



THE MORGANISER

Wessex Centre Newsletter

AUTUMN 2025

With a long hot Summer this year the Wessex Centre has been very busy. In this issue you will see reports of the majority of the events - some of which have been quite competitive! However with a couple more months of 'Summer' driving available hopefully there will be more events to attend, and report on.

Although the days are getting shorter British Summer Time doesn't end until 26th October this year, so let's get out in our Morgans and enjoy that open-top driving!

Apart from the events reports we also have Part 2 of Mike Smith's Morgan 3-Wheeler renovation project - see page 17, a reply to Nev's opinion of driving Mark Freeman's CX Morgan (featured in the December 2023 issue) - Mark has given his take on driving Nev's traditional Morgan! - see page 13.

Christine Martin has also prepared some artwork which we can give to potential members when we are out and about - see page 3.

I've updated the Wessex members location map so we can see how far and wide our membership is drawn from - see page 2. And there is an important update from our Membership Secretary about our new banking facility (thanks to Christine our Treasurer) and the need to change your Standing Order for 2026 membership fees - see page 4.

And although not strictly Morgan related, a piece I have written about a man I met in Germany this Summer who was converting his Porsche Boxster to electric power - see page 20.

I'm sure we would all like to welcome our latest members to the Wessex Centre - Terry & Yvonne Fisher who have recently purchased their first Morgan, a lovely yellow 4/4.

Your committee has had regular meetings from which the new bank account has now been set up, forthcoming events have been discussed including the 44th Anniversary Lunch in November and plans are afoot for the Annual Awards Dinner (aka the 'Posh Frock Do') at the Lanes hotel in January 2026.

I hope you find this month's issue an interesting read, but do please keep your stories coming in so I can share them with our membership.

The next issue of the Morganiser will be Winter - copy date Monday November 24th

Membership Map for 2025

It's some time since a membership map was published - March 2022 actually. So I thought an update is due. As we can see our membership is spread quite far and wide throughout Somerset - and beyond.



International Morgan Day Friday September 19th



Morgan Motor Company have declared September 19th as International Morgan Day with some MSCC Centres organising their own events to celebrate this. However here at Wessex we are not organising our own event. We would however encourage you to support the Morgan Devon Dealer - Berrybrook near Exeter, to celebrate this inaugural event. They are organising a drive out around their local area in Devon.

A follow-the-leader style drive out at 11.30am, running for about an hour (ish). They would love as many cars as possible to attend as the sight of so many cars would be a spectacle not

seen very often down there. They will try and get a photographer to capture the cars on the drive.

If you would like to go could you contact Berrybrook directly - Darren Maynard, Sales Manager on 01392 833301 or email him sales@berrybrook.co.uk

If you plan to go maybe Wessex members could meet up and travel down together?

Please contact Les Morton if you would like to do this.

Update your membership information please

Graham has been advised by the MSCC that anyone attending a Wessex event is only covered for Public Liability Insurance by the MSCC if they are registered on the MSCC database as a member.

Some members have not included their wife/husband/partner on their MSCC membership account. If you want your loved ones included within the MSCC Public Liability Insurance you need to ensure your MSCC information is up to date and that they are included.

Guests at our events may have to sign in temporarily.

Information Leaflet

Christine Martin has proposed a window leaflet that members could carry in their cars when out and about at events. The idea being to promote the Wessex Centre - some Morgan owners may not be aware of the MSCC and the local centres that are around.

Christine has therefore prepared the artwork below for a simple A5 leaflet that can be printed.

Could you print a few and carry them in your car for when you spot a Morgan on your travels?



HELLO FELLOW MORGAN OWNER

We would like to introduce ourselves – we are the Wessex Branch of the Morgan Sports Car Club and are reaching out to see if you would be interested in meeting up at any of our organised events. We not only meet as a group at shows but take part in organised runs. We can take you on an adventure to historical sites and places of interest, picnics, breakfast and lunch venues whilst taking in the smells and sights of our glorious countryside. Have fun finding places you might not have visited before with a group of likeminded people out to enjoy the day!

Please send us an e-mail or give us a call - you may be surprised to learn more about what we have to offer – or we can put you in touch with a club more local to you.

**E-mail: wessex.sec@morgansportscarclub.com
Tel: Chris Martin - 07766 570277**

Membership Renewals for 2026

At the end of 2024, most of the banks decided that they would levy a charge for the handling of accounts for small, non-profit making clubs, like the Wessex Centre.

When Chris Martin took over as Treasurer she fortunately had good connections with the Royal Bank of Scotland, who are still prepared to offer free banking services to some small clubs. Chris made the arrangements, and following a vote by the committee, we moved our account from Lloyds to RBS.

So, notwithstanding, having advised no further action is necessary by our members at annual renewal, we must now ask you to take the following "one-off" action to change the receiving bank for your annual standing orders, to initiate annual payment to our new account with RBS in the first half of January from January 2026.

This will involve cancellation of existing membership subscription Standing Orders, and replacing the £10.00 annual payment order with a new Standing Order, to be paid on a date within the first 14 days of January 2026, (our preferred date about 6th January) and annually thereafter.

You can do this now, if you want to:

- 1) - Cancel the existing Standing order with your bank.
- 2) - Set up a new standing order for £10.00, payable each year on a day within the first 14 days of January 2026, and annually thereafter the account of:

Morgan Sports Car Club Wessex

Sort Code: 16-00-07

Account No: 16342247

Payable each year on a day **within the first 14 days of January 2026**, (suggest 6th January, and annually thereafter).

Please ensure that:

- a. You have this in place **before 14th January 2026**, so that the renewal process can be completed on time, for ALL members, by mid-January
- b. The due **payment date is after 1 January and before 14 January**
- c. You have **added your name** as reference
- d. Please **let me know** by e-mail when you have done this and the Standing Order is in place.

You can make the arrangements any time from today until 13 January - **please do NOT make the first payment in 2025, but after 1st January 2026.**

Graham Allinson - Membership Secretary

Les Mogs Tour de France June 1st to 12th 2025

This is the tale of the five Morgans (sometimes six) travelling through Normandy to the Loire Valley and on to Brittany in France. Five classic Morgans and one Aero partaking in the joie de vivre for a short while.



