



Miscellany

AUGUST 2026

THE MAGAZINE OF THE MORGAN SPORTS CAR CLUB



1965 VS 2026 SUPER SPORTS » MSCC75 FULL REPORT » CX NORTHUMBERLAND TOUR

PLUS: ALL OUR REGULAR COLUMNS + CENTRE EVENT REPORTS

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Front cover: Watching The Italian Job at the MSCC75 Drive-in Movie - photo by Andy James



Car Club Fest at the 3 Counties Showground, Malvern, 14-16 August

What's on THE MSCC INTERNATIONAL EVENTS CALENDAR

14-16 AUGUST – Car Club Fest: joint weekend with TR, MG and other clubs at the Malvern Three Counties Showground (Previously known as Inter-Club International). Tickets on sale now at www.carclubfest.com Use code MSCC4821 More details on pages 12-13

15 AUGUST – Bentley Drivers Club Silverstone meeting www.morganchallenge.co.uk

15 AUGUST – Speedmog at Llandow, South Wales

FRIDAY 21 AUGUST – Heart of England Challenge – 2026. The Old White Hart Pub, Lyddington, Rutland. Invitations have been extended to CranMog, Foxmog, Linmog, Donmog, and Fringemog for an evening of Fun, Food and more (see Centre Reports for info). Book by 3rd August.

23 AUGUST – Speedmog at Snetterton, Norfolk

30 AUGUST – Speedmog at Gurston Down, Wiltshire

4-6 SEPTEMBER – Morgans at Windermere. Organised by FellMog and based at The Crooklands Hotel. Bookings close 10th August. See page 8 for booking details

5-6 SEPT – Speedmog at Pembrey, Wales

7 SEPTEMBER – FolkMog Track Day at Snetterton. See page 4, February 2026 Last couple of places available. Please contact Chris Bennion chrisbennion@btinternet.com to sign up

9 SEPTEMBER – FossilMog late Summer Seaside Picnic, on Hive Beach DT6 4RF. No need to book, just turn up and enjoy a relaxed, easy going and friendly gathering.

18-20 SEPTEMBER – Isle of Man Festival of Motoring. The theme for 2026 is “Best of British”, perfect for Morgans! MSCC Travel Club tour – various options from 3-7 nights and choice of hotels. More details can be found at www.mscctravelclub.com

19 SEPTEMBER – International Morgan Day. OxMog are hosting a “Meet and Eat” at the Kingsley Café on the A40 at Eynsham, from 09.30 to 12.30. For parking, menu choices etc, sign-up is required – please go to www.oxmog.org.uk and click on “International Morgan Day” to register. Other Centres may be organising events around the country as well.

19-20 SEPT – Speedmog at Blyton Park, Lincolnshire

26 SEPTEMBER – Morgan Challenge at Knockhill www.morganchallenge.co.uk

3 OCTOBER – Speedmog at Prescott, Gloucs

1 NOVEMBER – London to Brighton Veteran Car Run.

13-15 NOVEMBER – NEC Classic Motor Show. NOTE AMENDED DATE. MSCC Quote CCMOSCCN6 at www.necclassicismotorshow.com to unlock the club exclusive £4.00 discount off adult tickets or £2 off family, child & multi-day tickets. Online discount applied to Advance prices before midnight on Thurs 12 Nov and Door prices thereafter. Full ticket information: www.necclassicismotorshow.com/ticket-information.

19-21 MARCH 2027 – NEC Resto Show. MSCC will be having a stand, and there will be a ticket discount code. Details to follow.

2-4 APRIL 2027 – The Spring Hop, Kent. The MSCC and HopMog’s joint annual dinner weekend and MSCC AGM – now with a new name! Held at the Great Danes Hotel, Maidstone, Kent. You can choose to stay for one night, the whole weekend or even just come for the gala dinner or BBQ. Only £50 deposit required. For more details see page 30 or visit online: mscc.short.gy/AGM27

For more details on Speedmog and Morgan Challenge events, including links to organising clubs and venues, see www.speedmog.co.uk & www.morganchallenge.co.uk

MEMBERS ARE STRONGLY ADVISED TO ALWAYS CONTACT TO CHECK THAT EVENTS HAVE NOT BEEN CHANGED OR CANCELLED BEFORE SETTING OFF.

If you have information on events similar to those listed above, which you feel would be of interest to other club members please give the details to Charles Neal, (see Club Officers Page for contact details). Please also remember copy date of the 7th of the previous month.

EVENT ORGANISERS – Please register all member events on memberevents@morgansportscarclub.com

Some driving events will need an MSUK Certificate of Exemption or Permit. The MSUK website and Permits/Route Authorisation Chart should be consulted along with the event guidance document on the club website. Email memberevents@morgansportscarclub.com or call 07525433829 if you need further information.

IMPORTANT NOTICE – To all event organisers. Centre Event and Race Meeting Organisers are requested to try, where possible, to avoid clashes with any Major Club Events.

RISK ASSESSMENT – recently some venues and police forces (with reference to touring assemblies) have been requesting a risk assessment be submitted. If one is requested, then for help please contact Russell Sayers Tel: 01132 576969 Email: arnoldrussell.sayers@ntlworld.com

The MSCC cannot be associated with any ‘unofficial events’. These will not receive publicity in Miscellany.

MISSING MISCELLANY: If your Miscellany has not arrived as usual, please contact membership.sec@morgansportscarclub.com

Disclaimer – Whilst every effort is made to ensure that the information in “Miscellany” is accurate, neither the Morgan Sports Car Club Limited nor its officers can be held responsible for any inaccuracies in any article or advertisement. It is up to all persons to satisfy themselves that any technical or other guidance (including as written in “Miscellany” or freely given by the Club’s officers), solution, method, material, product, or service is right for them and their vehicle. MSCC has outsourced some of its activities to third party suppliers for which it may receive a small commission which is invested into member benefits.

Welcome



BY
**CHARLES
NEAL**

We have had a wholesale rejigging of the Club's email system in July, so you will notice on page 8, in the Centre Reports and the back page that many of the addresses have changed. Please check the address against these lists before sending any emails, as the old "morgansportscarclub.com" addresses no longer work! (Hopefully the new ones do...) You can cut out the list on page 8 and keep it for future reference if that helps.

This process has been rather an upheaval but it should be better in the long run. Hopefully the emails that go into the system and then hide for a week or two will be a thing of the past...

Combining the June/July issue meant that we have received a few queries as to what happened to the July issue. We are planning to do the same again at Christmas, combining December and January into one magazine which arrives in early December.

As a result of missing out July, I do now have a bit of a backlog of articles – this issue is packed with event reports and activities that you have been getting up to, and there will be more of the same next month. Please do keep sending them in though, and I will publish them as soon as I can.

The MSCC 75 event was a great success, and you can read more about it from page 32. An awful lot of hard

work went in to making it happen, initially by Frank Whitefoot, but latterly by our Chair Jann, who even made some of the tombola prizes and baked the birthday cake (or in fact five of them!) late on the Friday night. The event was a big team effort too, so thank you to everyone who helped out – I can't list them all as there isn't room. Morgan Motor Company and Scenic Car Tours both contributed a great deal to the event, so a special thank you to all of them too.

This was already due to be Frank's last big event for the Club, but he was taken seriously ill before Christmas. He's now on the mend, I'm pleased to report. Although very self-effacing, he has organised four Mogfests on the trot, this year's event, and several Dinner Dances at the Abbey before that. Several Centres did organise a second Mog event after a decade or so to recover, but hardly ever two years running – so Frank has managed something unique. A big thank you to him for his efforts over the last decade.

The General Meeting also saw the final appearance as Directors for Martin Rickerd and Roger Coverley, and we also owe them a big thank you for their service to the Club. Roger has been crucial to keeping everything running smoothly for the last 15 years and very helpful. Martin didn't have the easiest time as Chairman, what with Covid and the organisational changes to the Club, but he has done an excellent job. He also contributed to lots of other aspects – for example offering to proof-read my book, which proved to be a bigger task than he expected! It was much the better for his input.



MISCELLANY CONTRIBUTORS ADVICE: Copy deadline for Editorial items is the 7th of the preceding month – anything received after this will likely be held back until the following issue. Please send copy to charles@offstonepublishing.co.uk either attaching a Word document or in the body of the email. Submissions are no longer accepted by post. Please attach pictures separately to the text (not in the document), preferably in JPG or TIFF format, and as high resolution as possible. If too big to email, you can use WeTransfer, Dropbox or similar for a batch of large files. Whether, and when, copy is published is subject to a number of factors including available space and topicality, and the Editor's decision is final.

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The *Kegworth Run*



BY
**CHARLES
NEAL**

To celebrate the 75th anniversary of the Club, on 30th June some 32 Morgans (and their owners) met for a drive including a visit to Kegworth, where the first event was held, on that very day back in 1951. The run started from the Ferrers Centre at Staunton Harrold, stopped in "flashmob" style for photos in Kegworth, and then continued on to Quorn Station where we had lunch in the cafe.

As explained previously, Ye Olde Flying Horse is no longer in existence; the building now houses a deli/butchers. However, the photos of the cars were taken in the market place around the corner, which we could still park in. As it is in constant use and a fairly small car park, meeting up there wasn't practical – instead we made it a brief stop during the run, with groups of cars pulling in for photos before continuing. Luckily the weather was kind and only one or two people were annoyed by the large gangs of



CAPTIONS:

1. 30th June 2026
2. 30th June 1951, with the same buildings in the background
3. All arrived at Quorn Station



Morgans cluttering up Kegworth's market place!

The route itself passed mostly without incident, except for a phantom closed road just before Quorn, which many people turned back and found a way round – although it turned out not to be closed at all!

We had a great range of cars covering every decade of the Club, from my flat-rad Plus 4 (sadly the only flat-rad in attendance) through to Mike Mackay's brand-new Supersport.

Quorn Station café opened specially for us and provided a hearty lunch. It was a very relaxed day out, with probably more time spent chatting than driving – but the Club is very much about both of those things. A big thank you to Pat & Colin Harris for their help, and to Paul Fileman, Phil Royle and others for their local knowledge and suggestions.



The *Midsummer Coupé*

Launched in late June was Morgan's latest short-run special model, the Midsummer Coupé. It's a fixed-head take on the stunning Midsummer, which was a collaboration between Morgan and Pininfarina launched in 2024.

This car takes the front end and many of the details from the Midsummer, with a new body tub incorporating hand-beaten stressed-skin aluminium roof panels – but still on top of an ash wood body frame – and places it over the latest CXV chassis platform, with the engine from the Supersport 400. So it will go as well as it looks! The stunning interior has lots of laminated teak trim pieces, following the theme of the open Midsummer, and a stainless outside/teak inside centre rail reminiscent of the AeroMax. There's also a boot, bigger than the

Supersport, and it has electric windows, with the switches in the panoramic glass roof.

Each customer will be working with Morgan's designers to customise all sorts of details to their exact specification. There are only going to be nine of these Coupés and they will doubtless be incredibly expensive (actual price has not been disclosed), but they are a statement of what Morgan can do with the latest technology mixed with hand-made artisan production.

While these ultra-bespoke, ultra-expensive cars are out of reach of almost everyone, they do provide Morgan with a significant chunk of income to help make the regular models viable. It's impressive to see what Morgan's craftsmen can do when given the opportunity to make something really special.



Aviation history brought to life at *de Havilland museum*



BY

**LESLEY
WILIES**

(MSCC 13648)

Which iconic, classic British design is nicknamed the Wooden Wonder? Well, it's not the wooden-framed Morgan but in fact the legendary Mosquito aircraft, which incredibly is made almost entirely of wood; one of many fascinating facts members of Anglemog discovered on a recent visit to the de Havilland Aircraft Museum.

The history of the legendary WWII multi-role combat aircraft was told to 33 members of Anglemog who had ventured across the border from Essex to Hertfordshire for a tour of the museum. Featuring the only surviving WWII Mosquito prototype, the museum, in London Colney, also houses other historic aircraft and artefacts celebrating the heritage of Sir Geoffrey de Havilland, one of Britain's most innovative aviation pioneers.

The site of the museum is steeped in history as it is where the de Havilland team designed and constructed (in great secrecy) the first Mosquito prototype. Surprisingly, given its iconic status as one of the fastest, most versatile aircraft of WWII, it nearly didn't come to fruition as the Air Ministry was sceptical of an unarmed, wooden plane. Fortunately, Geoffrey de Havilland ignored the Air Ministry, persevered with his project and the rest, as they say, is history.

This and many other tales of aviation derring-do were recounted to Anglemog members by some of the museum's incredibly knowledgeable volunteer guides. Other aircraft housed at the museum include the Comet, Dragon Rapide, Chipmunk and Vampire aircraft and members were also able to see a number of restoration projects being undertaken by the museum's volunteers.

To round off an incredibly interesting and informative visit Anglemog members enjoyed a buffet lunch on the museum's mezzanine floor overlooking the main hangar and its many exhibits.



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New Club Contacts

From 20th July we have migrated to a new email system and many of the email addresses for Directors and other Club officials have changed. From now on, please use the following addresses:

JANN ROBINSON, DIRECTOR (CHAIR)
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Morgans at Windermere

4TH – 6TH SEPTEMBER

If you have been before you will know how enjoyable and relaxed it is. If you haven't been before, come this time and find out why people keep coming back year after year.

For registration: see www.fellmog.org and click on Morgans at Windermere where you will find a link to the registration form. You can also email les2mog@gmail.com or telephone 07900 962348, all other enquiries email fellmogcs@gmail.com.

THE LOCATION: We are based at The Crooklands Hotel. To book ring 01539 567432. If The Crooklands is full we have a backup hotel on standby and there are other local hotels. We can provide details should you need them.

THE WEEKEND: On Friday a welcome awaits with an informal quiz whilst enjoying a hot supper. Spend Saturday driving one of our detailed routes in your welcome pack, but be sure to return in time to join us for our sociable evening dinner and the chance to win a fabulous prize in our free raffle! Sunday gives time to take a short scenic drive, details in your pack, and then tackle the walking treasure hunt followed by a delicious cream tea and the unique prize giving.



Bookings Must Close 10th August

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Cars at the Castle



BY

**STEVE
LANGSTON**

(HOPMOG CENTRE
SECRETARY)

Cars at the Castle is an annual event held in the beautiful grounds of Hever Castle in Kent. Famous for being the childhood home of Anne Boleyn and later the home of Anne of Cleves, the castle was bought by William Waldorf Astor, the richest man in America. Between 1903 and 1908 Astor set about the restoration of the Castle, construction of the Astor Wing and creation of the lake and spectacular Italian gardens. Normally held over the Fathers Day weekend, Cars at the Castle was a week earlier this year which meant there were no family conflicts. Over 450 cars from clubs including Rolls Royce, Jaguar, Alfa Romeo, MG and of course Morgan were positioned on the lawns overlooking the castle along with lots of individual cars.

Hopmog put on an impressive display of 24 Morgans, all polished and prepared for the public to drool over. There would have been more but a number of Hopmoggers were departing for a visit to the National Memorial Arboretum in Staffordshire and The Great British Car Journey early the following morning and Sexmog, our neighbouring centre which some of our members are also members of, were holding their Spring/Summer lunch at Haywards Heath Golf Club.

Whatever the time of year the weather can be a make or break matter. Forecasts were

regularly checked in the week running up to the event but we needn't have worried, we were blessed with glorious sunshine all day long and no sign of any rain. We gathered in the coach park opposite the castle main entrance and at 9 o'clock were marshalled into our designated position which was next to the Rolls Royce and Jaguar clubs. We were located near some trees which provided some welcome shade which supplemented the Hopmog gazebo.

This is a popular event as the entrance fee for exhibiting vehicles is just £10 for the car and passengers, that is great value as you have full access to the gardens and many people choose to take a walk around the lake. A thoroughly enjoyable day was had by all and we'll be back again next year.



London Centre Goes Criminal



BY

**JOHN
WEAVER**(LONDON CENTRE
SECRETARY)**CAPTIONS:**

1. Reenactment with Morgans in 2026
2. Site of the Great Train Robbery in 1963
3. Meeting up at Ruislip to start the run
4. Cars in storage at Unit VII

In May we had a great time on The Griff Griffiths Memorial Hertfordshire Drive. This was in memory of our founder in 1965, Griff Griffiths. His son Alun and his grandson Reece came too. A motley collection of cars met in Ruislip intent on trouble! We set off in pursuit of coffee at Unit VII in Rickmansworth. There we admired and were admired and sat in the sun 'refuelling' after our early start. I saw 162.5p....



Time to leave, and to relive some history.

Driving through beautiful Hertfordshire countryside, we arrived at the site of the 1963 Great Train Robbery. We parked up and took loads of photos. There we met a retired washing machine engineer who filled us in on the history of the event. A delicious, relaxed lunch was at The Artisan in Tring. Thank you Dave Roberts and Alun Griffiths for excellent organisation.



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Car Club Fest 2026



We look forward to your visit to Car Club Fest on 14th–16th August. This event is being hosted by the TR Register, and MSCC will be attending the event. To date we have approximately 200 MSCC members attending.

It promises to be a great event, with lots of activities planned and an opportunity for members to get together and enjoy camaraderie. This will be a great opportunity to celebrate the MSCC's 75th anniversary.

TICKETS

Last chance to buy advance tickets at www.carclubfest.com/tickets

- Saturday day ticket £20 (advance) £25 (at the gate)
- Sunday day ticket £16 (advance) £20 (at the gate)
- Weekend ticket £40 (advance) £50 (at the gate)
- Weekend incl. camping £60 (advance) £70 (at the gate)

GETTING THERE:

The event is being held at the Three Counties Showground near Malvern, postcode WR13 6NW.

We are still awaiting the MSCC club location on site. We will add this to the MSCC Website (see 'Car Club Fest' on the 'Events' page) before the event. Otherwise, please tell the marshals at the entry gate to direct you to the MSCC location. You will be given a TR Register 'goody bag' on arrival that will include a site map.

If you are camping and arriving in a campervan or motorhome, you will need to park in the camping area (see site map). The site marshals should be able to direct you.

At the MSCC site location, we will have our own parking marshals in hi-viz. If you are a member of a MSCC Centre, and wish to park with other Centre members, please tell the MSCC marshals and they will try and accommodate this.

We will provide you with a MSCC Welcome Pack on arrival with a copy of the site map, events and details of scenic drives etc.

USEFUL THINGS TO BRING:

Centre flags; Pop up tables and chairs to sit on; Sun shades; Picnic food for lunch, or you can buy food on site; Food and drinks for Saturday evening BBQ (for those who are staying for the weekend)

Dogs are allowed but they must be kept on a lead at all times.

DO NOT bring floor mounted barbeques, fireworks or Chinese lanterns.

