
Les - Hexagon wheel spanner
FREE/Optional donation to club funds



Nev - Brand new door mirrors
3/8" (9.5mm) stems
FREE/ Optional donation to club funds



Les - Bonnet Strap
Black leather, as new.
£20



Les - Used outdoor car cover. Small hole as shown but may be of use to someone?
FREE/ Optional donation to club funds

Our contact details are not published here as the Morganiser goes on the MSCC web site. See Wessex contact details to get in touch.

Welcome to Two New Members

Wessex Centre welcomes two new members:

Nigel & Janet Short from Martock who has a 2017 Plus 4
in Ivory White with Mulberry red interior.

David & Corinne Rawlings from Langport who have
a 2013 Plus 4 in Scarlet Red.

WESSEX MSCC EVENTS LIST FOR SUMMER 2026

OCTOBER

Les & Jean
Morton

Wednesday 11th October

SCENIC RUN THROUGH THE BLACKDOWNS & CARVERY LUNCH

A scenic autumn run followed by a carvery lunch at OAKE MANOR
GOLF CLUB Oake, Taunton, TA4 1BA. Details have been emailed.

Thursday October 15th

COMMITTEE MEETING, THE GEORGE, DONYATT TA19 ORW

All members welcome to come along with suggestions and new ideas.
Contact – Gordon Martin: Martingordon783@gmail.com

NOVEMBER

Chris & Gordon
Martin

Sunday 1st November

**WESSEX 45TH ANNIVERSARY LUNCH, HORNSBURY MILL, NR
CHARD.**

More details to follow.

Graham & Hazel
Allinson

Wednesday 18th November

NOGGIN AT THE ROYAL OAK, OVER STRATTON

Further details soon.

DECEMBER

Jane & Rob
Pring

Thursday 10th December

CHRISTMAS LUNCH AT LORDLEAZE HOTEL, NR CHARD

Menu and further details to be circulated nearer the time.

New ideas and
people wanted - if
you have any ideas
for an event, or
would like to
organise an event,
please contact Rob
& Jane to discuss.

Morgan Sports Car Club Wessex Centre

The 'Morganiser' is the newsletter of the Wessex Centre of the Morgan Sports Car Club.
The views expressed in The Morganiser are not necessarily those held by The Morgan Sports Car Club.