The Team - Pete & Jill, Bob & Jenny, Graham & Hazel, Ian & Olivia, Chris & Sharon and finally John.

We started our adventure proper meeting for dinner at Cams Mill in Fareham for nine of the adventurers; our final pair planning to join us the following day in France. After a pleasant evening we made our way to the ferry terminal in Portsmouth where we came across a number of re-enactors making their way to Normandy for the D-Day celebrations. There were a number of ex-military vehicles including jeeps, lorries and motorcycles with various uniformed occupants.

After a quick stop for a traditional continental breakfast of coffee and croissants at a local patisserie, we also bought sandwiches ready for lunch. A leisurely drive then followed to our first location, settling in to convoy driving and enjoyed taking the scenic route. Our first stop was in the square at L'Aigle for a coffee we then drove on to Brezolles for a picnic lunch at the duck pond. The convoy kept together well throughout the day, being waved and stared at by locals enjoying the cars. Having arrived in good time in Chartres for our first night stop, we settled into our accommodation with Ian and Olivia arriving in ample time from Calais to join the happy throng.

The following morning involved a visit round the famous cathedral and some were very vocal about a wonderful "train ride" they had enjoyed giving a tour of local history. Others had enjoyed a small shopping experience. The cathedral and square were filled with local children on school visits, also learning their own local history.



Fresco from Chartres Cathedral

The next day we set off on the short journey to Orléans, stopping for lunch at a brasserie that kindly remained open for a plat de jour. Our country road driving, while enjoyable, was enhanced by the air coming from the lead car turning blue and embarrassing some of the more sensitive among us. Unfortunately, the lead car phone sat nav overheated and shut down so a new route had to be developed on the fly! No one noticed or commented, honest! All arrived safely in Orléans despite everything.



Statue of Joan of Arc, Orleans

Wednesday was spent enjoying Orléans. The cathedral, another train (for the model railway enthusiasts), the art museum and nature garden. Some felt they had completed their annual cultural limit at this point and were sufficiently sanctified for the remainder of the year. Lunch was individually organised among the many local cafes. Unfortunately, there was a strong rain shower over the lunch period so many retreated back to the bar or restaurant for an extended period. Again it was noticeable that there were a large number of school children on extramural activity. Parties of schoolchildren visiting the cathedral, walking with musical instruments on their backs or canoeing down the Loire river, even having a dance class in the museum of arts.

On Thursday morning we had a leisurely breakfast before the departure of Ian and Olivia on their separate tour. The rest of us had a pleasant drive to Chateau Chambord, which included a short diversion to test the off road capabilities of the various Morgans that we had in convoy. All passed magnificently despite scaring the occasional dog walker on the narrow roads en route. Chateau Chambord is a very ostentatious 16th century palace and one of the most impressive castles we have seen, definitely worthy of a visit. The castle was originally built by King Francois I, starting

construction in 1519 to show off the wealth of the Royal Family, with numerous double spiral staircases. We managed a short lunch on the site, having come prepared with sandwiches, although a number of cafes were on site able to cater for many tastes. After two hours of visiting the castle we continued our journey to Fontevraud. Another pleasant drive despite short bursts of rain and the occasional disappearance of one of the drivers. We all managed to arrive safely and together at the destination Logis hotel.



Chateau Chambord

Friday morning was spent touring Fontevraud Abbey, with history linked to Henry II, Eleanor of Aquitaine and Richard the Lion Heart. It was disestablished under the French Revolution and turned into a prison with a very severe regime for the inmates. The only reason that the building survived is because of this use until 1963, whereupon the Abbey was claimed as a national monument and restored to its former glory. Our group separated in the afternoon with some going into Saumur for another train ride, while the serious among us went wine touring to Saumur Champigny and Saint Nicolas de Bourgueil. While there was little room for boxes of wine in the Morgan, we were inventive and managed to load a small stock.



Saturday we drove on to Saint Nazaire, staying at the Holiday Inn. The convoy was split up by traffic en route while we were city driving and as a result some had a leisurely drive through the country and others took a short cut through the main roads to the hotel. The hotel was very well situated to see the famous German submarine pens, raided by the British forces in 1942. This facility was a key resource for the Nazis and the submarine wolf packs allowing resupply and repair before returning to attack the allied supply convoys in the Atlantic. The pens are still there, along with the

bent ships gun of HMS Cambletown, which was blown up in the harbour entrance to prevent German access. On Monday we said goodbye to Graham and Hazel, who made their way to a separate visit, while the remainder of us travelled to a small B&B in Trevejean, Guerledan. On the way we called in at a small cafe in Ploeuc-L'Hermitage, where we had a lunch last year - we were made very welcome again. After some of the best croissants in France at breakfast we departed for our final location.

Tuesday morning we drove on towards the Logis Hotel le Castel Ac'h on the waterfront at Pleuguerneau. This is a very well protected cove with local fishing boats and a number of yachts. A great place for sea kayaking or paddle boarding with plenty of places to walk and enjoy the scenery. We ate in the hotel restaurant on the first night and were nearly charged for a group of seventeen cyclists rather than our own meals. After some consternation we managed to resolve that small issue. The following day we took a small drive along the route touristique, seeing some more coves and harbours, before settling in to see the local market in Lannilis. Lots of local fresh vegetables, cooked chicken, fish and shellfish in the stalls. We all had a light lunch and made our way back to the hotel. For dinner we walked a short distance along the coast to a Creperie for a pleasant final meal.

Thursday morning involved a slow start with only a short drive needed to the ferry in Roscoff. Some left slightly early to finalise their shopping experience while the remainder took a leisurely drive towards the ferry. We all arrived in plenty of time and stopped at a local restaurant in Roscoff for lunch. The ferry crossing was uneventful and after a six hour crossing we made our way individually home from Plymouth. Some extended their stay using a kind offer of hospitality from Olivia and Ian to stay the night in Devon.

A huge thank you from all the team to Pete and Jill for organising the whole experience again. We stayed in great accommodation, had excellent meals, good company, "usually" great navigation and we all enjoyed the trip tremendously.