CATERING:

MSCC will be providing hot and cold drinks on site and cakes etc, courtesy of Ann and Brian Miller. These will be provided in the refreshment gazebo.

There will also be traders across the site where you can buy food and drink.

For those who have weekend tickets or are camping overnight, we will be providing a club

barbeque on Saturday. Please bring your own food and drink, and you will be able to cook on the club BBQ.

EVENTS ON SITE:

MSCC Social events

Friday evening informal social get-together and drinks at the MSCC site location.

Please bring your own drinks.

Saturday evening social evening and BBQ at the MSCC site location. Bring your own food and drinks.

AutoSolo / Autotest

- Autosolo Saturday daytime 10–00 to 13–00
- Autotest Sunday daytime 10–00 to 13–00

These events will be held at the Motorsport zone. They are a great fun low risk entry to motorsport. You can enter on the Car Club Fest website. You will need to obtain a free Motorsport UK RS Clubman License. This is very easy to do online at Motorsport UK. We also recommend you tell your insurer that you are participating. The club insurer Peter James, and Gott and Wynne Insurance can provide cover on existing policies.

Car Clubs – there are approximately 50 car clubs attending with a wonderful display of cars to view.

Live Action Arena – this will be running various events over the whole weekend showing stunts, motorsport and birds of prey.

Trade stands – autojumbles, parts suppliers, arts, crafts and fashion.

Morgan Factory Visit (Friday) – Pre book required (check Car Club Fest website for details).

Day Trip to Worcester – There will be a coach trip to Worcester leaving Saturday morning.

Dodgems – Free rides all day on a fairground dodgems ride.

Dog Show – there will be a mini 'Crufts' on site, please feel free to take your own dog.

Live Music – There will be live music all day and evening in the entertainment marquee.

MSCC Car of the Day – we will be asking another car club official to look at all the Morgans on site and vote for their favourite Morgan they would like to drive home in.

MSCC Scenic Runs – We are hoping to organise informal MSCC scenic drives on Saturday and Sunday. We will provide details of scenic drives in the welcome pack on your arrival.

Car Plaques – Brian Miller has offered to print these out. Please send your car details to millers@thamesinternet.com ASAP (see the CCF page on MSCC website for full details)

MSCC CONTACT DETAILS:

We hope you have a great weekend. If you have any queries about this event in advance of the weekend, please contact the MSCC team by email:

ccfmog@morgansportscarclub.com

If you need help over the weekend, please phone one of the MSCC on-site team:

Andy James, Events Director, 07546 420665

Susan Bevan, Engagement Volunteer, 07946 083521

Brian and Ann Miller, 07471 097159



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- Camping on-site (optional)
- Bar and Live music: Daytime + evening
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- Concours d'Élégance / Show & Shine
- AutoTest / AutoSolo + Precision driving displays
- Morgan Factory Tour
- Coach trips to Worcester
- Birds of prey displays

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Chats from the Chair



BY

**JANN
ROBINSON**
(MSCC CHAIR)

CAPTION:

1. Jann receives a beautiful scarf from the Morgan Club de France
2. In front of the Ye Olde Flying Horse banner
3. Roger and Linda Coverley on the tombola stand
4. The congregation at Stoke Lacy church
- 5&6. Viewing the night sky at Kielder Observatory

The summer of celebration! The weather is fantastic and makes everything easier to enjoy. The 75th Anniversary drive back to the original meeting place, Ye Olde Flying Horse, was attended by over 30 cars. Unfortunately I was unable to drive owing to the continued nuisance of a fractured pelvis. Charles sent lovely photos and everyone had a great time.

The team who worked on the Anniversary weekend saw the event come to fruition and far surpass their expectations. Thank you to everyone who made it happen and all the members and overseas visitors who attended and made it a fantastic weekend carnival of celebration. I will not describe all the things that went on as there are other articles that are doing that but I would like to extend my thanks to all those members who came and spoke to me and told me how much they are liking the things that go in in the club. It was a great atmosphere and everybody seemed to be having fun. I do have to mention Kieran and Katy from SCT, what a wonderful example of commitment to their job of organising the event. The Experience team at MMC are a credit to the company.

At one point I stood and watched how the event was working. The Marshals from Midlands and Warwick Centres in their hi viz making sure the displays went to the right place – the volunteers on stalls and displays – Gill the Club Manager making sure all member queries answered – the staff getting people in and out of new cars, it looked like the start of Le Mans. Susan and Charles getting people excited about racing the remote controlled Autosolo and the games Hopmog drove over from Kent. Wilf and Machiel making sure their displays were wonderful and all the people who took part

in the cavalcade. Everybody was there to help the enjoyment and the French visitors were so impressed, they said it was wonderful to be part of such a great weekend. Our visitors from USA are going to be celebrating their 50th anniversary soon and I did notice a lot of note taking being done – I hope they invite us to theirs.

The Church service held at St Peter and St Paul, Stoke Lacy was a lovely service and the rector Rev Philip Miller was so kind to let us have the service there. Phil Royle's sermon was so relevant and uplifting. Thank you to all who took part.

The General Meeting was very positive – I think it helped sitting amongst some beautiful cars. We thanked Martin Rickard and Roger Coverley for their service to the Board and introduced the new Board members – see back page.

I highlighted that sustainability was now our focus as we had achieved a simplification of governance, finance and security. In the coming months I will be sharing with you and asking you to support various initiatives.

I apologised to all those members present who felt excluded because it was a three day event and I would like to extend that apology



to all members who felt excluded. I am sorry and I gave my commitment that future national events would include a time when all members could attend for very little cost. A question was asked about 'no Mogfest' next year. Mogfest was born from Frank Whitefoot being asked to create an annual event to replace the Dinner Dance weekend. Mogfest planning starts 18 months before the event and Frank has now retired. We had a presentation to say thank you to Frank for all his hard work. Many of you will not know that Frank was unwell for the majority of the time this event was in planning and that is why SCT stepped in, to do far more than they would normally do. My point here is that we have not started to plan a major event for 27 so we decided to make our collaboration with Car Club Fest a big paddock.

Our own national event will be the weekend in April 2027, being organised by Hopmog for the MSCC (don't forget you are all members of the MSCC). We went out with the advertising of this event under the banner of 'Annual Dinner Dance and AGM Weekend' and that really didn't convey the jammed packed weekend of fun that is being planned. Are you surprised? Yes, we will have an AGM there, but it will be the new style of interactive meeting that involves members in the organisation of their club. It will be a weekend of activities and fun. The new name is the 'SPRING HOP' with the primary aim of fun, friendliness

and not taking ourselves too seriously – how can you if you drive a Morgan? The packages are all outlined on the MSCC website and on Hopmog website. Please book now as the hotel require a £50 deposit to secure the room.

In 2028 we will return with a national event. The ideas have already started. Like all volunteer activities it has to be fun for the volunteers so if you want to be part of the organisation just let me know. At the moment I am calling it a Mogarnival so please send better suggestions.

I concluded the meeting with saying I was honoured to continue as Chair (even though it is nearly a full-time job with no salary) and that the Club was fortunate to have such an experienced and enthusiastic Board. I hope you agree.

Following the MSCC75 weekend I went on a CX group tour of west Northumberland and the highlight for me was the night spent at the Kielder Observatory. The clouds parted and we saw wonderful planets and stars through the very large telescopes and it was reinforced how in the great universe we are such a tiny part and need to keep a good grip on perspective.

I hope all the celebrations going on in August and beyond are great fun.

Jann Robinson – Chair of the Morgan Sports Car Club

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Notes to the Membership Secretary



COMPILED BY

**GILL
BEVAN**

New Arrival

New to Morgan, having moved on (up?) following 30 years of Caterham 7s. Really enjoying the ownership experience so far & looking forward to getting out to a few Club events later this year. Completely unplanned but it turned out that two (the grey Plus Four) of us were picking up our 1st Morgans, having part exchanged Caterham 7s (my 7th 7!) at the same time on the same day! Press car MMC used from June 2024 – early 2026 so has done quite a few miles & featured in several magazines. *Photo 1*

We just picked up our Morgan today. We are hooked! My wife and I have just had our first tentative drives, and are enjoying ourselves greatly. If you can give us any tips for getting in, and more importantly, getting out – they'd be gratefully received [Folkmojo] *photo 2*

What do you do in yours?

Our recent trip to Scotland, more damp than sunny but that's Scotland for you! [it was May]

Blair Castle, just outside Pitlochry. Moody Glencoe, we did have the top down & wipers on as well at some points, but managed to stay topless from Pitlochry to Oban. Weather picking up as we head to Oban. Leaving a very soggy Gretna Green & heading back to Lancashire.

Photos 3,4,5

My son Fraser took this one as we were packing up from an evening's fly fishing. River Stour near Blandford. *Photo 6*

We are at Culzean Castle South Ayrshire loosely following the SWC 300 with Olney Classic Car Club in our Plus 8. *Photo 7*

The MOG plate was purchased originally by me for my new Plus 4 bought from Newtown Motors in 2010 but then sold with the car when part exchanged in 2012. It was by pure chance that I saw PW10 MOG advertised last month in Miscellany! *Photo 8*

Keep sending your travelling tales in to
Gill Bevan:

membership.sec@morgansportscarclub.com



Club Manager's Corner

Our 75th anniversary weekend at the Morgan Motor Company, surrounding Malvern Hills and Bibury Classic Motor Hub went very well, thanks to all who participated in whatever way. It is always a pleasure to see a friendly face and hear positive comments. All of the organising volunteers will have been thanked but I want to highlight the huge effort made by our Chair Jann Robinson who has put in countless hours producing the small items, let alone working with MMC & SCT to ensure the whole event worked successfully, within the framework created by the event organiser Frank. Those of you who have spoken personally to Jann will know that she does not stop, but uses any time available to put her creative mind to work to solve problems, support members, make it easy for Centres & groups to enjoy their Morgans and time together, and then produces incredible tombola prizes, table decorations and cakes on top of all the necessary stuff! She chairs board meetings, liaises with MSUK to ensure we are probably insured, attends events in all areas, and always does it with a smile and enthusiasm. Thank you Jann, you are an inspiration. There are exciting plans ahead so please keep reading. This month there is another large Club anniversary event at the 3 counties showground in Malvern so those of you who did not attend the official birthday weekend can enjoy CarClubFest with the events team. Many groups have made an effort to celebrate the longevity of the Club in their own way and there are several months left of our 75th year so please get out and enjoy your Morgans, or other people's. Have fun!



BY

**NICKI
WILLIAMS**

(RETAIL
FACILITATOR)

A SELECTION OF THE ITEMS AVAILABLE:

1. Regatta
Diamond Men's
Quilted Jacket £48
2. Signature
Heavyweight
Hoodie MONO
Colour £34.99
3. Soft Shell Ladies
Inc Centre Logo
or MSCC £34.00
– £39.00 (Choose
MSCC logo or
Centre Logo)



Official Club Merchandise – Designed for Enthusi- asts, By Enthusiasts

Looking for high-quality, customisable gear to show off your Club pride? Our official merchandise, exclusively available through Logo That Polo (LTP), offers a wide selection of clothing and accessories tailored to enthusiasts like you.

Why Choose Official Club Gear?

Every item is made-to-order, featuring premium embroidery or printing, which allows us to offer a wide variety of designs, colours, and styles. This ensures you can find something uniquely suited to your taste, all while supporting the Club—12.5% of every purchase goes directly back to the Club to fund activities and benefits for all members.

Beware of Imitations!

We've noticed some unauthorized sellers on platforms like Facebook offering items with the MSCC logo. Please note, these are not affiliated with the Club. For guaranteed quality and authenticity, shop exclusively at www.morgansportscarclub.com—the only official outlet for our merchandise.

What's on Offer?

From shirts and jackets to caps and bags, our range includes something for everyone. Many items are available in multiple colours, so you can customize your look while representing the Club in style.

Top Buying Tips

Check Sizing Carefully: LTP sources base items from various trusted suppliers, which means sizing isn't universal. Be sure to refer to the sizing guide for each item to find your perfect fit.

Explore the Range: Since all items are made-to-order, take your time to browse the collection—you'll be surprised by the variety available.

Support the Club: Remember, every purchase contributes directly to making our Club stronger.

Shop now and wear your Club pride with confidence!

SUBSCRIPTION RATES

ALL MEMBERS HAVE ACCESS TO A DIGITAL MEMBERSHIP CARD. WE NOW CHARGE EXTRA FOR A PHYSICAL CARD; UK £2 ~ OVERSEAS £4

Full membership: UK £55 Includes printed Miscellany, discounts on goods/ services/events (available to all members through the website- also digital newsletter for all with an e mail). E-subscription: £55 (no printed magazine – can be read online). Europe paper copies £78 and £120 for ROW (postal charge included, digital card). Associate member (age under 30): £10 (no printed magazine, digital card). Secure payment facility on the website; click “reset” using e mail to set a password. Google Chrome works best: check spam for re-set e mails. Click My Account to renew. Bank transfers may be made: please contact the membership secretary.

MSCC MEMBER BENEFITS

The purpose of our Member Benefits programme is to reduce the cost and increase the enjoyment of owning a Morgan for all our members.

We want our Morgans to run at their very best and we want to be safe in them, so this month we are spotlighting two partners that cater to performance and safety.

We are steadily reviewing all our commercial partnerships to ensure we have something here for everyone. We already have a hit list of potential new partners, but we are very open to ideas from members. If you have a suggestion, please send us an email on partners@morgansportscarclub.com.



GLOSS FIRE ACTION / FIRE SAFETY STICK

Do you carry a fire extinguisher in your Morgan? If you do, chances are it's a clunky metal canister, well past its use by date. The Fire Safety Stick is light and portable and just 200g. It works with all major fire types and comes with a 15 year shelf life! With space at a premium, it slips into most nooks and crannies in the Morgan, unnoticed until you need it. Be warned, these are moreish - once you have one you will be tempted to buy another and another for your kitchen, caravan or other cars.

Gloss Fire Action offers members a 10% discount* on online purchases. www.glossfireaction.co.uk

***More details on these offers and links to our partners can be found on the Member Benefits page of the MSCC website.**

Disclaimer: Products and services advertised by Morgan Sports Car Club partners are offered by independent third-party suppliers. Any contract, purchase, or arrangement is made solely between the member and the supplier. The Morgan Sports Car Club does not endorse, guarantee, or accept liability for the quality, safety, delivery, performance, or suitability of any goods or services advertised, and shall not be responsible for any loss, damage, or dispute arising from such transactions.

We welcome the following new members joining the Club during May & June 2026

We offer a complimentary 6 month subscription (digital for overseas) for owners who have not been in the Club before who provide Morgan details. The offer to extend the subscription for members acquiring a new model ended in 2023.

Mark & Deborah Abraham CHELMSFORD	2026 SuperSport
John Albiston TUNBRIDGE WELLS	2005 4/4
Mike & Leigha Beesley ROCHDALE	1999 4/4
Steen Blomquist SWEDEN	2025 Plus Four
André Boers GERMANY	1954 +4
Geoff Burgess BRIGHTON	1952 +4
Jeremy Clayton BURY ST EDMUNDS	2019 +4
Simon & Tessa Cox CHICHESTER	2003 4/4
John & Linda Curwen CARDIFF	2020 +4
Richard De La Mare SOUTHAMPTON	2004 Roadster
John Deakin COVENTRY	2009 Roadster
Michael & Karen Denny STOWMARKET	2004 Roadster
Shaun Drake CRIEFF	2022 Plus Four
Brian Dreaves LIFTON	2001 4/4
Alan Eagles BIRMINGHAM	1996 4/4
Malcolm & Shelagh England TRING	2015 +4
Kevin & Rosemarie Everett CHELMSFORD	2002 4/4
Simon & Maidia Freedman READING	1952 +4
Ray Gardner CREDITON	2018 +4
Paul Gilbert BERKHAMSTED	2000 +8
Chris Gubbey SOLIHULL	2026 Super3
Chris Guise NUNEATON	1963 +4
Omar Hadded PEWSEY	1974 4/4
James Hamilton LONDON	2024 Plus Four
Nick Hammersley BELFAST	1999 4/4
Terry & Sue Hobbs WARWICK	2007 Roadster
Nick Hyde NOTTINGHAM	1995 +8
Andy Jenkins ETCHINGHAM	2026 Plus Four
Paul & Sarah Keighley ROCHDALE	1969 4/4
Calvin Kong READING	2007 Roadster
Donna Kresel FL USA	2025 Plus Four
Jonathan & Carol Land SHREWSBURY	2016 4/4
Dominic & Nicola Leatherbarrow PRESTON	1996 4/4
Caroline Lewis COWBRIDGE	2010 +4
Ian & Amanda Lovett ASHBOURNE	2024 Plus Four
Simon Mann LONDON	1985 +4
Harry Marshall MIDHURST	2007 Roadster
Scott McFie KILMACOLM	2023 Plus Four
Andrew & Kim Medland CAMBORNE	2004 +8
Andrew & Kate Merrick NEWPORT	2026 SuperSport
Andrew & Trudie Messent ESHER	1938 4/4
Michael Parker CAERPHILLY	1981 4/4
Christopher Morris HORLEY	2021 Plus Four
Zoe & Graham Naylor STAFFORD	2024 Plus Four
Steven Page SHREWSBURY	2006 +4
Ian Pemberton GRAVESEND	1998 +4
Tom, Philip & Sam Perks HOCKLEY	2015 M3W
Angus, Beverley, Mary & Henry Pickup ROCHDALE	2001 +4
Shaun Poyser COLCHESTER	2018 4/4
John Pritchard RETFORD	1995 4/4
Christopher Randles WREXHAM	1971 4/4
David Rawlings LANGPORT	2013 +4
Richard Rochester EXETER	2012 M3W
Richard Rowsell WICKFORD	1953 +4
Malcolm Sargent BC CANADA	2000 4/4
Adrian & Elizabeth Sayers SCARBOROUGH	1996 4/4
Martin Servadei GLASGOW	2011 4/4
Bill Smith SC USA	1961 +4
Iain & Kathryn Steel DAVENTRY	2018 4/4
Rory, William & James Steevenson SALISBURY	2012 +4
Ann & Kevin Stevens BUDE	2007 +4
Tim, Sally, James & Emma Stonard FARNBOROUGH	2020 Plus Four
Stephen Wallace STOCKPORT	1976 +8
Mark & Harriet Wells NORWICH	2008 +4

Thanks to Dexter Cadd from StarterMotor who helped marshal at the 75th anniversary parade at Morgan Motor Company

Welcome back to

Paul Bagshaw MELTON	1995 +8
Graham & Julie Cooper LAUNCESTON	1983 4/4
Michael Deery NEWMARKET	2002 4/4
Toby O'Dell BEDFORD	1996 4/4
Simon & Sylvia Rayfield SHERINGHAM	1938 M3W
Dave & Sue Rolfe AXMINSTER	2001 4/4
Penny & Roger Wilkins SUTTON	no details given

Only those who have given authorisation can be welcomed in print- do e mail if you haven't been included! (Please bear in mind copy deadline is the 7th of the previous month so all joining that month will not appear until the one after)

Gill Bevan, Membership Secretary, PO Box 110, Tetbury, GL8 0BU
Tel: + 44 1666 238083, Mobile: +44 785 225 4047
E: membership.sec@morgansportscarclub.com
W: www.morgansportscarclub.com



MSCC TRAVEL CLUB

OPERATED BY SCENIC CAR TOURS

MID-SEASON MSCC REPORT

What a touring summer we've enjoyed – even if it was a little warmer than most of us expected!