Chris Cheesman

The Return of the Morgan Picnic at Colin and Irene's on June 22nd

After a two-year break, anticipation was running high for the long-awaited picnic at Colin and Irene's delightful home. It did not disappoint.



A grand total of seventeen gleaming Morgans lined up - each one polished to within an inch of its chrome. A few "tin-tops" also made a sneaky appearance, their presence forgiven due to the usual mechanical mischief that Morgans occasionally like to inflict on their owners.

The club gazebo was soon standing proudly in the garden, proving itself the perfect HQ for



socialising, shelter, and general loitering.

After picnics were enjoyed - ranging from modest sandwiches to full-scale feasts—Colin rallied the troops for some traditional English silliness.

First up was the ever-competitive **Welly Wanging**, involving the enthusiastic hurling of a boot. The direction of some throws was... let's say questionable. In the end, **Gordon Martin** took the men's title with a vaguely accurate lob, while Kim of Fossil Mog triumphed among the ladies, proving that both style *and* distance matter.

Next came the **Bowling Challenge**, which sounded genteel but quickly turned cutthroat. The aim: to bowl a ball through a goal 20 yards away. Unfortunately, the ground was not quite up to Wimbledon standards—some might say it was maintained by moles - so a generous helping of luck was required.



Rob Pring was victorious for the gents. On the ladies' side, several competitors landed the same score; a coin was tossed and **Chris Martin** was declared the winner.

With prizes awarded and honour satisfied, we rounded off the afternoon with tea, scones, and cakes - the true mark of any successful British gathering.



A huge thanks to Colin and Irene for hosting another unforgettable day, where camaraderie, cream teas, and competitive welly throwing reigned supreme.

Rob & Jane Pring



3-6 July 2025

**Visit to Le Mans Classic, France
by Gordon and Chris Martin**

Pictured here Terry and Jane Joyce &
Russell and Hillary Wakefield from



As members , we joined the VinMog Morgan group in May last year for the 7th Vintage Revival and the Centenary of the Autodrome de Linas-Montlhéry near Paris. In July this year, we were pleased to be able to meet up with some of them once again for the 2025 Le Mans Classic.

Background: VinMog came into existence in 2006 formed as an informal group by a small number of expatriate Morgan owners living in the Provence-Alpes-Cote d’Azur region of France and members have met to enjoy a number of gatherings in the surrounding countryside.

Since then, the group has increased in size and gradually VinMog members decided they would like to put something back into the Morgan community that, over the years, has given them such pleasure. VinMog therefore formalised its existence in 2015 and became a not-for-profit organisation under the French “loi de 1901” with the stated objectives of supporting Morgan owners and Morganeering in all its aspects. They organised their first tour as an Association to the Le Mans Classic in 2016.

We organised our Ferry crossing sailing from Poole to Cherbourg and drove straight to our pre-booked accommodation just outside Le Mans in La Suze-sur-Sarthe approx. 18 kms from the Circuit. We then drove to the circuit to collect our weekend package organised for us by VinMog which included lanyards, stickers, 2025 pin badges, general admission for the whole weekend, un-reserved grand-stand seats in the Dunlop or Panorama stands, entry to the paddocks, parking at the circuit within the Vinmog area thereby avoiding hours of queuing and ensuring our car was safe with other Morgans .

The weather was hot with little to no shade at the circuit other than in the stands and we found ourselves purchasing Vinmog white “dual purpose” umbrellas firstly to try and fend off the intense heat on the first two days and on the Sunday to fend off the rain showers. A big thank you to the Joyce’s and Wakefield’s for supplying a very nice local wine and tasty French bread and cheeses which was very welcome as we returned with tired legs to rest in the tent.



The Circuit and the weekend



Walking around we found the “Morgan Club de France” tent and sampled their sparkling wine and very nice pork & duck rillettes (kind of pate) . We inspected the wide variety of French owned Morgans. The Club were very pleased to advise they had been able to secure a new “Super Sport” for the week-end to have on view. Interestingly there were mixed opinions as to those who really liked it, didn't like it or liked or disliked parts of it!



Interesting colour?



For those who have not attended the Le Mans Classic there is a huge amount of walking involved . As well as the racing which is going on constantly in the background there is so much else to see. There are just about every manufacturer of car somewhere to be seen within the thousands of racing and static cars on show. There were stalls with all kinds of motoring goods and clothing, a variety of food outlets and bars providing music and entertainment.

The Classic Le Mans is truly a celebration of past 24 Hours of Le Mans and this year featured over 500 cars divided into six grids representing different eras from 1923 to 1979. The “Le Mans” start (herringbone) was used for grids 1-4 where the drivers run across the track to their cars, whilst the faster grids 5-6 had a rolling start. The main races were 24 hours long with a break in the early hours of Sunday morning and each grid raced multiple times. Huge TV screens followed the races.



Watching the drivers wrestle with the huge steering wheels on the old Bentleys, the spins, the near - misses, the “gasps” and clapping in appreciation of a good race won from the crowds, was atmospheric. Chatting to other Brits who had also made the journey and just going “back in time” looking at cars we once had—a petrol heads dream weekend.

Brunch and Boules: Dunster Beach

Thursday 17 July 2025

Exmoor is one of our favourite places to visit, and has been since the children were small – with camping holidays at Halse Farm near Winsford. Fast forward to retirement, and the Morgan, and we still enjoy a scenic run to Exmoor for lunch! 'Brunch and boules' was a tempting event on the Wessex calendar, but appointments at home in the morning and evening gave us a limited window . . . but we seized it. There would be no time to explore the lanes and villages, but we looked forward to meeting everyone again – at the seaside.



The outward journey was accompanied by a succession of showers, but none heavy enough to warrant putting up the hood. We arrived to see the club gazebo, and 16 friendly faces, just as everyone was finishing lunch. We parked on the pebbly car park, with views across the Bristol Channel to the South Wales coast, and paid for 2 hours (not long enough). The sea and sky were grey, but it stayed dry all afternoon.

Luckily, the boules tournament was yet to begin, so while the early birds began playing we caught up with picnicking and chatting.