Our season began in April with six Morgans exploring the Lake District, before 35 Morgans travelled to France for the 35th anniversary of Laon Historique – a fitting coincidence! Some crews then continued on to our post-tour through Germany's beautiful Black Forest.

July saw our biggest event of the year, with 200 Morgans gathering across four hotels in the stunning Malvern Hills to celebrate Morgan's 75th anniversary. We also welcomed over 40 overseas crews, including more than 20 French cars, who experienced one of Britain's finest traditions... traffic jams!

The Lake District combined spectacular drives with an exclusive group steam train trip to Windermere, while Laon featured its usual Saturday scenic run, this time to the stunning Château de Vaucclair Abbey and the famous parade through the medieval streets. However, especially for the anniversary year (of Laon and the club) we put on special reserved Morgan parking on the Remparts, as the enclosed photos showcase. The only thing we couldn't organise was the weather, with temperatures soaring above 35°C!

The heat continued into the Malvern 75th Anniversary weekend (although a bit cooler, thankfully!). Another fantastic weekend, with factory tours, experience drives, dealer displays, concours, historic vehicle displays and a drive-in screening of *The Italian Job*. Saturday's celebrations concluded with a gala dinner before a relaxed visit to the Classic Motor Hub in Bibury – the perfect finish to a memorable weekend. As always, it was the friendships and conversations that made the events truly special, something I have been so privilege to experience working closely with the club for the past 15 years – you really are a lovely, friendly, funny and sociable bunch – it isn't just about the car!

Please enjoy the photos featured here of the tours thus far in 2026, and if you captured some great moments, we'd love to see them. Send them via WhatsApp to 07577 956939 or email admin@sceniccartours.com for inclusion on our website and event galleries.

Our 2026 Travel Club programme concludes with the Isle of Man Festival of Motoring in September, where Morgan drivers once again have the rare opportunity, as we continue to be the only four wheeled event to enjoy a full closure of the famous TT Mountain Course. A handful of places remain so contact us ASAP to avoid disappointment.

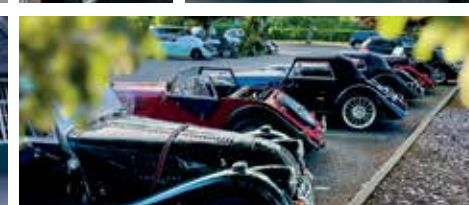
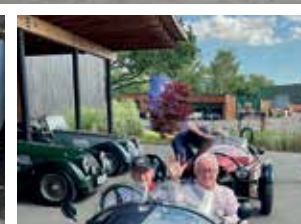
2027 is already looking like another awesome year of touring, with 7 crews already booked onto our fully escorted travel club endorsed tour of Japan in April 2027, and Morgan only tours North Wales & Portmeirion and one to Spa Francorchamps & the Belgian Ardennes still to come, keep up to date at mscctravelclub.com or phone us on 01732 879153 to book Japan and/or put your name on a waiting list for the Morgan only Wales/Belgium tours, respectively.

I finish by saying don't take our word for it, MSCC members on the tours so far in 2026 have rated our Travel Club customer service 4.7/5, our documents 4.65/5, our accommodation 4.1/5 and 99% said they would recommend us to others!

We hope to see you on a future MSCC Travel Club Tour in 2026, 2027 or beyond.

Remember, if you prefer a mixed marque tour, you can use your £60 MSCC discount not only on Morgan only club tours, but also our multi-marque tours with our new website and brochure now available for 2027 at sceniccartours.com.

Kieran Line
Senior Group Relations Manager
Scenic Car Tours
MSCC Travel Club is operated by Scenic Car Tours



Overseas Club *Events*



BY

JIM ROWE

(OVERSEAS
EVENTS CO-
ORDINATOR)

Welcome to my column reporting on and promoting events organised by the MSCC or affiliated clubs that travel to other countries or invite international participants.

SWEDEN

May saw the Swedish 60th Anniversary meeting in Tylosand, where there were many international participants. This meeting is admirably described in this magazine by Paul Hannaford.

GERMANY

In June, the Morgan Club of Germany held their first 55th Anniversary meeting in Oberursel, next to Frankfurt. After arrivals on the Thursday, there was an exhibition of Morgans from ancient 3-wheelers to Midsummers and Supersports.

On Friday we took a coach to Frankfurt to join one of seven tours around the city. This ended up at a typical German restaurant for dinner.

Saturday came with scenic drives of various distances. Ours took us to the Loh Museum, before we returned to the hotel for a reception and gala dinner. This included the raffle with big prizes, and was followed by a spectacular fireworks display.

There were six cars from the UK. It was noticeable that there were more younger people attending than we see at other international events.

AUSTRIA

While Austria are celebrating their 50th anniversary in 2027, they are not having an international event.

MSCC 75TH

We had the pleasure of hosting a large French

contingent of twenty cars from the Morgan Club of France who had travelled across the Channel to join the MSCC75th at Malvern. They were readily recognisable as so often in these international meetings they tend to wear a French uniform of white trousers, blue and white striped top, a red scarf around their neck and a beret.

With the assistance of Scenic Car Tours, we were able to translate much of the roadbook into French, and the drive-in cinema had sub-titles in French. Assisting the French and participants from Germany, Belgium and other European countries enabled us to view our event from a different perspective. The fact that much was within the revered grounds of the Morgan factory was overwhelming to them. For us who live in the UK we do tend to take it for granted that we can go to the factory, book a tour, browse in the shop, stop for coffee or organise a drive. For them to hear the MD Matt Hole and Charles Morgan speak, and then bump into Charles as he walked around and have a chat was really special for them. For some of the French who thanked us, there were tears in their eyes from the experience.

We received interesting feedback from some English members who were very pleased to see a large number of foreign participants. No surprise really that, like us UK Morganeers, they too love looking at other people's cars, comparing and taking ideas and who also talk animatedly about Morgan. After all we are just one big family of Morganeers irrespective of which country we are from.

CAPTIONS:

1. MCD 55th anniversary – arrival at the LOH Museum

2. MCD 55th – presentation of the event volunteers

3. MSCC 75th – some of the French in uniform

4. Charles Morgan with French attendees



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LogMog's Visit to the Twyford Waterworks



BY

GARETH WILLIAMS

(MSCC 16138)

Quietly tucked away in the rolling hills of the South Downs National Park, just to the east of Winchester, is a Scheduled Ancient Monument. There are just 10 notable Scheduled Ancient Monuments in Hampshire, but this is not an Iron Age Hill Fort, or a Norman Castle or even a ruined Abbey; it's an Edwardian Waterworks.

LogMog were able to visit and display our cars during their Open Day in June, luckily choosing what seems to have been the only dry day at the start of the month! Some 21 cars attended, including five 4-seaters and a brand-new Supersport, presenting a wonderful scene lined up to the side of the pump house and attracting a lot of interest from the visitors.

But despite the obvious attraction of our Morgans, the real star of the show was the waterworks itself.

The Twyford Waterworks is a remarkable example of Edwardian engineering, built by Southampton Corporation over 125 years ago, and was given Scheduled Ancient Monument status in 1973. The site is owned by Southern Water who still abstract some 5 million gallons (or 25,000,000 litres) a day. But as the site was progressively modernised over the years, the redundant land and buildings were not

demolished or sold off. The result is a well-preserved example of Edwardian engineering from a time when there was a pride in civic infrastructure. There is a chalk quarry, lime kilns, a 2 ft gauge railway, a water softening plant, and beautiful Edwardian buildings with the original water boilers, steam pumps. The site is an absolute haven for chalk upland plants and wildlife.

The Twyford Waterworks Trust have been managing this part of the site since 1985; they are an enthusiastic group of volunteers who lovingly maintain and operate this unique site. The Waterworks are put 'in steam' once a month and opened to the public, with additional displays of full-size and miniature traction engines, steam powered pumps and vintage vehicles.

The main Edwardian buildings houses three large boilers and a steam engine that was used to pump water. When 'in steam' they are a sight to behold and gives the visitor an idea of how the 'high tech' boiler houses of the Edwardian era worked: noisy, smelly, hot and dangerous. The guided tours added fascinating details, such as how do you repair borehole tunnels by hand, 150 ft down and 4,000 ft long.



For the enthusiast, these are the last set of three Babcock & Wilcox WIF water tube boilers to survive, one has been restored to working condition and is the hub of a complex steam-powered plant with feed pumps, air compressors, DC generators and the extremely impressive 1914 Hawthorn Davey triple-expansion steam engine.

To the rear of the site is a 2ft gauge railway, chalk quarry, lime kilns, mixing rooms and settling tanks. Water abstracted from chalk is 'hard' with dissolved calcium carbonate. The Corporation softened the water with quicklime

(which made us wonder why Southern Water can't do this). Chalk was quarried on site, heated with coal in five lime kilns to produce Quicklime, which was mixed with borehole water, sent to Softening Tanks where calcium carbonate was separated out, the softened water was then filtered and pumped to the mains. A rather dangerous process in Edwardian times. We were amazed to hear that the calcium carbonate by-product was used to make toothpaste.

We all agreed that this was a most fascinating visit, and would like to thank the Twyford Waterworks Trust for their help in organising the day.



CAPTION:

1. The Twyford Waterworks
2. Morgans on display!
3. One of the traction engines that were on display, and the tarpaulin was definitely needed!
4. Two of the Babcock & Wilcox boilers
5. The heart of the boiler
6. The Hawthorn Davey triple-expansion steam engine

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The CX Group tour of *Mid-Wales*



BY
**MIKE
WRIGHT**

Ten CX Morgans and 17 Morganeers arrived at the Metropole Hotel in Llandrindod Wells to drive the magnificent open roads of Mid Wales, 200 + miles sometimes slowly to absorb the magnificent scenery and often fast to drive the well tarmacked and pot hole free A and B roads over the hills and down into the Valleys in this often overlooked area of Wales.

The Welsh weather gods must love Morgans, it rained every night but the sun shone every day as we drove on the superb dry roads all tour.

As a taster we had a short drive from the Metropole to Builth Wells on Monday afternoon as some people had only just arrived that morning. Tuesday morning broke fine but windy, no bother the more hardy were determined to drive roof down no matter what, we soon arrived at the Elan Valley visitor centre where there is a good exhibition of the history of the valley, most bypassed this however and made their way to the cafe for yet more coffee. We eventually got on our way – the unsuspecting did not know what was coming, we drove slowly to take in the breathtaking scenery that looked better than usual in the bright morning sunshine.

As we left the valley the pace increased, we were heading for the coast to the Welsh university town of Aberystwyth driving the A44 from Llangurig. This is a great road and a must do if you are touring this area, again the gods were looking after us. The road was traffic free as we sped onto our destination, not fast enough for some as we were approaching Aber' an emergency comfort stop was called (too much coffee) at McDonalds on the outskirts of town, this caused some consternation amongst a few who thought this was our lunch stop!

Aberystwyth is much changed in recent years vast amounts of money has been invested in the wake of a severe storm that destroyed the promenade. The one way system is still somewhat challenging, however we all eventually



found parking mostly in supermarket car parks, we then went on our own way to explore the town and have lunch.

Amazingly on leaving the town the convoy was soon all back together, nothing much must happen in Aber' as many phones were out, taking photos of our procession out of the town. We made our way on to Machynlleth, the ancient capital of Wales, again the roads were traffic free with just one road works to delay our journey.

After a short stop we continued on the mountain road to the Clywedog Reservoir, the highest in Wales. This is a steep bendy climb to the top of the Mountain, it was effortless in our CX Morgans.

Our last stop was Llanidloes, the first town on the River Severn, before we drove back to the Metropole. The following morning many had decided to head home rather than continue North to the tour end at Powis Castle, the intrepid four were treated to another super traffic free drive on the A483, recommended if like us you get a good run on it.

A special mention for the Metropole Hotel – you can see why it's so popular with so many car clubs, they looked after us so well.



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Northumberland – the far side of the Cheviots!



BY

ANDREW
DODD

As an encore to the rather wonderful 2025 CX group tour of the eastern side of Northumberland, Peter and Pam Hyde organised the return leg, comprising the western side Northumberland for 2026. Just as in 2025, it was a triumph. Scenery and roads were magnificent, and the weather was (almost) perfect with blue skies and very high temperatures; sunscreen and hats were a necessity throughout! The 2026 tour took place between July 9th and 12th, based at the warm and welcoming Battlesteads Hotel located in Wark, Northumberland. A group of 9 cars assembled comprising of eight PlusFour's and one SuperSport along with eighteen MSCC members.

As last year, organisation by Peter, Pam and Jann was exceptional, no detail left to chance. Special thanks also to Neil Morgan who took all the route data and published GPX and My Route App files for satnav use. In all fairness, Peter and Pam did such a good job shepherding the flock that the route files were almost superfluous. However, they will be useful for future adventures! Our stay was based at the Battlesteads Hotel in the lovely village of Wark. The hotel and their obliging and friendly staff made our stay all the better and is recommended for other Morgan parties considering a Northumberland adventure. All this gelled beautifully with an eclectic and enthusiastic group of Morgan owners who came from far and wide, including Kent and Wiltshire. Firm friendships made from the camaraderie and fun we enjoyed over four memorable days.

We started the tour proper on the Friday and as all tours of this nature, it was focused on the driving with rest stops and places of interest along the way. The driving was spirited and a good test of the Morgan sports car but always within legal limits. It felt as if the driving was



in the spirit of the late Peter Morgan and how he envisaged Morgan cars to be driven. The roads selected by Peter and Pam were spectacular in every sense, the magnificent scenery was a bonus.

Friday morning's adventure took us from Wark to Kielder Forest for a group photograph and view across the Kielder dam and reservoir. After a sprightly jaunt, passing the Kielder Observatory (more of which later) we stopped again on the A68 at the Carter Bar border layby to take in the magnificent views and take the obligatory photographs. After photographs and scenery admiration we sprinted down the A68 and took the turnoff to Bellingham on the rollercoaster B6320. Memorable for me as Jann encouraged James to hang back and then, to use her vernacular, 'burn up the road'; we thoroughly enjoyed the gaseous aftermath and rasping exhaust note emanating from James' exhaust after each 'burn up'!

Lunch break took us to the excellent Bellingham Heritage Centre. After a tour of the interesting and informative museum Peter and





Pam had arranged for us to have lunch on the first-class mark 3 railway carriage located outside the front of the museum. Post lunch, Peter had arranged a route south to Carrshield and back to the hotel. For reasons unbeknown, the various satnav systems failed to load and run the route, resulting in loss by attrition, not helped by mile-upon-mile of freshly gritted roads, some of which we managed to drive multiple times! After a brief stop for reorientation, by which time we were down to a group of four cars and I was personally molested by a plague of flies, we got back in the cars and drove back to Wark on the fastest route. Never did a cold beer taste so good after that drive!

Saturday presented another pristine sunny and hot day full of great driving opportunity. Another exciting route full of twisty Northumbrian rollercoaster roads took us to the beautiful village of Blanchland. Blanchland is a honey stone conservation village built in 1165 around Blanchland Abbey. Although our stop was brief, we will all have earmarked it for future exploration. From Blanchland we took the magnificent moorland road to Stanhope and what an opportunity for spirited driving it presents. Onward from Stanhope to Alston for fuel then to Lanercost Priory tearooms for lunch.

After lunch we all travelled individually up the course of the old Roman military road back towards Wark. Peter and Pam had noted three sites of worthy of a visit on our return travels. Many chose to visit The Sill (<https://www.thesill.org.uk>), an excellent exhibition centre covering the flora, fauna, geology and landscape of the natural environment in the vicinity of the Northumberland National Park. How lucky we were that at the time of visiting there was an exhibition of the work of artist and author Cicely Mary Barker (1895–1973), creator of the beloved Flower Fairies. Cicely's work will be known to and recognised by almost everyone reading this article. We cannot recommend enough visiting this exhibition whilst it is still there to admire her beautifully observed and detailed artwork and poetry.

From The Sill we turned on to the military road and some quarter of a mile up the road



looked left and saw the Sycamore Gap, minus the world-famous sycamore tree. A sad sight indeed. Just as we passed the 'Gap' the ever-darkening heavens opened, and the rain came down with a vengeance. It was torrential.

Thankfully, everyone seemed to have put their roofs up for the final leg, excepting John and Janet who suffered the full downpour with roof down! Fortunately, they were not too far from the hotel!

After dinner five Morgans headed to the Kielder Observatory to view the nighttime skies. Although cloud cover remained in place, shortly after midnight the clouds parted for an hour enabling views of the celestial heavens through the observatory telescope. Shooting stars, Saturn and various celestial constellations were observed during that short hour. A memorable evening and perfect finale for those that made the late-night visit.

Sunday brought the end of the tour; however, the fun was far from over. As many had other plans and long-haul destinations, only four cars were left to complete Sunday morning's drive through beautiful countryside and winding roads. Peter had excelled himself by including two bridges with battle scarred and unmovable width restriction posts on each. It presented two occasions over the trip where breath was held, and very slow caution undertaken as we drove through. Squeaky bum time indeed, particularly for Neil as by my rear view reckoning he had about 100mm either side of his SuperSport on Ovingham bridge! We completed our Sunday morning at the rather good Brockbushes Farm Shop on the A69 for lunch and fond farewells. Another triumphant tour complete thanks to brilliant organisation resulting in new friendships and wonderful memories. Here's to the next one!

Thank you again to Peter, Pam and Jann. Without your organisational skills, hard work, energy and enthusiasm these sorts of events wouldn't happen.



DevaMog Trades Horsepower for Steam



BY

PAUL
FLOYD

For our June event, DevaMog members swapped the usual rumble of sports cars for the rhythmic chug of historic narrow-gauge steam. Organised by Tony and Jo Gibson, a good crowd of us headed over to North Wales on Sunday, 14th June, for a brilliant day out.

We made our own way to the station car park meeting point in Caernarfon, enjoying journeys that took us through scenic roads and quaint villages along the way. Once arrived, a neat line-up of our cars caught plenty of admiring glances right under the imposing castle walls.

At 11:10 sharp, we climbed aboard our private wooden-panelled carriage on the Welsh Highland Railway. Holding the title of the UK's longest heritage railway, this impressive 25-mile line is a true marvel of preservation, running on a narrow 1 ft 11½ inch track gauge originally laid to serve the region's historic slate quarries.

Pulled by the powerful Gelert Explorer steam locomotive, we left Caernarfon behind and headed deep into the dramatic scenery of Snowdonia. Moving at a relaxed pace, everyone could sit back and enjoy the panoramic views of the rugged peaks and deep valleys, without having to worry about looking out for potholes or checking rearview mirrors!

The journey was a great chance to catch up, have a laugh, and talk all things Morgan



over a few refreshments. Seeing that kind of heritage engineering up close felt like a perfect fit for a club dedicated to traditional British craftsmanship.

We didn't have an official group sit-down meal, but a few of us tracked down some excellent ice-cream, and several members brought along picnics to enjoy in the summer sunshine.

After a memorable trip through the mountains, it was back to the cars for a relaxed drive home. A massive thank you to Tony and Jo for scouting out the route and masterminding

such a flawless summer day out.

A video of the event is located on the DevaMog YouTube channel, check it out at the following web address:
<https://www.youtube.com/@DevaMog>

CAPTIONS:

1. A fine line-up of some of the DevaMog Morgans parked beneath the historic walls of Caernarfon Castle.

2. The DevaMog clan pictured alongside the impressive Gelert Explorer steam locomotive.

3. Enjoying the spectacular, panoramic mountain views of Snowdonia from the Welsh Highland Railway.



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The Faces of MSCC75

Photos taken by Andy James at the Gala Dinner



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Sharon – sharondrose1963@gmail.com / +44(0)7983 939811

Gill Bevan, the Club Manager, has kindly offered to assist any members who are unable to book online, her number is +44(0)1666 238083



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The MSCC 75th birthday party



BY

**CHARLES
NEAL**

PHOTOS BY

**NIGEL
BRADFORD,
JO MOSS
KITCHER &
CHARLES
NEA**

CAPTION:

1. Morgans assembled at MMC on the Friday
2. Factory tours – members were able to see the new Midsummer Coupés in build
3. Setting off on the experience drives
4. Drive-in movie – “You were only supposed to blow the bloody doors off!”

The MSCC75 event took place on the first weekend in July, with perfect weather. Many members actually arrived on the Thursday, ready for Friday morning at the Morgan Experience Centre. There were some 200 Morgans in attendance and members had come from all over the world.

During Friday, members gathered on the field behind the factory and there were factory tours and drives in new Plus Fours and Super 3s, plus scenic runs to enjoy. The drives in new Morgans were very popular, with several members driving a Super 3 for the first time. In the evening we were back for the drive-in movie. There were a selection of food trucks set up, with many of us choosing the pizzas, followed by delicious waffles. After welcome speeches from our Chair Jann and Toby Blythe of MMC, the 75th anniversary film was shown, followed by the Italian Job, with subtitles in French especially for the large contingent of French Morganeers who were joining us.

Saturday was the big day, again at the Morgan Experience Centre with lots of activities to enjoy. A group of volunteers from the Midland Centre were on hand to park everyone in the right places.

The Historic Register cars were in place first, followed by the concours cars ready for judging, then the main group of Morgans and finally, parked initially on the regular Experience Centre car park, were the Past Chairs, Centre Secretaries and Officers, who filed onto the field, via the inflatable arch, and into position while Jann announced each car and it's occupants contribution to the life of the Club.

Alongside Gill Bevan's membership stall was the Club's fundraising tombola, with prizes



for every ticket. Some of the prizes such as the MSCC-branded cushions, were actually made by Jann herself.

We had banners of Ye Olde Flying Horse, venue for our inaugural meeting back in 1951, and a massive version of the 75th anniversary regalia poster, showing all the Centre and Group logos, which we encouraged attendees to sign (these banners will also be at Car Club Fest and the NEC show in November).

Also to entertain attendees we had an autosolo using radio-controlled cars, which both the younger and not-quite-so young members enjoyed, and HopMog brought games including archery, putting and skittles, which were also busy. Graham Konstanelos brought his Morgan racing simulator set-up for everyone to try out (despite a breakdown on the way when the water pump pulley broke on his flat-rad Plus 4).

In the showroom we had interesting talks including Roger Lacey on traveling overseas, and David Spurling on his rallying adventures





5



6



7



8



9



10



11

CAPTION:

5. Saturday in the sunshine – MHR cars in the centre

6. The Past Chairs and Centre Secretaries Cavalcade sets off

7. The cavalcade - Alan Braithwaite drives in, in his Trans-India M3W

8. SCT, tombola, Membership and StarterMotor gazebo stalls

9. Charles Morgan speaks

10. Vice President Dixon Smith cuts the cake

11. Jann announced the raffle prize winners

including the Peking to Paris. Mousquetaire Jean-Louis Clavere's 4/4, which completed their round-the-world adventure in 1994, was on display. There were trade displays from Williams Morgan and New Elms.

StarterMotor, our supported Charity, were also present – and their Ambassadors were put to work parking the cars in the Past Chairs' cavalcade and helping run the RC autosolo. We also presented them with cheque from the "Move the Morgan" initiative, which raised £950 as it visited all the Centres.

Lunch was a buffet served in the café. In the afternoon, after more of the activities, we had an awards presentation, an entertaining speech by Charles Morgan, and a rendition of the "Club birthday song" (a variation on Sweet Caroline). Vice President Dixon Smith cut the birthday cake, which Jann had made herself

late on the Friday night!

In the evening we all headed to the Bank House Hotel (in coaches arranged for us) for a gala dinner, where Morgan's MD Matt Hole was the guest of honour, and gave a heartfelt speech, mentioning how much Morgan value and appreciate the support of the MSCC. Jann and Kieran also spoke, and presentations were made to Roger Coverley and Frank Whitefoot in recognition of their service to the Club. MCF President Christophe Molina presented Jann with a lovely scarf, from the French Club members. Some danced the night away while others took the coach back to their hotels after a long day.

On Sunday morning, a group headed to Stoke Lacy for an early-morning service in the church, which was the parish of Prebendary George Morgan (HFS Morgan's father; the



12



14



16



13

CAPTION:

12. There was putting, archery, skittles, RC cars and a racing simulator to keep members entertained

13. Les Français sont là!

14. Saturday evening gala dinner at the Bank House hotel

15. Mogs arrived at the Classic Motor Hub on Sunday morning

16. General Meeting at Club Awards presentation

family lived at the Rectory opposite). Phil Royle gave a sermon. From there, we gathered at the Classic Motor Hub near Bibury, where we were able to look round the very impressive selection of cars they have on display.

This was also the venue for the Club's 2026 General Meeting, where the Chair and Directors gave a brief update and the awards were presented. It was a very successful weekend and a very memorable celebration of our first 75 years!

A great deal of work went into planning this event over nearly two years, led initially by Frank Whitefoot. Sadly however, Frank was taken seriously ill before Christmas and since then the event was organised mostly by Jann Robinson, in cooperation with Kieran Line of Scenic Car Tours, both of whom put an awful lot more work into the event than they had expected to. Frank is now much improved and was able to attend the event. So a big thank you to Frank, Jann, and

Kieran and Katie of SCT for all their efforts to put the event on an make it such a success, and to Beth and her team at MMC, who all helped make the event run smoothly. Thanks also to everyone who helped with each part of the event in advance and on the day.

CONCOURS AT MSCC75

By Wilf Rickard (Concours Secretary)

As part of the MSCC 75th Anniversary Celebrations at Malvern, the club's Concours was held on Saturday 4th July. The weather was perfect for the day, although a little on the very warm side. Eight cars competed in the Concours, with three classes, Novice, Pride of Ownership and Masterclass. A variety of cars were entered, 4/4, Plus 4, Roadsters and an Aeromax. All cars were extremely well presented, and a credit to their owners. It was noted that MSCC members in attendance at the event who visited the Concours area made comment on how magnificent the cars looked.

Judges briefing held and working as two pairs, examined each car in turn. It was very pleasing to see that the owners had all made a good presentation of their car with cleaning the small, almost inaccessible areas to a high degree. The resultant points award showed that the cars were closely matched.

It was very pleasing to observe that the Concours entrants were very sociable with each other and exchanged hints and tips on car cleaning and car care products.



17

The winners were presented their awards later in the afternoon:

- Winner of Novice, Mark Smyth with his Plus 4
- Winner of Pride of Ownership, Sarah Widdowfield with her 4/4
- Winner of Masterclass Malcolm Oyston with his 3.0 Roadster
- The Winner of the Best in Show Award which was decided on the best percentage of points was Sarah Widdowfield.

My sincere thanks go to Peter & Michele Chapman and Chris Bailey who helped with the judging of the Concours cars, and to my wife, Marilyn, who collated all the results and final score sheets. Also the various members of the National Board who contributed to the setting up and running of the entire weekend.



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CAPTION:

17. Concours: Pride of Ownership & Masterclass winners Sarah Widdowfield and Malcolm Oyston

18. Novice Class winner Mark Smyth



15

A Tale of Three Morgan Super Sports



BY

**HOWARD
BURTON**

PHOTOS BY

**RICHARD
WYNN-JONES**

CAPTION:

1. Two Morgans, sixty metres and sixty years apart
2. +4 looking good on the road
3. Cyril on the start line at Curborough in 1968. Jeannette double drives with her father as number 712. (Ian Cummings)
4. The Lawrence Tune TR4 engine in the +4 Super Sports
5. The Morgan badged BMW straight six.
6. Supersport and Super Sports

Cyril Charlesworth was already the owner of a 1932 Super Sports when he ordered a primrose yellow +4 Super Sports from the factory at Malvern in 1965. The three wheeler with its 1096cc V-Twin produced about 40bhp and with a weight of only 420 kilos gave the car an acceleration of 0-60 in about 12-15 seconds and a top speed, for those brave enough, of around 70 mph. The Super Sports was one of the most exciting cars to drive on the road at the time and had success on track, hill climbs and trials. Cyril was running Charlesworth & Son Ltd, a plastic moulding business, with his father in Sutton Coldfield.

Charlesworth Mouldings had pioneered moulding of plastics in the 1920s and by the 1960s had a close relationship with Morgan, manufacturing amongst other components, light plinths and warning lights for the then range of cars.

The 1960s +4 Super Sports had established its reputation as a successful competition car, most notably at Le Mans in 1962. Peter Morgan offered to build a car to Cyril's specification, notably steel panelled bodywork, rather than aluminium, to give extra rigidity for competing in trials. The inline four cylinder TR4 engine was tuned by Chris Lawrence: its twin carburettors, modified exhaust manifold and other tweaks gave something like 130 bhp. The powertrain was completed by a four speed Moss gearbox with no synchromesh on first. There were disc brakes on the front and drums on the rear. Like its 1932 predecessor the front suspension was the tried and tested sliding pillar set up which continued to be used by Morgan until the new CX range was introduced in 1919. The car was capable of a top speed of 100 mph plus and a 0-60 of about



7.5 seconds. As with the 1930s model it owed its performance to its excellent power to weight ratio. FUE as the car became known was not only used in competition but also as the family runabout. With a luggage rack on the back, Cyril, his wife Joyce and teenage daughter, Jeannette, tucked in sideways behind the bench seat, also used the car for family holidays. Later Jeannette learnt to drive in FUE and competed in Morgan 4/4 Club sprints in the late 1960s.

Some five years ago Cyril's grandson, Jeannette's son, Ian Cummings, one of the directors of Charlesworth and Son Ltd, was scrolling through Williams Automobiles Instagram account and recognised his grandad's car, which had disappeared from view for some time. A visit to the showroom, several coffees, a handshake and the car was back in the family.

In 2025 Morgan launched Supersport, a car which is distinctly Morgan but a step change to a new generation of cars for the future. With its 3 litre six cylinder BMW turbo linked to an





Two Morgans, sixty metres and sixty years apart

1



+4 looking good on the road

2



The Lawrence Tune TR4 engine in the +4 Super Sports

4

eight speed automatic gearbox the motor can produce some 335bhp. Figures from the factory give a max speed of 166mph and a 0-60 of 3.8 seconds. The suspension is now double wishbone with adjustable Nitron dampers. All round disc brakes, ABS and traction control means the car can be driven confidently when exploring its full potential.

Earlier this year Williams had taken delivery of a Supersport finished in dramatic Porsche Viola metallic paintwork, which reassuringly for the future owner has a full body paint protection film. The company had generously made the car over for a day to Ian and Howard to give an opportunity to compare the two, sixty years apart, Supersports*. Ian had driven his up from Cornwall and would drive the 2026 model and Tom Matten from Williams would be driving the 1965 car. As we looked

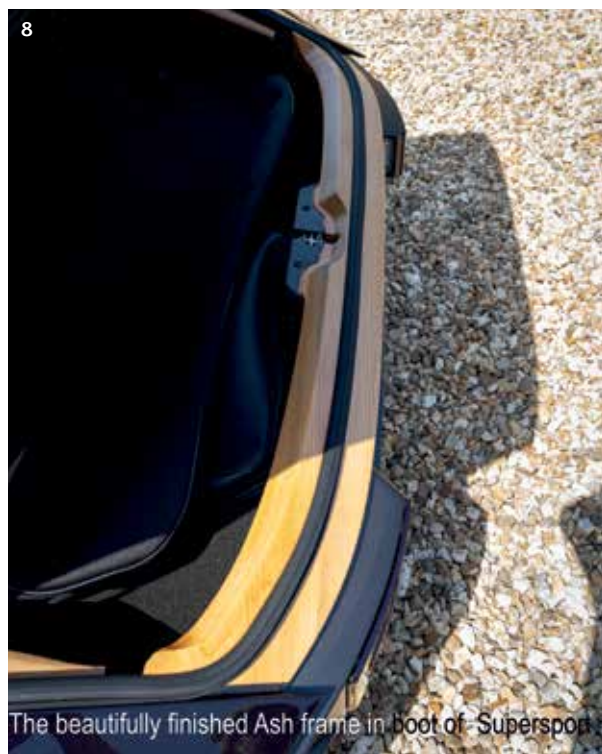
over the cars before the test runs, Ian pointed out the components on the new car supplied by Charlesworth, including the front hood rail and air intake ducts. The 1965 car also has fittings from the Charlesworth factory. The detailing on both Morgans is so distinctive. From the hand cut louvres in the +4 bonnet to the beautifully finished Ash frame in the boot of the Supersport. It was a perfect day for test drives and for Richard the photographer.

Off we went on the Williams test route with Tom leading the way. Riding with Tom it was soon clear to me that although the car was sixty years old it had great acceleration and super roadholding. Tom was confidently snaking it through the Cotswolds bends and when I asked him to test the brakes they were pretty good too.

Ian in the Supersport maintained a



5 The Morgan badged BMW straight six



8 The beautifully finished Ash frame in boot of Supersport



7 The hand cut louvres of the Super Sports bonnet

CAPTION:

7. The hand cut louvres of the Super Sports bonnet

8. The beautifully finished Ash frame in boot of Supersport

respectful distance behind while Richard tried to get some video of the yellow car from the passenger seat. In the rear view mirror I could see Ian confidently swinging the Supersport through the bends and unleashing some of those 300 plus horsepower on the straights. Tom meanwhile had come to terms with the Moss box changing up and down smoothly. He told me the trick was not to rush the change and make sure the movement of the gear lever was smooth.

Back at Williams there was an opportunity for Tom and Ian to give their impressions of the two cars. Tom first. He reported the drive was quite demanding but very satisfying. He had to learn what made the car happy, with the car giving such direct feedback to the driver. Through those bends the car tracked beautifully and Tom felt very confident pushing the car through curves that can sometimes catch unwary drivers out. It took effort to move the wheel and work the pedals but that was part of the charm of the car. Changing down into third getting up to 3000 rpm produced a marvellous rasping note from the

engine and a faster than anticipated acceleration. After fifteen minutes Tom had felt at home in the car and the experience had been a real pleasure.

So what of Ian's impressions? The cockpit was a luxury and beautifully finished. Two sculpted seats rather than the bench in his own car. Less room behind the seats for storage although there is of course now a boot. Starting up the engine and at tick over it was hard to know it was running. Everything was so smooth. The acceleration was effortless with the revs staying low. The steering was light and responsive. Overall the feeling was of a car that was extremely well mannered and effortless to drive. A car for long distance cruising with the comfort of air conditioning and an impressive sound system but Ian had missed the mechanical interaction that the 1960s car had.

A question from Tom to Ian. "Did you try the Sport+ mode?"

Reply. "Eh... no."

"So go out and try again - take Howard with you."

A car transformed. This is a Morgan! The acceleration, the connection to the road, a feeling of engagement with the car. Again at my request Ian tried the brakes. Incredible.

All smiles and incredulity when we returned.

Another question from Tom. "So, would you swap your 1965 car for the new one, Ian?"

"Probably not, but if I was looking to buy a new sports car Supersport would be a definite contender."

A big thanks to all at Williams Automobiles for their time and loan of Supersport. Perhaps the next project is to track down the 1932 three wheeler and test it against Supersport 400?

*The 1932 and 1965 cars are referred to as 'Super Sports'. The 2026 car is 'Supersport'



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Morgan Historic Register News



BY
**MACHIEL
KALF**

Dear Morgan friends,

Let me start with my apologies because I have made a huge error. Don't ask me how this was possible, but it happened. My mistake was the idea that in 2027 Chris Lawrence would have been 90 years old if he was still with us. The mistake is that he was actually born in 1933 which means that in 2027 he would have been 94 years old; not really notable enough for a special celebration.

On the other hand, if we wait 1 year longer, we have a clash with the celebration of the 60th anniversary of the Plus 8. If we wait 6 years to celebrate 100 years of CJL, I wonder if I will still be capable of organising a celebration.



SLR RACING AT ZANDVOORT

Before I go on, let me relate something about the recent Historic Grand Prix at Zandvoort. As in many previous years, Keith Ahlers and Billy Bellinger brought us a great show with the Morgan SLR and the Cooper. My personal focus of course, was on the SLR. The engine has the Lawrence Tune Crossflow head with improvements to the camshafts, pushrods and the quality of the rockers. This beautifully made machine is a pleasure for eyes and ears. What a great sound and the speed of the car is

fantastic.

For those who don't know about the SLR, here is a short historical account. Around 1962 Chris Lawrence realised that the Morgan Plus 4 Super Sports wasn't quick enough to keep company with the forthcoming Porsche 904. The streamlined Porsches were by far faster.

Chris discussed this problem with Peter Morgan but as in many cases, money was the problem. Together with John Sprinzel he started the SLR-project; a streamlined body with a Morgan +4 Super Sports engine. The first car was based on a Triumph chassis. The result wasn't that good. The chassis was too flexible and the engine not strong enough. The subsequent SLR-projects were based on Morgan Plus 4 chassis.