After weeks of dry weather, and three heatwaves, the grass was scorched – it was also very rough, eliminating any risk that skill would help. We were in teams of two, playing on two pitches, for a series of matches progressing to the final. We soon discovered what the rules were (more or less), and realised that, actually, this was quite serious – measuring tapes were in use. Interestingly, a few people had done this before, where in France it is usually played on sandy terrain; others came from a true, British, bowls background. This may explain the difference in

technique: the bouleurs used a palm-down hand grip and 'bombed' the jack, the bowlers used an open palm-up grip and rolled the boules. Neither was particularly successful; I'm not sure what system George was using, but at one point his boule disappeared completely into a large pot-hole.



Concealing our natural competitiveness, it was enormous fun to be out with like-minded Morganeers. I was playing with Olivia, and we did progress to a second (or third, I lost track) round. After much bouling and measuring, Phil and Louise were declared worthy (lucky?) winners, and were presented

with a box of chocolates each. In a spirit of camaraderie and sportsmanship they donated one box to the runners-up.

Our sincere thanks must go to Pete and Jill for inventing and organising the meet, which, like their fish and chip runs to West Bay, may become a fixture (perhaps even with its own trophy).



The Kingfisher café/kiosk did a brisk trade in ice creams before we finally said our farewells and headed back to the ranch. Given more time, I think I would have returned via Dunster and Wheddon Cross – but we retraced our wheel-steps via Taunton and much congestion (seemingly as always, late afternoon). We passed countless police cars (marked and unmarked), ambulances, and fire-engines all heading towards Dunster. Sadly, we were to learn later that evening that there had been a serious coach crash near Wheddon Cross, involving up to 70 pupils and staff from the local middle school returning from an end-of-term day out. Sobering news, which put our congestion delays through Taunton into true perspective.

Roger Gibson

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Contact: New Elms Garage, Sherborne Causeway, Shaftesbury, SP7 9PY
Telephone: 07850 334712.
E/mail: newelms@btconnect.com

Scenic Run to the Heritage Centre at Uppottery Airfield on 29th July

With a weather forecast for thundery showers it wasn't looking too promising for this Wessex Centre day out.

10 cars met up at the Costa Coffee on the Southfields Roundabout at Ilminster. After swift refreshments we were in our cars for a prompt 9.30am departure along the A303 - in a light drizzle. A nice route through Newtown, Bishopwood and Churchinford took us into Devon and The Uppottery Heritage Centre, near Smeatharpe. Five other Morgans were already there, so a total of 15 Morgans on the visit.

We were ushered in to the makeshift parking area by our host Brian Lane-Smith (Chairman of the Board of Trustees for South West Airfields Heritage Trust) and his able assistant Chris.



Once assembled, and a group picture taken, we were led into the museum which is a World War II Nissen hut. Uppottery was the last of three wartime airfields to be built on the Blackdown Hills. Brian and Chris gave a highly detailed talk about the lead up to D-day and the activities of RAF Uppottery during that important time in the

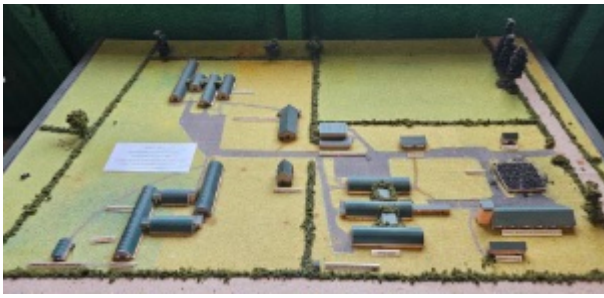
Second World War.



The exhibition in the Heritage Centre features a unique collection of photographs, of aircraft and personnel preparing for the invasion. Many are on loan from the family of the late Col Charles H Young, who was the war-time USAAF Commander of the 439th TCG. This was the base that the real 'Band of Brothers - Easy Company', 2nd battalion the 506th PIR departed for the Normandy D-Day landings. They were famously featured in Steven Spielberg's TV series. I was quite shocked to hear that when planning D-Day Eisenhower and Churchill fully expected a 50% mortality rate in those first few days - both men and aircraft!



The photographs show the training the pilots undertook, the briefings, and also show the troops literally minutes before they flew to Normandy! They provide a rare insight into what took place prior



to D Day and the missions that took place after the invasion.

There were also many artefacts to see including the uniforms they wore, weapons they used, dioramas, maps & models and an RAF Culmhead aircraft radio simulation. Also the story and wing parts, from a Heinkel bomber which was returning from bombing Plymouth, that was shot down by a Hurricane and crashed into the field alongside the base.



If you've had an older Morgan you probably recognise the Tenax fastener (left) on this Flak jacket!

We were then led in convoy out on to the main runway of the airfield where a further presentation was given along with detailed folders showing pictures. Brian was then able to spot out to us the main features and building remains around us. Plenty of questions were asked both in the museum and out on the airfield which Brian and Chris happily answered.



When all was done we made our way to the Aviator Cafe at Dunkeswell Airfield where lunch was enjoyed by everyone. We won't mention any names but someone took a wrong turning short cut and led most of the cars on a narrow 'switch back' of a ride instead of the main road. Luckily we all survived!

A big thank you to Rob & Jane for organising this very interesting day out.

Les Morton

Morgan Comparison – Plus 4 or Plus Four?

Last year you may recall that Neville Lear wrote an article comparing his Plus 4 – Bluebell with my Plus Four Henry. This came about after a discussion in the local pub where we decided to have a go in each others cars and compare them. Neville completed his write up and it was published in the December 2023 Morganiser. I thought it was high time I did the same and brought some balance to the discussion!

For those that are newer to the club Neville owns a 1983 traditional 4 seat 4/4. My car – Henry is a 2022 year model Plus Four CX with a manual gearbox. I did consider a Plus 6 and the only reason I didn't get one was because of the lack of a manual gearbox option. For me the manual CX Plus Four is the ultimate sports car. Neville's article does make a number of comparisons between the traditional versus the modern – remarkably not all positive about the traditional.

For anyone concerned around the insurance aspect of our swapping driving seats – we both had third party insurance on other cars and were both cognisant of what this meant.