All SLR's had aluminium bodies designed by Chris Spender and built by Williams & Pritchard. The bodies were not all the same and differ in their detail. Chris Lawrence designed a crossflow cylinder head for the same TR4 engine block. In Autocar, 23rd of August 1963 page 352, you'll find the first publication about this type of cylinder head. The engine was a little bit more powerful, but still not enough. Many years later, Keith Ahlers found such a crossflow head and with the help of a tuning company they realised a little bit more power.

CAPTIONS:

1. Plus 4 SLR with owner Keith Ahlers (left) and Billy Bellinger

2&3. More views of the special SLR bodywork

4. Crossflow TR engine, the carburetors are on the left-hand side



Cooperation between the tuning company and Keith didn't generate the desired results and fortunately, they discovered another company named Classic and Modern Engine Tuning at Bracknell. The results were now magnificent; 232 BHP at 6000 rpm. Keith's SLR now works very well and Billy Bellinger of course was the technical supporter in this process. Take a look at the photos. What a great machine this is. If you would like to read more about the history of the SLR project, look out for Peter J. Filby's book "Specialist Sports Cars", ISBN 0 7153 6417 0. For more information, you can also check out the Chris Lawrence book, Morgan Maverick, ISBN 978-1-900113-04-5 where on page 105 you'll find some photos of the cylinder head. Page 284 and 285, show's the SLR sales brochure and on Page 286, the SLR on a Triumph chassis. Another reference is the famous book The Lawrence Tune Years, written by Chris Chapman and Jake Alderson. With some luck there are some copies on a shelf at Melvyn Rutters.

The photos you find in this MHR-news column were taken at Zandvoort on the 21st of June 2026. This is the Green one and the 3rd on a Morgan chassis.

LOOKING AHEAD TO 2027

So what shall we focus on in 2027 now ? Let's think about the month of June 2027 when I'd like to organise a display of all the stuff I have collected over the years with Chris Lawrence and his cars as the main subject. This can be

exhibited in my garage where you can view everything in about an hour. But I'd like to do this only if there is enough interest. To make it more attractive, we could make the program more interesting by combining visits to the Louwman Museum in The Hague; a place all car enthusiasts must visit. We also can visit the Dutch Morgan importer, Louwman Exclusive, located beside motorway A2 in Utrecht. If we do that in conjunction with a visit to the Historic Grand Prix at Zandvoort, with some luck Keith and Billy will show up with the SLR so that you can see and hear it in the flesh. The exhibition of Chris Lawrence isn't about the person as much as respect for the cars he made in and his race results.

Those who like steam trains might want to visit the Hoorn – Medemblik steam train which is not far from my place. For enthusiasts of everything that works with steam, there is also a huge steam museum in Medemblik. Website: Nederlands Stoommachinemuseum, Oosterdijk, Medemblik.

I look forward to your response!

A PHOTO OF CHRIS LAWRENCE'S BIRTHPLACE

In the June issue you can find some old photos of Chris Lawrence including a scan of a page from his Baby Record Book. (Page 41, photo 6) In that book you find the address he was born; 8 Freeland Road, Ealing, London. John Tinline contacted me and wrote: "Passed here today, so took a photo of this address". Well John, thank you very much.

SU CARBURETTORS:

"Dear Machiel, I read with interest the article about SU Carb Floats in your May Column. I have a story about the float needle valves, which is anecdotal rather than intended for advice.

In 1967 (yes '67) I was having trouble with an intermittent misfire of the TR engine in my 1959 Morgan Plus Four (which I still have. The car, not the misfire). The misfire would arrive mid-revs.

I did all the usual things. Replaced points, condenser, distributor cap, coil, plug leads etc. All to no avail. Then I removed the cylinder head to check for gasket leaks, cracks etc. No go. I checked the jets and needles in the SUs, and made sure everything





CAPTIONS:

5. Weber carbs between the special rocker cover and air filter housing

6. Autocar review of the crossflow engine, 23rd August 1963

7. John Tinline sent in this photo of the house in Ealing where Chris Lawrence was born.

8. A young Stuart Jones with his father's 1983 4/4 – where is it now?

was working smoothly, with oil in the dashpot. No go.

I suspected throttle spindle wear. With that on my mind I looked into a Junk shop window in Birmingham. There was a pair of brand new H6s with electric chokes (liberated I suspect from a Jaguar factory), and a very cheap price. I snapped them up, replaced the electric chokes with manual and fitted the correct needles and jets.

So now I had brand new carburettors, all new electrics, and checked out cylinder head. And still I had the same misfire, although a little better!

So, I called SU to make sure the carburettors were correct. Which they were.

SU, solved the misfire problem. It was well known to them. Whereas Jag's six cylinder engines are very smooth, the TR engines have a crankshaft vibration which is sometimes enough to lift the stainless steel float needles off their seats, causing the wrong fuel level in the float, and the misfire.

They sent me free of charge modified needles which had a brass body and a rubber (polymer) cone point, which they said would cure the problem. And they did. Instantly, and have been in there ever since.

So, all that replacement of everything electric, removal of head, purchase of new carburettors (a good buy anyway) was all caused by the tips of the stainless steel float needles. I imagine by now all replacement needles will be rubber tipped.

Best, John Barnet."

What a story. Thanks John. I hope this will help others as well.

ACCESS PANEL ON THE BULKHEAD OF DHC'S.

Ambrose Langley-Poole, my very helpful MHR-team mate sent me the following (following a previous letter on the subject):

"I have a couple of DHC's that also have the access panel on the bulkhead to get to the back of the dashboard. I suspect that this is because removing the wooden dash is a bit more complicated in a DHC, so an access panel makes things easier – I believe that it was a factory fitted mod. Interestingly, the

bulkhead on my '52 +4 DHC (which was the Earls Court Show car), also still has the original and rather bulky valve radio fitted. I haven't had the courage yet to switch it on to see if it still works."

I the June issue of Miscellany I mentioned the idea to celebrate 60 years Plus 8 in 2028.

Ambrose wrote: "I think that the idea for a celebration of the +8 is a good one – we definitely can't miss the anniversary of this iconic car. It would broaden interest and participation if we extended this event to cover all V8 cars – not forgetting that many plus 8's were injected (so not eligible for MHR) and that there was a second series of BMW-powered Plus 8's much later on. I'd love to bring my 1978 Plus 8 DHC and also my 2014 Aero Plus 8. I'd like to suggest two possible locations; either Bicester (which is right at the geographical centre of MSCC Club membership), or of course, at the factory where I suspect that MMC would be very supportive of the idea. To make it more interesting (although some might think this a bit radical) we could also invite owners of Aero 8's to come and put on an exhibition of their gorgeous V8's. This is a community of owners who rarely get a chance for an organised event and their cars are also a very special part of Morgan History. Regards, Ambrose."

Well, what are your idea(s) about Ambrose suggestions? Please, don't wait too long. To organise something like this takes time and it's important to have this on the calendar soon. Including the location.



9



10



11



12

WHERE IS THIS MORGAN 4/4?

On the 9th of May, I received an email from Stuart Jones.

"Hello Machiel, my father purchased a Morgan, new from the factory, in 1983.

He sold the car a few years later but retained all the original paperwork (invoices, factory price lists, brochures etc). The car registration is BJT 49Y (a UK registration). I would love to re-unite the paperwork with the current owner, however I am struggling to find the owner. Do you have any record of this car and its previous owners (I have traced the person my father sold the car, however he died a few years ago). Regards, Stuart Jones."

My reply to Stuart was simple: sorry I can't help because the car isn't part of the MH Register. To do more research would be possible if I know the chassis number. If the car was sold to a foreign country, the registration number won't be the same anymore so the chassis number is the most important for identification.

Stuart response was: "Thank you for your very swift response and apologies for my very slow return of email. Unfortunately my father, who is now very old and in hospital, is taking up a lot of my time. I enclose a photo of the purchase invoice which does indeed include the chassis number (C 6249) and a photo... with me in the passenger seat. You can tell it was a long time ago as I had hair then! Thanks, Stuart Jones."

Well, it's very kind of Stuart to donate the paperwork to the current owner of this 4/4. But first we have to find the owner. If the owner pops up, he can contact Stuart at stuartanthonyj@outlook.com Please, Stuart, keep me posted if there is a result.

WHO KNOWS A SOURCE FOR THIS PART?

On the 4th of June, I received an email from Graham Bailey. Graham lives in Canada, so you see, we have MHR "members" in many countries. He wrote:

"Hello Machiel, I hope this note finds you well, and out daily in one of your Morgans.

I have been confronted with securing a correct temperature sending unit on my 64 series V 4/4. The parts suppliers list it as the same as the 1600cc cross flow whereas this car of mine is of the 1500cc variety and the temperature sending unit is a different size

(larger item on the pre - cross flow).

I had an incident recently where the thermostat became stuck closed and severe overheating broke down the original temp sender unit. So, I am not able to find any part number after the damage. I wondered if any of your archive references list the part number. The book completely Morgan lists all the electronic components but not the temperature unit. Can you let me know if you have any information.

Thanks for all your historic advice you have provided the club with over the years, it is very much appreciated. Graham Bailey, Kelowna, British Columbia, Canada."

Of course I checked the Lucas electrical documentation of 1964. Graham was 100% right, no information about the "sender". I also checked the thread and the text of the original "sender". That's: Smiths, Motor Accessories, Limited England, TT.1200/01 - 12V

Thread: 15,55 mm, probably 5/8", 18 threads/inch. (American National Fine Thread)

We had further correspondence and in the end Graham came back with the following information: "Hello Machiel, to bring you up to date with my quest to replace the temperature sender in my 64 series V Morgan 4/4, here is the story:

I tried several agencies including Melvyn Rutter, in the UK and had no success in finding a suitable replacement for the temp. Sender. However, like you Machiel I had a spare in my parts of the "TT 1200". I installed it and it is functioning very well. I have included the photo of it, as well as a unit I ordered from Burton power (this also would not meter correctly, but installed as a good fit.). I am told the new "Burton unit" can be sent out to an instrument rebuilder along with the dashboard gauge and have the two items become a suitable replacement, but I have chosen to use my spare TT1200 in the car for now.

So, this is the end of the story. I guess as time rolls along we have to dig deeper to find solutions to our needs for the older models. Thanks for your help with this. Graham.

Again: who knows a source for the original ones? Thanks in advance!"

REGISTERING YOUR OLDER MORGAN?

Contact me at machielkalf@ziggo.nl or phone me on 00 31641776237.

CAPTIONS:

9. Invoice from Burtlen Services (then a Morgan dealer) for the car, when new in 1983

10. TT1200 Temperature sender - 1964 pre-crossflow 4/4

11. Burton Power XTT13 sender - it fitted but the gauge read incorrectly

12. Plus 4 sender from Machiel's spares - also 5/8 UNF taper thread

Dear Charles,

FROM **PHIL ROYLE:**



I have just about recovered from a great weekend celebrating the MSCC 75th anniversary at Malvern/Stoke Lacy. My thanks to all those who put in so much effort to organise this event.

I must say thank you to the directors who awarded me the Prebendary's Cup for the coming year, it is an immense honour when I think of all the previous holders, and one which I am not sure I fully deserve as the events I have helped to organise would not have taken place without myriad volunteers who have put up with me over the years. I have had great fun in these events and they have enabled me to meet so many wonderful individuals both in the MSCC and in other clubs.

I would also like to say how surprised I was that I (and Liz) was given honorary life membership of the MSCC. Thank you so much for this and thanks to Liz who has put up with me disappearing for hours on the laptop and weekends at the NEC, plus taking phone calls and packages which always appear when I am out on my daily run.

Thank you seems inadequate, but will have to do.

FROM **MIKE PULLEN:**



CAPTIONS:

1. Charles Morgan presents Phil Royle with the Prebendary's Cup, in recognition of his work organising so many event for the Club (photo Nigel Bradford)

2. Lol and Hilda Ryan at the 1995 Yorkshire Weekend Autotest (photo Mike Pullen)

I noted the 'photo from the past' showing Lol Ryan at Castle Howard in June's Miscellany.

Lol was a Yorkshire Centre member who competed in many hillclimbs; then when he died his widow Hilda retained the car and it was often seen at YC events with Graham Hill accompanying Hilda.

I took some photos of them competing in the 1995 Yorkshire Weekend Autotest on the Knavesmire in York. An interesting car. This 1995 Autotest followed the earlier MOG94 on the Knavesmire and was the first YC weekend that I did not organise after the 14 year run based in Sheffield.

The Speedmog Season reaches the *halfway* stage



BY

HOWARD
BURTON

CAPTIONS:

1. Chris and Michele Bailey are top of the leaderboard, double driving their +4
2. Simon Clarke, right, lies third double driving a Lightweight Roadster with father Paul, left
3. Ella Frow is probably the only driver able to challenge Chris Bailey for the Championship

With fifteen of the twenty five hill climbs and sprints already completed, last year's Champion Chris Bailey, holds a commanding lead. The winner of each event scores one hundred points and with the best six results to count, Chris already has the perfect score of 600 points. Double driving their +4, Michele Bailey lies second and Simon Clarke sharing father Paul's Lightweight Roadster is in third. Recent past Champions Simon Baines and Paul Clarke are in the chasing pack. It's good to see Alan Foster high up the rankings in his +8.

The season opener at Cadwell Park saw Ella Frow carrying on where she left off last year beating father David into second place in their shared hot 4/4. The hillclimbs at Loton Park and Shelsley Walsh saw Chris begin to dominate the rest of the field and go on to win the Sprints at Aintree and Curborough, with another first place at Harewood Hillclimb.

The handicap system allows each Morgan to compete on equal terms which means a 1938 Series 1 4/4 can compete with a Lightweight Racing Specification Roadster. The last 3 years have seen three different champions in three

different cars showing that no matter what horsepower is under the bonnet it's the person in the driving seat that makes the difference.

Although the Championship is competitive, in the paddock there's a sense of camaraderie in sharing a common experience and generous congratulations to someone who has managed to shave half a second of their previous best time. Newcomers are welcomed and can benefit from freely given advice on car set up, braking points and best lines to take through corners.

Looking forward to the second half of the season, will anyone be able to catch Chris Bailey? To do so they will have match Chris' perfect six wins.

Watch for late surges for podium places from Simon Baines and Paul Clarke as they strive to dislodge Michelle Bailey and Simon Clarke from second and third. Don't discount Ella Frow adding to her victories at Cadwell Park and Hethel. Indeed she is probably the only one able to challenge Chris if she can score four more wins and even then would need to go to a Speedmog "penalty shoot out" or would it be a tie break on a seventh or eighth event score? Watch too for George Proudfoot, another former Champion steering his eighty plus year old 4/4 up the rankings.

For the moment it's Chris Bailey's Championship to lose, he's not going to relinquish that Cup easily.

Top five after fifteen rounds

Chris Bailey.	+4.
Michele Bailey.	+4
Simon Clarke.	Lightweight Roadster
Simon Baines.	Lightweight Roadster
Alan Foster.	+8

For all results and more information about Speedmog visit – www.SpeedMog.uk



Techniques Speedmog Championship at *Curborough*



PHOTOS BY
BRIAN LEE

CAPTIONS:

1. Simon Clarke
2. James Walter
3. Chris Bailey
4. Jim Andrews
5. Michele Bailey
6. Alan Foster

SATURDAY 27TH JUNE: FIGURE OF 8 COURSE

BY MICHELE BAILEY

As the exceptionally hot and humid weather continued, 6 Speedmogs in 4 cars convened at Curborough for a weekend of sprinting. James Walter and Alan Foster had driven from the southern reaches of the country to join the double driven cars of the Clarkes and the Baileys. Saturday would be the figure of 8 configuration of the circuit.

The temperature was already in the mid 20's when competition commenced at 9am. The Morgans were in the last batch to run, and we expected the proceedings to move quickly, however we were wrong. Each run was taking about an hour and a half, so we didn't line up for noise testing until 10.30.

The double drives were out first to enable time for change of drivers, with Michele Bailey and Simon Clarke the first to test the circuit. Simon managed a spin as he was pushing hard, and although he had all 4 wheels off the circuit did complete his run, but without a time. As it was practice it didn't matter. There was a bit of consternation (and laughter) in the paddock, as the times showed Michele 6 seconds faster than Chris; it turned out they had the wrong numbers on!

First timed runs arrived before lunch, which

everyone completed on the circuit. Times were inputted and showed that Simon was leading followed by Chris and Paul. Alan, James and Michele were having the bottom of the pack battle.

After lunch in the shade of the trees, as even the Baileys trailer was too hot to sit in, there were 2 more timed runs. It was close at the top with Chris and Paul closing in on Simon after the second run. It was also close at the bottom with Alan edging ahead of Michele and James.

So, onto the final run of the day. Paul and Simon swapped their running order as Simon was aiming to get into 65 seconds so Paul went first to 'tyre warm', producing his fastest time of the day. James had decided it was too hot and went off to his hotel for a cold shower, while Alan and Michele were both slower. It was therefore down to Simon and Chris. Simon went off like a rocket but managed a spin at the corner where Chris could see it. Although Simon kept all 4 wheels on the circuit the time was slower. Chris accepted the challenge to produce his fastest time of the day and snaffle first place from Simon.

An excellent if hot day of fun and sprinting.

Final results:

1. Chris
2. Simon
3. Paul



2



3



4



5



6

SUNDAY 28TH JUNE: DOUBLE LAP COURSE

BY JIM ANDREWS

Sunday at Curborough came without the stifling heat of Saturday so the question in every driver's mind was: would today's results be any different? There were of course a few changes of personnel with Paul doing just the Saturday and Jim taking his place in the group of six drivers and 5 cars. The access road to the track was the same, including the hole caused by the fallen tree. The course however was different. Now two laps would be required without cutting back along Sunday's figure of eight configuration.

The first practice was a relatively cautious affair but the changes certainly affected one driver. He thought he had overshot the turn off point to begin his second lap. He slowed down at the finish line, and as he wondered what to do, he realised that the second lap began after the line.

He accelerated away on the right course. His subsequent runs were much faster.

Before the second run the drivers sat patiently in the queue waiting to join the track when there was news of a serious accident. A fast Honda had come off and the ambulance was parked by the crash for what seemed ages, an hour's delay. There was a sombre mood and thoughts of improving times seemed foolhardy. It was some comfort that lunch time was declared and calories could be consumed. To everyone's delight news

came through that the driver was safe but had a shoulder injury; Michelle's apple cake with almonds tasted even better. When the second runs eventually happened, as expected, all the Morgan drivers' times improved with Simon Clarke leading the pack closely followed by Chris.

Because of the delays there would only be time for one more run. This would be the decider. Would Chris take the prize again? Simon got off to a blistering start but at a crucial gear change his glove came off. He wrestled with it and amazingly completed the course with a personal best time. Chris, though, was not to be beaten and won the day. His run of 68.76 seconds was a mere 4.64 seconds more than his target time and so he collected 100 points. Simon was second with 98.74 points. The rest of the drivers were slightly behind but the handicapping system meant their points scores were very close. So while there was not much change at the top it had been a close day's racing and all involved had enjoyed a great day.

Final results:

1. Chris
2. Simon
3. James

Reports of all the latest events can be found on the Speedmog website:
<https://speedmog.uk>

Dave's Diary of *Morgan Maintenance*



BY

**DAVE
WELLINGS**

(MSCC 12392 –
Former Concours
Secretary)

This story is my experience, which may save you money, if your Plus 4 GDI begins to misbehave. I related my first breakdown in Miscellany at the time, but will summarize that again to complete the picture. In the spring of 2024, we did a Highlands road trip in our GDI, covering over 1,000 miles in 8 days and it was as it has always been, without any problems. It was eight years old. The MoT from 2019, at three years old, and subsequent years, was always close on emissions at 2,500/3,000rpm, against the clock, but my tester at the village garage was patient. Sometimes taking a few attempts to get it under the limit, against the ticking clock. The tailpipe was sooty black from new, and the throttle was hair-trigger. In the autumn of 2019 I fitted the Aero Racing manifold and exhaust, and the factory added the AR flash to the ECU. The throttle response steadied down, and the tailpipe improved somewhat.

In the autumn of 2024, without a lot of use after Scotland, on an early morning run, I encountered my first breakdown. After about ten miles, the power dropped away like a slider control, to just tickover, and nothing more. The engine started normally and idled normally, but would not rev at all. After a lot of throttle flooring, and sporadic sudden high revs, it cleared, and we ran normally to the filling station and I filled the tank. On the run home it repeated this about five times, but we made it home, and as I put it into the garage, the problem vanished. I later discovered that a couple of other GDI owners have had similar faults in hot weather, which appeared and vanished suddenly. One GDI could manage a slow speed until it cleared.

Sadly, cars don't heal up. Without finding out what was the cause, it would inevitably return. I changed the relays, checked the fuses and earths. Cleaned the MAF sensor, and that was it. By the summer of 2025, my village MOT tester had retired, and I had also been off the road for a while after my TIA stroke. I concluded it best to use my nearest dealer, and MrsW had to drive it there. Sadly it failed dismally on emissions. I was beginning to suspect the catalyst was at fault, and so I commissioned a replacement, although finding an exhaust specialist interested in doing this was a challenge.

In October 2025, we returned to the dealer with an upgraded catalyst and new O2 sensors, and it failed dismally. The rich mixture was off the scale at 2,500rpm. After discussing options, we concluded that the dealer should replace the AR flash with the standard one, although I could not then restore the AR flash without paying again. This last throw of the dice worked, and it passed the emissions. But the hair trigger throttle was back and so was the black tailpipe.

A few weeks ago, we were out on an early morning run. After about twenty miles, I, and MrsW, sensed a hesitation when revving, and as we turned for home, it got progressively worse, but thankfully the traffic lights were kind, and we managed to get home. Back on the drive, the tickover sounded super rich. A very regular pulse, of brum-brum-brum-brum, although the revcounter was reasonably steady, and the engine sounded reasonably steady when listening under the bonnet. After about a minute, the tickover returned to normal, but it would not rev cleanly at all. It was very similar to what happened the first time.

I expected to find that the plugs would be a wet mess. They were bone dry and clean. My first job was some new plugs. I didn't expect new plugs to make any difference, and they didn't. Then new coil packs, from Autodoc. These are fancy Bosch coil packs but when fitted, it would not start or even attempt to fire. I have heard that if the fuel pressure doesn't fall within parameters, the plugs don't fire, but this was unexpected. Maybe they are not compatible. So next, I got a cheap set of unbranded coil packs off E Bay, and it would start but no change to how it ran.

Now it starts to get difficult without being able to look for fault codes, but of course MMC had made the GDI ECU unreadable, except by dealers. It's not clear if this is all GDIs but I tried a number of reader systems and nothing connected. I'm a long way from any dealer, and with an undriveable GDI. I decided to try one final thing. BHM have had a couple of GDIs with fuel pump issues, so I ordered a new fuel pump. BHM didn't have one and neither did Morgan, so that took a couple of weeks to arrive. Fitting a fuel pump into a GDI is a challenge. This will vary across models because the tanks have changed shape. But the problem with my GDI, is the tank unit is tall, and available clearance is not. Over the top of the pump is an ash crossbrace. So either that has to come out, or you must drop the tank. The ash crossbrace thankfully was not glued, but has two crosshead screws at each end, buried under the slope of the cockpit rear panel, and the edges are covered by the trim panels which are glued in place. The only way, is to use an offset screwdriver in the confined space and take each screw out, basically at a quarter turn a time. Under the spare wheel aperture, are about six wood screws. The pump is complex and includes the level sensor, but only has a single electrical connection and the output pipe, which is held in place by a rather fancy 'C' clip. After freeing off the large plastic 'O' ring fastener, and freeing off the rubber seal, the pump then lifts out, with a pint of petrol going everywhere. Obviously before any of this happened, I disconnected the battery.



The new pump then slots in, noting the correct position, and I lubricated the seal with a smear of vaseline, because it is ribbed and a rather tight fit. A torch inspection of inside the tank showed nothing unusual. No contamination of junk, and no trace of water globules.

After re-assembly, I was rather disappointed that on starting, there was no change, and I began to realise that it was time for the experts. Finally, I tried a new relay, the one which resides under the spare wheel, and that made no difference. So here's the thing. The fuel pump in the tank is a conventional low pressure pump. It's a bit fancy because there is a solenoid in there, but it's not the high pressure delivery which the GDI needs. The high pressure pump is mechanical, and is driven off the offside camshaft. From the high pressure pump, there is a steel fuel pipe which feeds the fuel rail on the nearside of the engine, and this is where the injectors are. The high pressure pump has a bleed return to the fuel tank, controlled by a solenoid on the pump. This solenoid is controlled by signals from the crank sensor, the cam sensors, and the ECU, which will be compiling a load of data I guess, about speed, throttle position and O2 sensor readings, and probably more. Something in that system was faulty. It might be the connection between the accelerator and the throttle body, but without looking at the error codes, I could end up changing everything and still not find out what's going on.

I arranged for BHM picked up my GDI, which could barely reverse up the drive. Darren, a Morgan owner and enthusiast, who runs 468 Logistics, does the vehicle movements for BHM, and their brand is on his truck. Its a very fancy carrier, a covered box van with a side door. Why 468? I asked.....It's obvious. Morgan 4 wheeled engines.

Now comes the solution. One week later my GDI is dropped off at home.

First, connected the laptop and no faults were recorded. Then, compared the live readings with another GDI and all looked the same. Validated my ECU by testing it on another GDI and it ran fine. Contacted the factory who first demanded that the earths behind the brake servo were relocated to the chassis. This made no difference. The factory suggested the throttle body and pedal. These were substituted, and no difference. Finally, although readings were normal, changed the Mass Airflow Sensor, and it ran normally. It was then put through the MOT, and emissions were well within limits.

So, no faults were recorded, and the engine light never came on. So even with OBD access at home, I could not have resolved this. It doesn't really explain what's been going on with the MAF. I've cleaned it a couple of times since the first breakdown, but it never made any difference, and so it was never high on my list. If there is a moral to this story, perhaps it is simply just to start with the MAF sensor!

Why your *comprehensive insurance* may not cover what you think it does



BY

DAVE
YOUNGS(PETER JAMES
INSURANCE)

It was fantastic to see so many of you out on the UK's roads for FBHVC National Drive It Day last month. Wherever you looked, there were classics in convoy, parked up in village greens, filling showgrounds and generally being used exactly as they should be.

The story centres around one of the biggest myths in motoring. Many drivers still believe that because they have a fully comprehensive insurance policy, they are automatically covered to drive someone else's car. Years ago, that was often the case, but the insurance market has changed considerably. Today, many policies no longer include "Driving Other Cars" cover at all, and where they do, it is often restricted to emergency use and usually provides only third-party protection.

Imagine you've travelled to a club event, and your friend asks you to share the driving on the way home. Perhaps a fellow member wants you to take their car for a short drive to help diagnose an unusual noise. Maybe you're considering buying another Morgan and the owner offers you a test drive. These are all perfectly normal situations within a car club, yet with many standard insurance policies, you could find yourself uninsured without even realising it. That could mean you face financial penalties, points on your licence, and potentially the car being seized and impounded. It doesn't bear thinking about, does it?

It's exactly the sort of issue that inspired the development of Morgan Sports Car Club Insurance.

Rather than relying on the increasingly restrictive "Driving Other Cars" extension found on many mainstream policies, members insured through the club benefit from dedicated Member-to-Member cover. It has been created specifically around the way enthusiasts like us actually use our cars and enjoy club life.

That means fellow members insured through the scheme can drive another member's vehicle with fully comprehensive cover, allowing you to share the driving on tours, help diagnose faults, carry out appraisals or valuations, or simply experience another member's pride and joy

with complete peace of mind. There is no need to arrange temporary insurance or spend time checking whether a particular policy wording allows it. It is designed to make club life easier.

It's another reminder that specialist insurance is about much more than simply finding the cheapest premium.

Club insurance is designed around the way enthusiasts own, restore and use their vehicles. Features such as agreed value, tools and spare parts cover, free salvage retention, self-repair options and breakdown cover all exist because they solve real problems that Morgan owners face. Member-to-member cover is another benefit you simply won't find on many mainstream policies, as they aren't designed with car club activities in mind.

The recent headlines should encourage all of us to do one simple thing: take ten minutes to read through your policy documents and make sure the cover you think you have is actually there. If you're relying on the ability to drive another vehicle, don't assume your policy covers it, but do make sure you give your Club insurance scheme a go for the ultimate peace of mind when sharing your car and passion with others.

If you're insured through the Morgan Sports Car Club Insurance scheme, however, you can enjoy one of the many benefits that have been designed by enthusiasts, for enthusiasts, to help you get the very best from your club membership.

After all, insurance should never be about catching people out. It should give you the confidence to enjoy your Morgan exactly as it was intended.

If you're a member of the Morgan Sports Car Club, we'd love to hear from you. To speak to a member of our friendly team and to request a quote for motor insurance, please call: 0121 506 6022.

For a home insurance quote, call us on 0121 468 9860 or visit us online at <https://qqhome.peterjamesinsurance.co.uk> <https://qqhome.peterjamesinsurance.co.uk>.



MORGAN SPORTS CAR CLUB
INSURANCE



PETER JAMES
INSURANCE

Get extra benefits with your club insurance scheme

Morgan Sports Car Club Insurance



Includes additional benefits as standard:

- ✓ Exclusive rates for Morgan Sports Car Club members
- ✓ Legal expenses cover
- ✓ Additional discount based on length of membership
- ✓ £3000 Tools & Spare Parts Cover
- ✓ UK & EU Breakdown Cover
- ✓ Member to member cover
- ✓ Free and Simple Agreed Value
- ✓ Self-repair option
- ✓ Free Salvage retention
- ✓ Limited mileage discounts



0121 506 6022

peterjamesinsurance.co.uk/morgan

Policy benefits, features and discounts offered may vary and are subject to underwriting criteria.

Morgan Sports Car Club Insurance is a trading name of Kingfisher Insurance Services Limited, registered in England No 01469545. Kingfisher Insurance Services Limited is authorised and regulated by the Financial Conduct Authority (FCA) No 310218. Registered office: First Floor 2 Parklands, Parklands Business Park, Rubery, United Kingdom, B45 9PZ. DOCIDM399



**PETER JAMES
INSURANCE**



CAMBRIDGESHIRE

FRINGEMOG

CONTACT: Vera Brown (Centre Secretary)

TEL: 01733 237555 / 07757 722564, **EMAIL:**

msscfringemog@gmail.com

Fringemog noggins are held at The Old Ferry Boat, Holywell, Cambs, PE27 4TG on the 2nd Sunday of the month from 11.30am for a chat, followed by an optional lunch at 12.30pm. It is important to book in for lunch at this very busy pub so please contact me if you plan to join us. Any Morgan owner/enthusiast will be made most welcome at any Fringemog event or noggin. It has been great over the past few months to welcome some new members to Fringemog.

Monthly noggin dates:

- » Sunday 9th August, Sunday 13th September, Sunday 11th October, 8th November, 13th December & AGM

Events:

A few dates below to add to your Morgan calendar for this year. Please notify Centre Sec if you need any more information or plan to attend any listed event. Also see Miscellany for the many national events planned for the year.

- » Saturday 1st August – East Kirkby (Lincs) Air Show
- » Home of the Lancaster Bomber (taxying) plus many flying displays at this Heritage Aviation Centre. For full details see www.lincsaviation.co.uk/events/East-Kirkby-Air-Show
- » Saturday 15th August – Bentley Drivers Club Silverstone (Bentleys & Morgans racing) SeeC also listing in June/July Miscellany: www.morganchallenge.co.uk
- » Saturday/Sunday 15th/16th August – Ramsey 1940s Weekend highly recommended by Fringemog members who attended last year. See <https://ramsey1940s.co.uk/> for full details.
- » Sunday 16th August – Burwell Mill Classic Car & Bike Day Another event in this Cambridgeshire village on this popular weekend. See <https://burwellmuseum.org.uk/events/classic-car-day> for full details.
- » Friday 21st August – Morgan Heart of England Challenge An enjoyable and fun sociable evening with 5 Morgan Centres participating in a boules event/pub meal at The Old White Hart, Lyddington, Rutland LE15 9LR. Limited time for booking this one, so contact Centre Sec by 3rd August to book a place and pay a £5 deposit.
- » Monday 7th September – Folkmog Track Day, Snetterton (10th Anniversary)
- » A great day out whether driving on the track or spectating – see page 4 Feb Miscellany for full details



CENTRAL DEVON

OGGIEMOG

CONTACT: John Hockin (Centre Secretary)

TEL: 01803 313059,

EMAIL: johnhockin44@gmail.com

It was a welcome return for our evening noggin to the Tom Copley Tavern in Spreyton. A very nice evening meal was followed by entertainment provided by the Winkleigh Morris dancers and their colleagues, the Exeter Morris dancers. They perform in the Main Street of the village outside the Tavern. As luck has it there isn't much traffic along this road to halt proceedings.

At the time of writing this article, it will only be a couple of days until the Historic Vehicle Gathering, Devon's largest classic car show, which takes place at Powderham Castle. The weather looks good for the event which will should have a brilliant turn out. One person who will not be going is Julia who recently had a fall in the bathroom and fractured her wrist in two places and is in plaster for six weeks. Not only this but also badly bruised

ribs making it all very uncomfortable.

On the 9th August there is the North Devon Festival of Transport taking place at Victoria Park in Bideford. In the last three years this event has raised £40,000 for local charities.

Diary Date: –

- » 8th September: lunchtime noggin at Peter Tavy Inn, Tavistock, PL19 9NN



CHANNEL ISLANDS

CHANMOG

CONTACT: John Duquemin (Centre Secretary)

TEL: 07797 724 985,



CHESTER, WIRRAL AND N.E. WALES

DEVAMOG

CONTACT: Mike Skelhorn (Centre Secretary)

TEL: 07703952026, **WEB:** www.devamog.co.uk,

EMAIL: devamogsecretary@gmail.com

As I write, Devamog members have just visited the beautiful property that is Biddulph Old Hall, in the Staffordshire Moorlands. Neighbouring Centres to Devamog (or any Centre for that matter) this privately owned venue is very well worth adding to your calendar. If you enjoy Art History, this was the home of Robert Bateman, known as the 'lost Pre-Raphaelite Artist'. A fascinating story.

As you read this August report, we will have undertaken visits to the Welsh Highland Railway and then the Wappenshall Canal Basin restoration project in Shropshire.

August has a Noggin with a difference; we visit the spectacular Ness Botanical Gardens on the Wirral for our breakfast fare and then a visit around the Gardens.

This has been kindly curated by member Stephen White.

August also heralds our second Scenic Run of this year. Details will, as always, be available on our website.

Please note that at the top of this report I should be sporting a new Centre Secretary email – thanks. All good wishes, Mike



CORNWALL

TINMOG

CONTACT: Max Archenhold (Centre Secretary)

TEL: 01208 831441/07480 203059

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WEB: www.tinmog.org.uk



CRANFIELD

CRANMOG

CONTACT: Sarah Rosser (Centre Secretary)

EMAIL: cranmogsec@gmail.com,

TEL: : 07787 345382,

WEB: www.cranmog.org

We hope you have all been making good use of the fine weather and getting out and about in your Morgans. CranMog have been able to enjoy good weather at several events so far this summer.

A reminder that the membership window has now closed and for those who have not renewed their membership, your details have now been removed from our database and you will no longer receive communications from Sarah Rosser. You can of course still renew, so please get in touch if you wish to do so. New members are also most welcome to CranMog.

Please keep your eye on the CranMog Calendar on the website for full details of all events – www.cranmog.org

- » Wed 12th Aug – Noggin
- » Sat 15th Aug – Bentley Drivers Club, Silverstone
- » Fri 14th – Sun 16th Aug – Car Club Fest, Three Counties Showground, Malvern
- » Friday 21 August – Heart of England Challenge

– 26 – at the Old White Hart Pub, Lyddington, Rutland. Invitations have also been extended to Foxmog, Linnmog, Donmog, and Fringemog for an evening of Fun, Food and more Those interested should contact their own Centre's Secretary who will be able to provide more details

- » Fri 28th – Sun 30th Aug – CarFest 2026, Silverstone
- » Sat 5th Sept – Allon White Breakfast Club
- » Wed 9th Sept – Noggin
- » Sun 13th Sept – Pitstone Green Museum Open Day
- » Wed 14th Oct – Noggin
- » Wed 11th Nov – Noggin
- » Wed 9th Dec – Noggin

Open Meetings (Noggins): These take place on the Second Wednesday of the month, 8.30pm at The Rose and Crown, 89 High Street, Ridgmont, Bedford MK43 0TY



CUMBRIA

FELLMOG

CONTACT: Peter Grange (Centre Secretary)

TEL: 07787 125226,

EMAIL: fellmogcs@gmail.com,

WEB: www.fellmog.org

Website

For more information about FellMog and our events do look at our website – www.fellmog.org

Future events: –

- » 9th August – Scenic Run starting at Dalemain House, Nr. Penrith.
- » 28th August – Evening Noggin at The Crooklands Hotel, Crooklands, Nr. Kendal.
- » 4th–6th September – Morgans at Windermere – see below
- » 12th or 13th September – Scenic Run – details to be confirmed.
- » 25th September – Evening Noggin at The Kings Arms, Stainton, Nr. Penrith.