A point I will pick Neville up on is his suggestion that the new CX cars are far more water and air tight than traditional cars. I guess that is true in the main – but there remains quite an annoying draft around the drivers elbow (when driving with the hood up.) When I spoke to the dealer about this his advice was to shove a jumper or jacket down the side of the seat! Whilst the CX cars have moved Morgan forward substantially there is still room for improvement!

I suppose I also ought to mention the issues that many of you will be aware of that came with the CX cars. I'd been in possession of mine for about 3 weeks when I received the message from Henry Williams that I should not drive it due to safety concerns over the brakes. We then spent June, July and August '22 (the prime Morgan driving months) unable to drive the car whilst Morgan sourced new brake master cylinders. They also did some remedial work to the radiators I believe – some owners reporting issues there. Arguably my start with Morgan wasn't the best!

I'm not an Engineer like Neville and I don't have his many years of experience with Morgans to draw from. Having spent a large part of my career driving high performance police vehicles in operational situations I believe I have some knowledge around using, assessing (and enjoying) driving cars. In my journey to Morgan ownership, my brief was clear; I wanted something that looked like a traditional British sports car but I also wanted something that performed like a modern sports car (this is clearly the best of both worlds) - before 2019 such a thing did not exist. Then the CX cars came along and ticked both boxes. For me there is a certain amount of balance in the manual plus four – it accelerates and stops rapidly. The suspension is so good that it gives a real feeling of confidence when approaching and accelerating through bends – really allowing the driver to push the limit point. There is also greater cabin space in the CX for the driver (useful for people over 6 feet tall – albeit at the expense of space behind the seats) and I think power steering these days is probably a must. Also I'm not sure that having to regularly grease the 110 year old front suspension system is actually a positive ! Every time I drive my car I'm left with a large grin on my face – and of course the one point that we can all agree on is that like its traditional cousins – they are all things of beauty!

I would probably finish up by agreeing with Neville's final point that the modern Morgans are, "Not like driving a real Morgan" – he's probably right – driving a CX is actually so much better! I would also agree with him that, "what is fortunately clear is that Morgans of all types are enormous fun, very British in appearance, and everybody loves them!"

Mark Freeman

Fish & Chip Run to West Bay

August 13th



A meet up at the Chard Tesco car park saw 12 Morgans arrive for the, what now appears to be, annual Fish & Chip run to West Bay. Through Crewkerne, Mosterton and Beaminster on a lovely warm evening, we met up with another 4 or 5 Morgans who went direct to West Bay.



Fish & chips were purchased from the various vendors along the harbourside before strolling up to the promenade where a social gathering ensued. After which a good number of members went to the Bridport Arms for liquid refreshment. The evening was still quite warm so I think most members made the trip home with the hoods still down.

A big thank you to Pete & Jill for organising this enjoyable, and social event. Same again next year?

Walking Treasure Hunt and Sunday Lunch

August 31st



A walking Treasure Hunt for a car club? Sounds strange but it actually worked very well - so a big thank you to John Adams for organising this fiendish walk around Sherborne. It took us around the abbey grounds, past the Sherborne School, up past the old hospital and then back down through the town centre - places I am sure some of us had never seen before. When all clues had been spotted we returned to Sherborne Police Station, where our cars were safely parked in their car park, and then a 15 minute drive to the Hunters Moon pub in Middlemarsh for a lovely Sunday Roast. John & Katie then pored over the submitted answers and arrived at the closely fought result - Roger & Carole were declared the winners and presented with a bottle of 'bubbly', whilst the unlucky last place couple were Bob & Jenny.



We also welcomed Terry & Yvonne Fisher to their first meeting with the Wessex Centre - arriving in their newly acquired yellow 4/4.



Of Willows and Wheels: A Somerset Sojourn

20 August 2025

The MSCC Wessex Centre rolls through Somerset for a day of curves, craftsmanship, and classic charm.

Members of the Wessex Centre gathered in Ilminster for the start of a scenic summer outing. With hoods down and spirits high, we set off to explore the glorious Somerset countryside, tracing a route through Barrington, Hambridge, Curry Rivel, and North Curry. Our destination: Coates English Willow in Stoke St Gregory.

The Coates family has worked with willow here since 1819, even trumping our beloved Morgans which as you know first arrived on the scene in 1909. The basket making willow here, known as "Withies", is now produced in the only area left where it is still cultivated for the production of baskets, furniture, garden items and high quality artists' charcoal. Here indeed is the heart of the English willow industry, an industry that in many ways has not changed for centuries. Thankfully like our cars the technology has!

But before delving into the finer points of willow cultivation, it was—naturally—time for coffee and cake. (It would have been terribly rude not to, especially as it was someone's birthday....Graham!)



Once suitably fortified, we were welcomed by a wonderfully knowledgeable guide, who treated us to a fascinating tour that led us through the full life cycle of willow: from fields and soaking pits to expertly woven creations. When the phrase "strip the willow" was mentioned, she even suggested we dance—a tempting thought, but alas no takers!

Among the most unexpected (and delightful) displays were intricately crafted willow coffins—a little sobering, yes, but also a striking example of beauty meeting sustainability. Same price no matter the size, we were told, and with a very tall husband – duly noted!



Watching the weavers at work was nothing short of mesmerising. The process is entirely hands-on, tool-free, and impressively physical—we even witnessed the coffins being 'karate-chopped' by bare hands to help pack the willow into place. The craftsmanship was extraordinary, each piece spoke of patience, precision, and pride.



A seasonal highlight at the Willow Centre is a themed display made entirely of willow: this year the theme

was dinosaurs. It was noted by 'he who shall not be named' how appropriate the theme felt, though we'll assume he was referring to the age of the craft, not the drivers... Perhaps next year we might suggest a willow Morgan in the display?

After our tour, we strolled over to the on-site Lemon Tree Coffee House for lunch. Sadly, we had to leave early, summoned by 'the dogs who must be obeyed' so the rest of the group's adventures remain a cheerful mystery. Judging by the atmosphere, it's safe to assume the food was excellent and the company even better.

Before departing, I couldn't resist a visit to the gift shop, brimming with local crafts and handmade treats.





A small willow souvenir may have found its way home with me - a memento of a truly lovely day. As newer members of the group, we felt warmly welcomed throughout, and already look forward to our next outing. It was a day filled with quiet charm, winding lanes, and an appreciation for heritage—whether expressed through the elegant lines of a classic car or the timeless rhythm of hand-woven willow.

Many thanks to Coates English Willow for their hospitality, and to our guide for a tour as engaging as it was insightful. And to Les & Jean for organising this event. Until the next adventure - may your wheels stay classic, and your baskets well-woven.

Lesley Clayton



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Restoration of a Three Wheel Morgan (M3W) - Part 2

In keeping with most restoration workshops, the Morgan 3-wheeler being somewhat unusual, and also a difficult task, doesn't get full-time attention. There has been some progress though. The cracked areas at the lowest points of the cockpit have been welded, as have most of the redundant holes revealed after the paint was stripped. Copious amounts of filler that hid umpteen dents has also been removed, including from areas INSIDE the cockpit. There are now only a few holes to be filled from some fitments I have asked to be removed before filling and flattening can be done.



Fortunately, many items that required work had been taken home as mentioned in my previous article, and have been now been completed. Four wheels were powder coated Light Ivory, (I had an extra spare wheel, as the rear wheel is still on the car and will be powder coated at a later date). All done in a total turnaround time of 11 days. It could have been quicker, but they had to order the Ivory powder, as it wasn't a regular stock item. This alone added £110 to the bill.



Getting the tyres refitted proved to be a bit of a problem, with several garages refusing to refit used tyres belonging to the customer. Health and Safety rears its head again. Fortunately, a local garage in



Glastonbury were happy to do the job, and even offered next-day service!



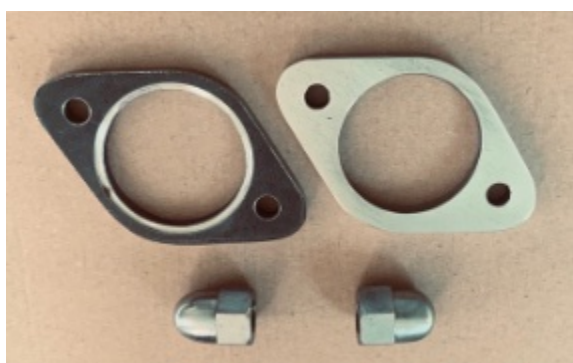
The dummy radiator cowl went to Doug Taylor's in Banwell, with a quoted 8 week turnaround. Their phone call was received after 8 weeks and 2 days. The chrome finish is quite good, but shows up some shallow dents that were not particularly noticeable in its Nickel finish. C'est la Vie.

The steering wheel had to be removed to allow access under the scuttle, so Nev and I went to do the business

complete with a puller to get the wheel off. This didn't work out as planned, but a large hammer did the trick ! The steering wheel was taken home and given some TLC and now looks almost like new. This also gave me the opportunity to add a latching microswitch to the spoke



nearest the ignition advance lever, to operate the headlight's high-beam selection. (I have never liked the traditional position of the switch at the base of the steering column). This switch operates a relay on the dash panel and can be operated without having to take a hand off the steering wheel.



Taffy Jones from the Precision Engineering workshop in Somerton phoned to say that the blanks for the exhaust pipe retaining flanges had been made, but left for me to finish them to create the "lozenge" shape. This saved time (and money), as he knew I had the facilities to finish the flanges, mainly at home, and partly at our local "Men's Shed", using the belt sander equipment. I had also procured some

hexagon bar stock from Taffy, sized for 1/2" BSF, so that I could make a pair of domed nuts that retain the engine on its mounting. As these protrude out in front of the car, they prevent damage to one's shin when messing about at the front. A nice exercise using the lathe, and a first for the use of my 1/2" BSF taps. I did have to buy a suitable "tapping" drill, but as "Letter" drill sizes are like hens teeth, I settled for a 11mm.

The old dash panel had been taken home to use as a template to a new one made from solid Walnut, procured from Yandles timber yard in Martock. This was marked out to the maximum dimensions of the old panel, then cut out using a bandsaw at "Men's Shed". The panel then had to be bevelled to give it a 10 deg angle when fitted in the car, which meant that it could not be bevelled using the bandsaw. (think about the geometry), and had to be bevelled by hand using the 12" disc sander, also at "Men's Shed". The steering column aperture was cut, and the panel taken to the resto garage for a trial fit. This resulted in a minor adjustment to the steering column cutout, then work could start in the finishing process and assembly of electrical items.

Cutting out the mounting hole for the turn indicator switch was only done to the panel after several trial drillings on a spare piece of walnut offcuts, as the switch was meant to be mounted on a metal panel, not one made of wood 20 mm thick! This involved 4 different holes; a pilot hole of 4mm right through the wood, two different hole-saw cutouts to a depth of 16mm from the back of the panel, then cut out with a small chisel, and the final hole using a Forstner bit from the face side of the panel. This left 4mm of wood thickness to mount the switch.



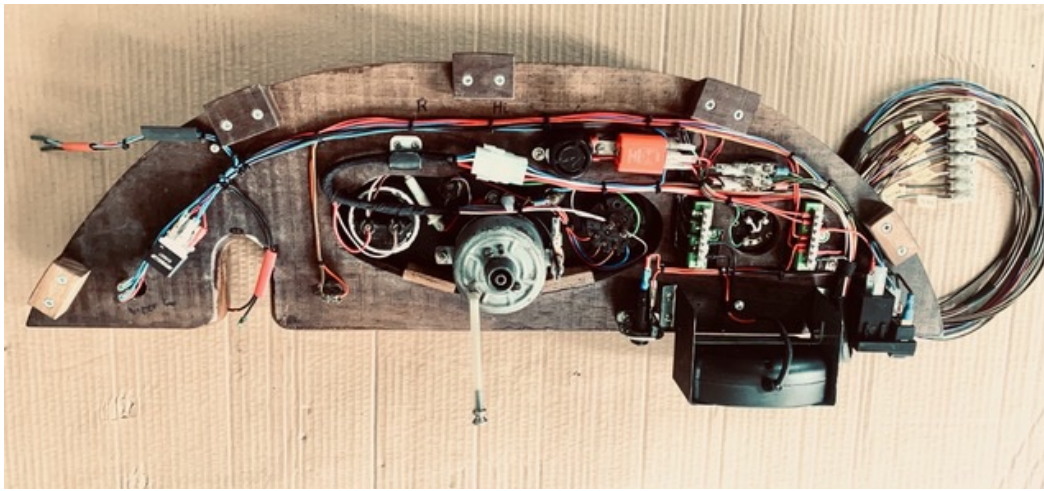
Preparation of the surface started with a sealer, then the application of grain filler. Not the easiest task, as the grain had an angle to it (a bit like the Jurassic coast), and had to be done several times. Once rubbed down with very fine abrasive pads, it