Morgans at Windermere – 4th–7th September

Registration will close on the 10th August for this very popular event. Places limited so if you want to join in get booking now! Details elsewhere in Miscellany and on our website. If The Crooklands Hotel is full, we have a list of local hotels that we use from time to time so you should have no accommodation worries.

Peter Grange, FellMog Centre Secretary.



DONINGTON

DONMOG

CONTACT: Roger Pullen (Centre Secretary)

EMAIL: donmogsec@gmail.com,

TEL: 07913 645142

By the time this is published we will have been to the Allerton Project (a wildlife project researching the effects of farming on the local environment), Renishaw Hall, an Autotest in Ashby and a visit to the National Memorial Arboretum, (a late change from the Silverstone visit), not forgetting our annual trip to the Kilworth House Theatre to see "Anything Goes". We will have also had our first roving noggin at a new venue, the Coopers Arms in Weston on Trent, Derbyshire.

Future events:

- » 19th August – BBQ at the Topps.
- » 11th–12th September – Anniversary Weekend at the Petworth, Lincolnshire.
- » 16th September – noggin
- » 23rd September – Sherwood Challenge Boules, Quorn

Roger Pullen – Donmog Centre Secretary



DURHAM & NORTH EAST

NORMOG

CONTACT: Roger Pettican (Centre Secretary)

EMAIL: mscnormog@gmail.com,
TEL: 07713501975

Selected events from the Normog programme:

- » Sunday 2nd August: Normog Club Concours event, The Crown in Mickleton. Some members will be 'camping' overnight on Saturday. Organisers Derek & Sue Hancock. Apparently the pub will now not be open on the day - please bring a picnic.
- » Sunday 23rd August: Cumbrian Classic Car Show at Dalmain. Organiser: Elaine Snowden.

Details for our August Coffee & Chat are still to be confirmed - they will be updated on the Normog website as soon as they are available.

For more information on all the above events and contact details please check the Normog website: www.normog.co.uk

And a reminder that everyone is welcome to join us for our noggins held the second Tuesday of each month in the Orangery at the Black Horse, Beamish.



EAST ANGLIA

(PREDOMINATELY ESSEX) ANGLEMOG

CONTACT: Sue Miers (Centre Secretary)

EMAIL: anglemog.sec@gmail.com,

TEL: 07815 610623 **WEBSITE:** anglemog.org

I can't believe that summer is almost over and in the next Miscellany we will be telling you what we are planning for the autumn/winter events! We have had a great summer so far, if a little hot for driving in a Morgan!!

The list below is a reminder of up-and-coming events over the next month. Full details of all up and coming events during the rest of the year are in the Members' Handbook or on the Events page of the Anglemog website. The website also now has a facility for you to book direct with the organiser.

Thursday 13th August

A visit to Zero 2 Bus Museum, Great Yeldham. Currently housing around 60 buses & coaches, most of which are fully restored, but with restoration projects underway as well. Peter Tatlow has arranged for an 'exclusive' Anglemog Group visit & tour of the Museum. Full details of the event are on the website. Numbers were required by 30th June but if you are interested, please contact Peter to find the current situation.

Sunday 16th August

Visit to Fawley Museum Running Day, Henley on Thames

Space for ten cars has been negotiated. The museum is on the country estate of Sir William McAlpine and entrance is by invitation only. Again, full details are on the website or by contacting Roger Upward.

Saturday 22nd August

Mersea Lions Family Festival
Waldegraves Holiday Park, Waldegraves Lane, West Mersea, Essex. CO5 8SE.

The event runs from 11.00am-4.00pm. but please try to arrive by 10.30 latest.

There is no charge for exhibitors, but donations to Mersea Lions would be much appreciated. Please Contact Peter Tatlow for further information.

Thursday 27th August

Evening Noggins at Chelmsford Golf Club, Widford Road, CM2 9AP

Meals will be available from 6.30 pm onwards. Any queries to Christine Upward



EASTERN COUNTIES

(PREDOMINANTLY NORFOLK & SUFFOLK) FOLKMOG

CONTACT: John Hayes (Centre Secretary)

TEL: 07925 219008,

EMAIL: info@folkmog.net

WEBSITE: www.folkmog.net

Yum Yum Tree Fudge Factory - Ladies Event

Date : Thursday 27th August 2026

Yum Yum Tree Fudge Factory is a family business based in Woolpit. (IP30 9UP).

We are booked for a tour at 11am, which starts with an explanation about the business and a hot fudge drink. You then tour the fudge kitchen and have a chance to sample the various flavours.

The tour takes around 45 minutes and ends in the shop where you can buy fudge or their other products - candles, diffusers, etc.

There is no charge for the tour.

We then go on to The Norton Dog. I have booked lunch for 1pm.

At present there are 20 places, so please let me know if you wish to join us via the Folkmog website by 1st August.

Track day

We have 4 spaces available if you want to drive on the day. The price is £215 per entrant.

Please contact Chris Bennion/John Riley if you wish to enter.

As this is our 10th year we would also welcome anyone to come along and bring a picnic (free entry to the circuit) or use the Tyrell's Cafe which serves great hot and cold food. Last year we had an excellent turnout with upwards of 100 people attending on the day, so let's make this a special 10th Anniversary event.

There is always plenty to do early on the day, with all drivers needing to sign-in, and have their cars noise tested, and being directed to our allocated garages.

Events:

Upcoming we have:-

- » 75th Anniversary event . Spaces available 05-Aug-26 John Hayes
- » Steel Bones Charity Run 09-Aug-26 Gary Hawksworth
- » Noggins North TBC 11-Aug-26 David Derrick
- » Gymkhana and Picnic on the field 16-Aug-26 Dave Corbett
- » Noggins south TBC 19-Aug-26 Nigel Bull
- » Ladies Event - Yum Yum Tree Fudge Factory 27/8/26 Helen Eaton
- » Pensthorpe Water Gardens (September) 02-Sep-26 Sandra Ward
- » Snetterton track day 07-Sep-26 Greg Vickers
- » Noggins North TBC 08-Sep-26 David Derrick
- » Mid Norfolk Railway (Afternoon Tea/ Fish and Chips) 13-Sep-26 Steve W
- » Holiday / Short Break Devon (17-20/9/26) 17/09/2026 John Hayes
- » Noggins south 23-Sep-26 Nigel Bull
- » Guy Fawkes Lunch 04-Nov-26 Caroline Page
- » Noggins South 18-Nov-26 Nigel Bull
- » AGM 22-Nov-26 John Hayes
- » Hintlesham Xmas Club Dinner 26 03-Dec-26 John Riley
- » Noggins South 16-Dec-26 Nigel Bull
- » Not the Christmas Lunch 27 10-Jan-27 Colin Powell

The events listed with name allocated against them are on the FolkMog website together with a contact form if you would like to attend John Hayes



GLOUCESTERSHIRE

SPOTMOG

CONTACT: Brian Harwood (Centre Secretary)

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EMAIL: Spotmogcentre@outlook.com,

WEB: www.spotmog.co.uk

Since my June/July report, we've enjoyed our Summer tour to the Spanish Pyrenees, our June Noggins at The Fromebridge Mill, Whitminster. a breakfast meeting at the Cotswold Airport (formerly home of the Red Arrows), our bi-annual Digger Day on Sunday 19th at Moreton in the Marsh and a Noggins at The Inn for All Seasons

at Little Barrington, near Burford on Thursday 30th. A busy summer programme, thanks to all of those many SpotMoggers who have contributed to each of these events.

By the time you read this, we will have the Gloucester Retro Festival (of which I've previously reported in Miscellany) on Saturday 22nd, and our evening Noggins at The Gupshill Manor, Tewkesbury on Tuesday 25th.

Looking forward to September, on the weekend of 4/5 we're celebrating our 40th anniversary of the founding of our Centre, we're visiting Chedworth Roman Villa, we're visiting Cognac in France and we have our evening noggins at the Greyhound, Siddington.



HIGH PEAK

TORMOG

CONTACT: Sally Bradley (Centre Secretary)

EMAIL: tormogsecretary@gmail.com

TEL: 07531 801290,

WEBSITE: www.tormoghighpeakcentre.com

FACEBOOK: "Tormog: the High Peak Centre for the MSCC"

The room was packed for our June noggins at The Crispin, Great Longstone. And again, for our July Noggins with 25 members present. even though some members were on their way to the MSCC 75th Anniversary celebration or undertaking an extraordinary 100 mile charity run!

Cranmog picked a glorious week for their trip to Biggin in the Peak District National Park. And it was lovely to have some of their members join us at our June mid monthly social at The Grouse in Froggatt. Please get in touch if your Centre are visiting High Peak/ North Derbyshire and see if we can do something together.

A number of members joined the Kegworth Anniversary run in Leicestershire. Cars in the Park at Lichfield had Tormog members joining Staffordshire Centre and Donmog for a lovely couple of days enjoying the hospitality of Keith Alcock.

Regular Evening Noggins

Our monthly Tormog noggins is held on the first Thursday each month at The Crispin, Main Street, Great Longstone Near Bakewell DE45 1TZ from ~18:45. Please join us for a meal or a drink and a get together. These are very informal meetings, and we welcome all Morgan owners and potential Morgan owners.

Future dates:

- » 6th August - Monthly noggins - The Crispin, Great Longstone
 - » 3rd September - Monthly noggins - The Crispin, Great Longstone
 - » 4th, 5th and 6th September - Tormog Stand at Chatsworth Country Fair - Please come and see us by The Stables.
 - » 16th September - Mid month lunchtime social, The Plough, Bridge, Leadmill, Hathersage S32 1BA - 12:00 for 12:30. Please see our website for more activities: <https://tormoghighpeakcentre.com/events/>
- Regards, Sally



ISLE OF MAN

MANXMOG

CONTACT: Iain Griffin (Centre Secretary)

TEL: 07624 224401,

EMAIL: ijmgriffin@yahoo.com



LEICESTERSHIRE

FOXMOG

CONTACT: Julia Georgiou (Centre Secretary)

TEL: 07788 253368, **EMAIL:** foxmog@gmail.com



LINCOLNSHIRE

LINMOG

CONTACT: David Wolstenholme (Centre Secretary) **TEL:** 07956 236268,

EMAIL: mscclinmog@gmail.com,

FACEBOOK: www.facebook.com/mscclinmog,

WEB: www.linmog.co.uk

It seems a long time since my last report written in May and there's been plenty to enjoy since then including mid week lunches, noggins, Morgans at Harewood and Cadwell, a visit to Wollaton Hall; and our weekend away in Teesdale which was fabulous.

All MSCC members are welcome to our events, unless there are restrictions on numbers in which case bookings for LinMog members take precedence. Please contact the organiser or me to book.

See our calendar on www.linmog.co.uk for details of upcoming events when they're available.

Retrospective coverage of all our events is also on the website, but is in the members' only area.

Our electronic quarterly magazine is distributed to members in December, March, June and September.

Happy motoring, David

Diary dates:

- » Aug 5 – Mid week lunch
- » Aug 18 – Noggin, Tealby
- » Aug 21 – Heart of England Petanque Challenge
- » Aug 26 – Visit to Witham Group
- » Sept 2 – Mid week lunch
- » Sept 15 – Noggin, Tealby
- » Sept 19 – SpeedMog at Blyton & International Morgan Day



LONDON CENTRE

CONTACT: John Weaver (Centre Secretary)

TEL: 07942 954017,

EMAIL: morgansinthemews@gmail.com

Our noggin was very well attended and the pub was bursting at the seams with The London Centre. Thank you for coming out to meet up, it was a great evening. It was a pity that there was a quick cloudburst while we were in the pub – although the car seats did need a wash.

What a fabulous 75th we had at the Morgan factory, great organisation, great hosts – the factory – and excellent atmosphere and company. Thank you all very much for such a good weekend.

Found from Yorkshire: Mark and Kathryn, James from London. All three of you were very welcome at the noggin. Come again!

Tip of the Month: Come to London and get stuck in traffic – and just revel in all the compliments/chat/fun about your car.

Every day Morgan life: Oh Dear: another 'kit car' this month.

Ode to the one we cherish and love: Unforgettable' – Nat King Cole

<https://www.youtube.com/watch?v=iF7kOqopeAU>

Upcoming events

- » 2nd Wednesday of every month – noggin/natter/chat (address below)
- » Wednesday 8 September – pizza before monthly noggin
- » Thursday 15 – Monday 20 October – London Centre trip to Reims, France – get in touch with Philip Alexander if you want to go – 07711 330825
- » Sunday 4 December – The London Centre Christmas Lunch Party – Central London venue details coming

Monthly noggin/natter/chat

The Kings Head, Westmoreland Street, London W1G 8PJ +/- 8.30pm until late

Good parking outside the pub, tube stations abound all around.

All are very welcome to this great little pub.



LYME BAY

FOSSILMOG

CONTACT: Graham Keen (Centre Secretary)

Ruan House, Cliff Road, Sidmouth,

Devon EX10 8JN. **TEL:** 01395 577875,

EMAIL: grahamkeensw@aol.com

This August Bank Holiday Weekend 28th – 31st is Sidmouth Regatta and Airshow which includes the Red Arrows display team.

Our Club has been invited to "a bring your own picnic" at Ali's and Terry's hillside home on Friday 28th from around 3:30pm onwards, to watch the Airshow starting at 4:00pm. Bring binoculars because some displays are down near the Esplanade. More details to follow via an email.

Next month on Wednesday 9th September it will be the Lyme Bay Centre (FossilMog) annual 100 Morgans Seaside Summer Picnic on Hive Beach within the Jurassic Coast – 185 Million years of the Earth's history and recognised as a UNESCO World Heritage Site. Hive beach and surrounding cliffs are owned and managed by the National Trust who have kindly allowed us to use one of their overflow car parks for more than 14 years for our annual 100 Morgans Picnic; parking is free to NT members and a small charge to non-members.

Gates open at 9:00am for Morgan only parking and most people begin arriving from late morning onwards. We invite all Morgan owners to come to the coast for the day for a relaxed, easy going and friendly gathering. You do not need to pre-book and it costs nothing to enter. You will meet up with a like-minded community of enthusiasts who share the passion and enjoyment which our chosen Marque provides in so many different ways.

You may like to take the lovely scenic drive along the coast road, B3157, which runs from Bridport to Weymouth for a distance of 17 miles; it's great in both directions with the sea on one side and the rolling Dorset countryside on the other and overlooks Chesil Beach. For a shorter run go on the B3157 from Hive Beach to Abbotsbury, which is only about 7 miles and includes views over Chesil Beach.

If you do not want to picnic there is the excellent Café at Hive Beach which serves a range of cooked breakfasts between 10:00 and 11:30am and Lunch from 12:00 onwards. See all menus on www.hivebeachcafe.co.uk

Diary dates:

- » Weds 19th Aug – Replaced by the Friday August 28th picnic
- » Fri 28th Aug – Picnic at Terry's & Ali's hillside home in Sidmouth to watch the Red Arrows. More details to follow.
- » Sat 29th Aug – Breakfast Meeting 9:00–11:30am the Bistro Powderham Castle EX6 8JQ
- » Weds 9th Sept – FossilMog's late Summer Seaside Picnic 100+ Morgans at Hive Beach DT6 4RF from 9:00am
- » Sat 26th Sept – Breakfast Meeting 9:00–11:30am the Bistro Powderham Castle EX6 8JQ
- » Weds 14th Oct – To be advised
- » Sat 31st Oct – Breakfast Meeting 9:00–11:30am the Bistro Powderham Castle EX6 8JQ



MENDIP

CONTACT: Jane Williams (Centre Secretary)

TEL: 01749 345276

EMAIL: secretary.msccmendipcentre@gmail.com,

WEB: www.flyingmorgan.weebly.com

April was an enjoyable month for Mendip; the weather was mostly favourable but a bit unpredictable at times.

All reports, details and photographs of the Mendip's previous events can be found by logging into www.flyingmorgan.weebly.com and clicking

on the 'PAST EVENT' button.

As the Future events are being added to, or added to, on a regular basis, the up-to-date calendar, also, can be found by going onto www.flyingmorgan.weebly.com and clicking on the 'CALENDAR' button.

That's it and we wish you all a Safe & Sunny 'Morganeering' August.



MIDLAND

CONTACT: Martin Wyatt **TEL:** 07831248981

EMAIL: mscmidland.sec@gmail.com

WEB: www.morgansportscarclub.com

Diary Dates:

- » 13th August Thursday Curry evening at The Flyford, Flyford, Worcester WR7 4DA. Evening meeting with meals served from 6.00pm
- » 14–16th of August Car Club Fest at the 3 counties showground. MSCC are hoping for a good attendance from members, Tickets are £20 pppd. On the gate will be £25 pppd. It is worth a good look at the webpage to see what is on. <https://www.carclubfest.com/>
- » 9th September Tuesday Evening. The Hadley Bowling Green, Hadley Heath, Droitwich WR9 0AR. Evening meeting from 06.00 pm.

All meetings can be subject to last minute changes so please contact me if you would like to be added to the Midland centre newsletter circulation as well. We will continue to have additional weather dependant daytime meets that will also be advised in our newsletter.



NEW FOREST

LOGMOG

CONTACT: Brian Dunton

(Centre Secretary)

TEL: 07850 284797

EMAIL: secretary@logmog.co.uk

WEB: www.logmog.co.uk



NORTHERN

NORCEMOG

CONTACT: Andrew Threlkeld (Centre Secretary)

TEL: 07912 494768

EMAIL: norcemog@gmail.com,

WEB: www.norcemog.com



OXFORD

OXMOG

CONTACT: John Duff (Centre Secretary)

EMAIL: secretary@oxmog.org.uk, **PHONE:** 01993 252535,

WEB: www.oxmog.org.uk, **X:** [oxmog](https://twitter.com/oxmog)

By the time you read this update we will all have enjoyed and recovered from the MSCC 75th Anniversary and the MSCC AGM. This now clears the way for our big event the Oxmog 50th Anniversary which will take the form of a house party at Middle Aston House. We are delighted to have members who were at the initial meeting of Oxmog held in September 1976 – if anyone reading this has memories of the event please contact me. I am in contact with the MSCC archivist who is attempting to find any records of the event which might make interesting reading.

Our "Move the Morgan" initiative has been to 13 Centres and raised in excess of £960 for the Starter Motor Charity which is the MSCC preferred charity and helps young people to find careers in the classic car industry.

The weather has been incredible this year leading to the delay in our planned narrow boat trip never fear it has just been delayed and is now arranged for August. I am particularly encouraged by this proposal and our introduction to croquet in July which shows what an interesting bunch we are

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"STEVE JUST DID MINE, REAL CRAFTSMANSHIP" (VAUGHAN CHAPE)



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Rover T16 +4: "The PAS is brilliant. The handling characteristics are unrecognisable from the original and much better for it."