was decision time; brushing varnish or spray can? Having converted most of the workshop into a spray booth using a roll of decorators plastic film, I decided to use the rattle can, the end result of which was that I wished I hadn't! So it was rubbed down to the wood again and the exercise repeated, this time with brushing varnish. The end result was acceptable this time.

As bought, the car was fitted with a hazard switch and auxiliary power and USB sockets, (this latter item being "free-standing" not firmly attached to anything). Some metal origami was employed to attach this to the dash panel, set back slightly, so as to be not too noticeable. However, this was altered later to be flush with the edge of the panel. The rest of the electrical components were fitted, flasher relay, High/low beam relay, repeater LED's for Left and Right turn, an LED to show High beam selected, a turn sounder just in case one hadn't noticed the LED's, another latching-type push button switch for the wiper motor, (more about that later), and various distribution strips for power and turn signal functions. Wiring had to be done in such a way that would allow the instrument panel to be removed should the need arise, and a 9-way connector was selected for this.

The instrument panel was in quite good shape, and could have been left as-is. But for a bit of extra effort I decided to strip it down and make it look more professional. But first, I had to figure out how the ammeter and charge warning light were kept in place. This involved several days of fruitless thinking, until I happened to push the ammeter in towards the panel, and all was revealed.

The panel had to be taken back to bare metal on its front face, primer and gloss black on the rear face, then 5 or 6 coats of crackle-finish paint applied to the front. This took 2 days to dry, and a further 2 days before I could re-assemble it. The ammeter was replaced with a near identical Lucas unit with better



chrome on the bezel, and the panel rewired. Not happy with how the wiring “flowed”, I wired it again, so that future removal would be easier. A bench test showed me that my nice replacement ammeter had a sticking movement, so I had to revert to the original one. The instrument panel was refitted into the dash panel and the connector wiring started.

Having used 9 sockets in the “static” part of the connector, I assumed that the kit would have 9 pins for the removable half.



Which is where I discovered that it wouldn't mate properly. Somehow, I'd managed to fit another (10th?) socket where a pin should be. So I ordered the appropriate extractor tool, only to find that it still wouldn't budge, so had to be drilled out VERY carefully. Once

everything was back as it should be, the long wiring “tails” (long enough to reach the footwell bulkhead), were grouped into 3 functional looms, and hooked up to a set of lamps of similar wattage to the intended LED “bulbs” so that everything could be tested properly.

Fortunately, all went well. Every wire was labeled as to its purpose and is now ready to go in the car (whenever that will be). The total time to create the new panel was seven weeks from cutting out the walnut panel, to the final bench test.

The Wiper Motor

The wiper motor has been somewhat of a problem. As bought, the car had the classic pre-war vacuum “motor”, (which I managed to restore to working condition), but would not really be adequate in anything more than a light shower. A reasonably compact 12v unit meant for use on a boat, or caravan rear window etc., was purchased and modified to allow a single sweep or continuous sweep. I had to devise something that would allow this while still using the original tiny wiper blade, and also mounting it in the same manner as the vacuum unit.

Electrically, it is a fairly simple task, using a switch that has a momentary action with a gentle press, or latching ON action with a hard press. But that doesn't get the blade to park properly at the end of its sweep. To cut a long story short, it has taken 4 versions of actuator and 2 versions of mounting bracket to get it to do what I want. It parks off to the right, and does a single sweep if required. I still feel that it is a work-in-progress, as I cannot tell if it will work as intended with the blade on the windscreen.

Full details of this saga will be described in a future update.

Mike Smith

An electric Morgan?

Maybe this will give you inspiration!

Although not strictly a Morgan article I thought this may be of interest to members. In July Jean and I were in our motorhome in Germany. On a night stop near Schwerin we stayed at a house that had space for 3 motorhomes. At the house I spotted a red Porsche Boxster up on a ramp in their double garage.

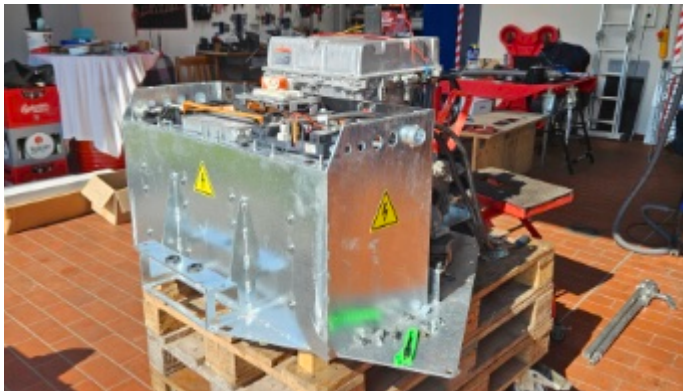


Having owned a Boxster in the past I was curious, so approached the man who was working on it. His name was Rene Klementz and luckily he spoke English (very well) so he was able to explain to me what he was doing.

He had purchased the 2007 Boxster 3.4S with 226000 kilometres on the clock. I was a Tiptronic (auto) version, which have 50kg more max permissible laden weight than the manual version. This, he told me, was to accommodate the electric power system he was installing.



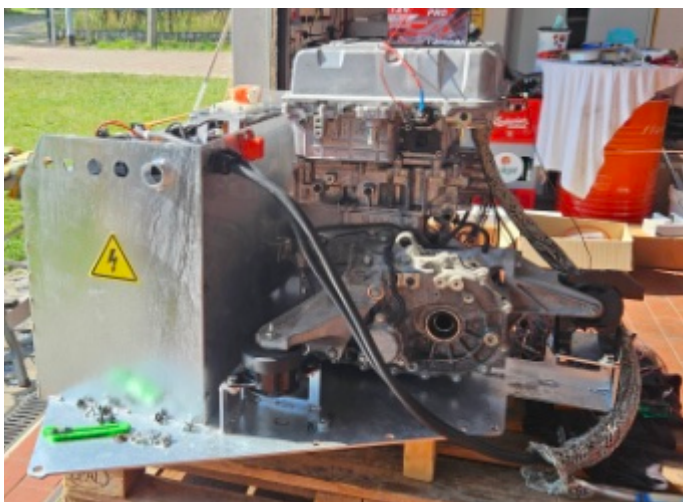
He had bought the motor and battery pack (and associated wiring & controllers) from a crashed 2019 Nissan Micra with 40000 kilometres on the clock. He went about designing the support plate for the motor & battery on his computer and had a prototype made up, which is currently fitted in the Porsche (*left*). However modifications were needed so the revised plate is supporting the Micra power plant (*below*), and ready to be installed. One problem he overcame was the driveshafts - the output from the Micra motor were different to the rear wheel drive shafts of the Porsche. The Porsche ones were in fact hollow! So he had special solid driveshafts engineered - Micra connection one end and Porsche connection the other.



His plan was to get everything installed and to have the car roadworthy by the end of August, however I have just heard from him and this is now unlikely.

Do we have any members who plan to convert to electric?!!

Les Morton



A polite reminder

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 will be a suitable for members who generously buy raffle tickets at the noggins.

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

Minutes of committee meetings are available on request from Pete Turner.



Have you joined the Wessex Centre WhatsApp group? It's a great way to share information, get quick updates on Wessex activities, share pictures, ask for Morgan related advice, etc.

John Adams manages the Wessex Morganeers WhatsApp Group, so if you would like to join it please contact him.

Wessex Centre Committee 2025

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

The advertisement features a large, dark blue curved banner at the top. On the left side of the banner is the Morgan logo, which consists of a winged wheel with the word 'MORGAN' in the center. On the right side of the banner, the text 'BERRY BROOK' is written in a large, white, serif font, followed by 'SOUTH WEST MAIN DEALER' in a smaller, white, sans-serif font. Below this, the services 'NEW AND USED CARS · HIRE · SERVICING', 'REPAIRS · UPGRADES · FULL RESTORATION' are listed in a smaller, white, sans-serif font. Below the banner is a photograph of the dealership's entrance. The entrance is a large, open garage with a white roof. Inside the garage, several Morgan cars are parked. In the foreground, there is a yellow Morgan sports car on the left, a dark blue Morgan sports car in the center, and a light blue Morgan sports car on the right. A group of seven men are standing in the background, in front of the garage entrance. The men are wearing various casual clothing, including t-shirts and trousers. The overall scene is brightly lit, suggesting a sunny day.

SUMMER FUN CAPTION



John Adams - I believe smaller BBQ's are also available to take on a picnic!

Thanks to John - the only person to submit a caption!

Come on Wessex members - more witty captions please!

AUTUMN FUN CAPTIONS

Maybe we can have a few more members contributing for this Autumn issue?

Please send your captions to morganiser.editor@gmail.com



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

Some ideas:

- Technical articles, anecdotal stories, events you have attended, pictures, holiday stories, etc.
- Morgans I have owned
- Other vehicles/bikes I own, or have owned
- Suitable clothing & hats - tips when driving in your Morgan
- Morgan upgrades - ECU remap, engine tuning, suspension, etc?
- Members Mogs - past and present, and stories behind them: Me and my Mog(s)
- Any tips for other Morgan owners?
- Looking back stories
- Letters to the Editor from members
- Venue suggestions for drive-outs, noggins, Sunday Lunches or just a coffee stop

WESSEX MSCC EVENTS LIST FOR SUMMER 2025

SEPTEMBER

- FossilMog **Wednesday 10th September**
HIVE BEACH PICNIC DT6 4RF
No need to book just arrive from 9.30 onwards. A great opportunity to see Morgans, meet old friends and picnic by the sea.
- Pete & Val Tombs **Thursday 25th September**
NOGGIN AT THE LIME KILN, Nr LONG SUTTON, TA10 9JH - 7 PM
Order food <https://www.limekilninn.co.uk/main-menu>
by email - limekilnlangport@gmail.com or phone 01458 241242.
Please let Pete & Val know if you are going.

OCTOBER

- Trish Powell **Thursday 2nd October**
VISIT TO COLDHARBOUR MILL, UFFCULME, EX15 3EE
One of the oldest woollen mills in the UK.
Meeting at 11 am
Details to follow
- Graham & Hazel Allinson **Sunday 19th October**
SCENIC RUN AND SUNDAY LUNCH
Details to follow!
- Pete Turner **Thursday 30th October**
COMMITTEE MEETING AT LAMB & LION, HAMBRIDGE 12 NOON
All members welcome - please inform Pete Turner if you will be attending.

NOVEMBER

- Graham & Hazel Allinson **Thursday 6th November**
NOGGIN AT THE FIREHOUSE, CURRY RIVEL
Details to follow.
- Rob & Jane Pring **Sunday 23rd November**
WESSEX CENTRE 44th ANNIVERSARY LUNCH
The Lordleaze Hotel, Chard.
Details to follow.
- Julia & Nev Lear **Tuesday 16th December**
THE RED LION, BABCARY
Lunchtime Christmas Party.
Details to follow.

OTHER EVENTS

- Sunday 7th September**
JOHN HAYNES CLASSIC 2025
See www.johnhaynesclassic.co.uk
A celebration of motoring heritage spread across the Museum's outdoor event arena.
- Darren Maynard **Friday 19th September**
INTERNATIONAL MORGAN DAY
To celebrate the inaugural event, Berrybrook are running a drive out from Exminster at 11.30 am for about an hour. Coffee at Berrybrook after.
Contact Darren Maynard, Berrybrook Motors. 01392833301 if you would like to attend.