4/4 Zetec: "I'm delighted with the modification and it adds increased pleasure to driving the Morgan."

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with lots of activities that involve events as well as cars !! To that end I am looking forward to our visit to the Amazon Centre at Swindon.

Lots of good things coming up in August / September

- » 4th August – Noggin at Sturdys Castle Kidlington OX5 3EP – eat at 7.00 pm Notices at 8.00pm
- » 13th August – Oxford NarrowBoat Trip – 2 Boats currently committed – Leave Oxford Narrow Boats in Lower Hayford at 9.00am [breakfast available earlier]
- » 14/15/16 August – Car Club Fest at 3 Counties Showground, Malvern WR13 6NW
- » 20th August – Visit to Cliveden House , Taplow, Maidenhead SL6 0JF
- » 1st September – Noggin at Sturdys Castle, Kidlington OX5 3EP – eat at 7.00pm Nptices at 8.00pm
- » 11/12/13 September – Oxmog 50th Anniversary House Party, Middle Aston House OX25 5PT
- » 19th September – International Morgan Day Kingsley Cafe Eynsham OX29 4EF – meet at 10.00am
- » 6th October – Noggin – Sturdys Castle, Kidlington OX5 3EP eat at 12.30 pm to Eat and Notices at 1.30pm
Please keep an eye out for Brunch meetings which take place eat month
- Looking forward to seeing you all out and about soon – remember if you have a good idea for a trip / visit please tell Peta / me. John



SCOTLAND

JOCKMOG

CONTACT: Graham Rae (Centre Secretary)

TEL: 07738 634998,

MAIL: grahamrae.hIGHLAND@gmail.com

Remaining events for 2026 include:

- » 6 August – NE Mogs Evening Noggin at Cullen Bay Hotel, Cullen, AB56 4XA.
Organiser – Andy Reeves, 07936 161645.
- » 19 August – NE Mogs Lunch at Kildrummy Inn, Alford, AB33 8QS.
Organiser – Andy Reeves, 07936 161645.
- » 27 August – Central Mogs Lunch – Venue & Organiser required.
Contact Margaret Rogers, 07870 204539.
- » 9 to 11 October – Autumn Weekend at the Kinloch Hotel in Arran, KA27 8ET.
Organisers – Steve and Nanette Waring, 07769 974659.
- » 15 November – AGM at the Grouse & Claret in Kinross, KY13 0NQ.
Organiser – Graham Rae, 07738 634998.



SHERWOOD FOREST

CONTACT: Richard Maxfield (Centre Secretary)

TEL: 07342 083522,

EMAIL: mscs.sherwood_centre@yahoo.com

CENTRE CHAIRMAN: Richard Warner.

It's certainly been a busy summer so far with many events all well attended in the past few months. We had a great turnout for the Maxfields BBQ with 16 Morgans on display and with 38 hungry members to feed, Richard & Sandra were busy cooking and serving traditional bbq fare and desserts all afternoon. The weather was kind and the sun shone all day making it a truly enjoyable event. The surprise winners of the "corn-hole Challenge" were John & Loraine Morrison beating Sue & Gerry in the tense final.

Other events included a joint "picnic in the park" with the Lincolnshire TR Club at Rufford Abbey and an overnight trip to Bletchley Park Museum, which was very informative and interesting. Many thanks to Richard & Gill Warner for organising it.

Thank again to Richard & Gill for organising the lunch at The Countryman Pub in Kirkby in Ashfield,

and to Andrew and Rob who arranged a scenic drive in the peaks with a lunch at the Biggin Hall Hotel. There was also a visit to the National Memorial Arboretum in July which included a guided tour and talk about the site, thank you Richard Warner for arranging. And of course there was the 75th anniversary event which was attended by some Sherwood members.

Richard & Gill Warner will again be hosing us for the Chairmans Garden Party on Sunday 2nd August. Please let them know if you plan on attending.

Andrew Gee suggested a "boys only trip" later this year and so we are off to The Fat Lamb Country Inn near Kirkby Stephen for 3 nights, 6th to 9th October. Sherwood members have booked all 12 rooms and it's now full unless you can convince someone to share their room.

Sandra Maxfield is organising a "ladies at lunch" while the boys are at the Fat Lamb on 7th October at the Wildes Inn Hotel near Barlborough, Chesterfield. Please let her know if you are interested.

2027 spring break to the Cotswolds on May 14th-17th, 2027 is also now confirmed with 18 cars showing interest. Rob & Jo McPherson have pulled together an itinerary staying at The Tewksbury Park Country Hotel.

Our group trip to the Italian lakes at the end of August is getting closer and the excitement is building, really looking forward to this trip, we have arranged a tour polo shirt and rally plaque for the trip.

Andrew Dodd has finalised next year's Annual Dinner with Biggin Hall Country Hotel, near Buxton, on Saturday, January 9th, 2027, again please let Andrew know if you are interested and individuals can now book rooms for the event.

Dates for your diary:

- » Monday, August 10th, Noggin at the Griffins Head, Papplewick, Notts. 19.30
- » Monday, September 14th, Noggin at the Griffins Head, Papplewick, Notts. 19.30
- » Sunday, 2nd August, Chairman's Garden Party
- » August 29th-September 5th, Italian Lakes.
- » October 6th to 9th, The Fat Lamb Inn, boys trip to Kirby Stephen, Cumbria.
- » Wednesday October 7th, Ladies at Lunch, Wildes Inn Hotel near Barlborough, Chesterfield
- » Events for 2027
- » Saturday, January 9th, 2027 Annual Dinner at Biggin Hall, Buxton.
- » May 14th-17th, 2027 Spring Break, Cotswolds
Look forward to meeting you all at our noggins and anyone interested in attending any of our events, or wanting further details please let me know.

Regards, Richard.



SOUTH COAST

SOGMOG

CONTACT: Colin Cruickshank (Centre Secretary)

Moonfleet Cottage, 46 Long Copse Lane, Emsworth, Hampshire, PO10 7UR.

TEL: 07543 859912, **EMAIL:** sogmogi975@gmail.com

The September Noggin will now be on Sunday the 20th, at The Barley Mow, Walderton. If time allows, and there is sufficient interest, a game of bowls could follow lunch. If the weather looks promising perhaps a run-out on Saturday 19th could be arranged to mark International Morgan Day. Please let Colin know if you have any ideas and keep an eye on emails. Colin and I will be at The Goodwood Revival that weekend so make yourselves known if you are passing an Information Booth, or see us in our beige suits with Information sashes!

Phil and Liz Gadd, Steve and Ceri Smith joined

us for their first Noggins in June at The Hampshire Bowman, and at the Jolly Drover in July we had Steve and Sarah Morgan, and Peter Morgan who had been to a Noggin a few years ago. I am not aware of any connections between these Morgans and the founding family!

We have plenty of Metal and Vinyl SogMog badges in stock, please contact Colin if you require one or more. Tim Edwards

Diary Dates.

For all events please keep an eye on emails from Colin, as we normally need to give the venues an idea of numbers.

- » 1st August – Goodwood Speedmog 2026 Round.
- » 2nd August – Goodwood Breakfast Club – Theme – Classic Sunday
- » 2nd August – Phyllis Tuckwell Motor Show, Churt, Surrey
- » 5th August – Evening Noggin – The Jolly Drover, London Road, Hill Brow, Liss, GU33 7QL
- » 9th August – Steel Bones Charity Run – details TBC
- » 16th August – Noggin – Barbecue/ Picnic at the Denmead home of Andy and Alison Stirling. Details to be sent out.
- » 2nd September – Evening Noggin – The Jolly Drover, London Road, Hill Brow, GU33 7QL
- » 6th September – Shere Hillclimb, Surrey
- » 18th to 20th September – Goodwood Revival
- » 20th September – Noggin – Note date change – The Barley Mow, Walderton, Nr. Chichester, PO18 9ED Lunch and Skittles Match (time allowing)
- » 7th October – Evening Noggin last of the year – The Jolly Drover, London Road, Hill Brow, GU33 7QL
- » 18th October – Noggin – Venue TBC
- » 15th November – Noggin – Venue TBC
- » 19th December – Christmas Meal – Venue TBC



SOUTH EAST

HOPMOG

CONTACT: Steve Langston (Centre Secretary)

Chestnut House, Mill Hill, Edenbridge, Kent, TN8

5DB. **TEL:** 07710 426661, **EMAIL:** centre.sec@

hopmog.com, **WEB:** www.hopmog.com

There's a BHM Breakfast Club on Saturday 1st August from 9:30 am to noon. Meet at the garage in Borough Green as usual for a bacon roll, mug of tea or coffee and a good chat with lots of Morgan owners.

Cars at The Castle Hever Summer Edition (yes it's the second time this year) is on Sunday 2nd August at Hever Castle, Hever Rd, Edenbridge TN8 7NG. Following the success of the event in June, Hever Castle are holding a second event this year.

The Cranleigh Lions Car Festival (formerly known as Cranleigh Lions Car Show) is on Sunday 9th August, it's too late to book as part of the Morgan display but you can go along as a visitor.

The first of this month's Kent Noggins is on Tuesday 11th August at the Bush, Blackbird & Thrush, 194 Bush Road, East Peckham, Tonbridge TN12 5LN. Call the pub on 01622 871349 to book your place and mention the Morgan Car Club.

MSCC have a large display at Car Club Fest which is 14th to 16th August, at the Three Counties Showground in Malvern. Built around the theme Stronger Together, Car Club Fest brings together more than 50 car clubs from across the UK, covering everything from vintage classics and post-war favourites through to modern performance cars and restomods, so far MSCC have 200 bookings.

Hopmog will again be showing at Classics at Penshurst 2026 at Penshurst Place, Penshurst, Tonbridge on Sunday 16th August. It's too late to book as part of our display but it's a great day out for spectators to viewing around 1000 classic cars.

The second of this month's Kent Noggins is on Tuesday 25th August at The Bowl Inn, Egg Hill Road, Charing, Ashford, TN27 0HG. Call the pub on 01233 712256 to book your place and mention the Morgan Car Club.

Our Surrey Noggin is at The Barley Mow, Tandridge, Nr. Oxted, RH8 9NJ on Thursday 27th August 6:00pm – 9:00pm. Contact Roger Learney on 07973 820669 or on our Surrey Noggins Whatsapp group to book (please do not telephone the pub direct).

Les and Maggie Cornish are again organising Hopmog and Sexmog to visit the Bexhill 100 Classic and Custom Car Show. It's on Bank Holiday Monday 31st August at Polegrove Recreation Ground, Brockley Road, Bexhill on Sea, East Sussex, TN39 3HA.

Also on 31st August is the Folkestone Old Timers Rally at The Lees Clifftop Seafront, Folkestone Kent, The Leas, Folkestone. This is not a Hopmog event but all are welcome.

Full details of all events are available at www.hopmog.com/events-calendar

Diary Dates:

- » August 1st – BHM Breakfast Club
- » August 2nd – Cars at the Castle
- » August 9th – Cranleigh Car Festival
- » August 11th – Kent Noggin, Bush, Blackbird & Thrush
- » August 14th to 16th – Car Club Fest
- » August 16th – Classics at Penshurst
- » August 25th – Kent Noggin, The Bowl Inn
- » August 27th – Surrey Noggin, The Barley Mow
- » August 31st – Bexhill 100
- » August 31st – Folkestone Old Timers Rally



SOUTH WALES

TAFFMOG

CONTACT: Phil Harry (Centre Secretary),

TEL: 07913 446204,

EMAIL: taffmog.sec@gmail.com, **FACEBOOK:** facebook.com/taffmog

West Area

The Noggin on the 26th June included a short drive for a change. Phil and Lynne, Derek and Jacky, Haydn and Diane, and Denis and Liz met at Pont Abraham Services for a drive via Llandeilo, Talley, and Llansawel to arrive at The Forest Arms at Brechfa for lunch. The four Morgans then enjoyed a pleasant drive through roads that were new to some. The group were were met there by 3 other couples, one in a Morgan and two others in 'tintops'. It was nice to see Bill and Angie who brought their gorgeous dog as the pub is dog friendly. Kevin and Sarah came on a cross-country route and Phil and Kate, who are Bridgend regulars, also came in their Morgan. The food was enjoyed by all.

There is a plan to 'research' more pubs in the area – a great excuse to get out and enjoy the Morgan and sample some pub food, all in the name of finding more excellent Noggin runs and venues! Watch out for future details.

One surprise for Phil... He was leading the Noggin group and Lynne asked why he was driving so slow! His reply was a short blip of the accelerator. "That'll learn 'er!"

Bridgend Area

The Noggin on Thursday 11th June that met at The Royal Mint was in such atrocious weather that only one Morgan braved the elements. Luckily they were met there by other people who joined to enjoy an extended coffee break as a scenic drive was ruled out. Those that travelled on to Porthcawl picked their own route to meet others who were unable to make the morning, and the usual gossip ensued whilst everyone ate. It was good to see several members that have been unable to attend recently

for numerous reasons.

The Noggin on the 9th July, hopefully in better weather, is being organised by Barry and Lynne Avery and will start from The Costa on A48 near the Coldra Roundabout, Newport.

Details of future Bridgend Area Noggins are below.

- » 13th August – details TBD
- » 10th September – Dyffryn Gardens for coffee and Porthcawl for lunch
- » 8th October – details TBD
- » 12th November – details TBD
- » 10th December – details TBD

Usk Area

A massive number of 24 people attended the Usk Noggin on the 17th June, just about managing to squeeze into the usual meeting room at the Chainbridge Inn to enjoy good food and drinks. Conversation was laden with planned holidays and our trip to Greynog Hall in Powys which was taking part the following week.

As hoped for, the weather for the Greynog Hall trip on the 23rd, 24th and 25th June was great... So great that the words "don't stop moving, its too hot" and "at least pull over under the shade" were heard more than once. The venue itself was stunning, set in huge grounds that are maintained by a single lady gardener. The fantastic drives around the glorious Welsh countryside and lakes were interspersed with and further enhanced by good food, drink, and company which was enjoyed late into the evenings in the courtyard as the sun slowly dipped behind the hall. Many thanks to Steven for his time in organising such a fantastic trip and the very interesting talk he provided on the history of the building and its notable owners!

The dates for future Usk Noggins are below. All will be held at the Chainbridge Inn (NP15 1PP) starting at 7pm.

- » 15th July
- » 16th September
- » 19th August
- » 21st October
- » 18th November
- » 16th December

Glenda Bragg, Taffmog Centre Scribe



STAFFORDSHIRE

CONTACT: John Dickinson (Committee Secretary),

EMAIL: memsecstaffsmog@gmail.com,

WEB: www.staffsmorgans.com

The main event of the StaffsMog June, was the well-attended, four-night Road Trip in the Yorkshire Dales, based at the Cedar Court Hotel Harrogate, in probably the hottest week of the year so far! Great Morgan driving country as experienced in conjunction with a lively group of Yorkshire Centre Members on the first full day. A fuller report will appear in Miscellany.

Looking forward, Sue Biddle our Events Co-Ordinator is standing down and no-one has come forward as a replacement. Committee members will organise some events in the short term but this is unsustainable in the medium to long term.

N.B More Event Dates being added ongoing, see <https://staffsmorgans.com/event-calendar> for updates.

- » 4th & 5th July Cars in the Park Lichfield
- » 9th July Pint & Car Chat Three Crowns Stone
- » 12th July Cosford Air Museum and Lunch at the Piggot Arms
- » 29th July Evening Noggin The Anchor Inn
- » 2nd August Middleton Hall Car Show
- » 8th August Hodnet Village Show
- » 9th August Lunch the Bell at Tong
- » 12th to 17th August Isle of Man Road Trip.

- » 26th August Evening Meal Red Lion Bradley
- » 5th September Eccleshall Show
- » 6th September Tong Car Festival
- » 12th September Monkhoppton Estate Classic Car Show & Autojumble
- » 13th September Lunch at the Bell at Tong



SUSSEX

SEXMOG

CONTACT: David Braddock (Liaison and Comms)

EMAIL: david.braddock@zoho.com

CHAIR: Jeff Deere

EMAIL: jeffrey.deere@hotmail.co.uk

MEMBERSHIP: Alan Sharpe

EMAIL: alansharpe44@hotmail.com

TEL: 01825 872010

WEBSITE: www.sexmog.co.uk

- » Thursday 16 July – Lunch at the Sloop Inn. Scaynes Hill, Haywards Heath. Pre-booked lunch with menu choices required by 10 July.
 - » Sunday 23 August – SexMog Summer BBQ. Forest Row. Annual BBQ hosted by Malcolm & Hazel. Members bring their own food, drinks and picnic equipment; salads and bread rolls provided.
 - » Monday 31 August – Bexhill 100 Classic & Custom Car Show. Polegrove Recreation Ground, Bexhill-on-Sea. Joint SexMog/HopMog display at one of the South East's major classic car shows. Full details and advance booking required via the Hopmog website.
 - » Thursday 10 September – Visit to Arundel Castle. Arundel Castle. Group visit with discounted admission. Reserved parking and guided access available.
 - » Thursday 1 October – Visit to Vintage Bentley. Hill Brow, Liss. Advance diary date; full details to follow.
 - » Sunday 1 November – London to Brighton Veteran Car Run Viewing Meeting. Jolly Tanners, Staplefield
 - » Annual gathering to watch the Veteran Car Run. Further details to be announced.
 - » Wednesday 16 December – SexMog Christmas Lunch. Bent Arms, Lindfield. Christmas lunch for members. Details to follow
- Please refer to the centre website, www.sexmog.co.uk for more details, updates and reports of previous events.



SWINDON & NEWBURY SWANMOG

CONTACT: Brian Miller (Centre Secretary),

EMAIL: swanmogcentresec@gmail.com,

TEL: 07471 097159,

WEB: www.swanmog.com

'We hope all Morgan owners enjoyed the recent beautiful open top driving weather, perhaps a bit too hot at times. Swanmog members have certainly been active enjoying both local and international events. Write ups, in full, are now on the Swanmog website to enjoy www.swanmog.com under Swanmog Moments.

Members of Swanmog are also part of the organising team for Car Club Fest at the Three Counties Showground, Malvern 14th – 16th August. For pre booking (advised) please visit the Car Club Fest website and use the MSCC booking code from Miscellany. With over 150 Morgans already booked and 50 car clubs registered this is proving to be a popular event.

- » 6th August 2026 Noggin West – The Bell Inn Lacock SN15 2PJ 7.15pm – Please contact Nigel Hancock 07543071987 nh.hanco@gmail.com
- » 14th – 16th August 2026 – Car Club Fest

- » 20th August 2026 Noggin East- Queens Arms PH East Garston RG17 7ET 12.30pm Please contact Jo Taylor 07711591350 or Jo@upwey-villas.com
 - » 23rd August 2026 British Day at the Classic Motor Hub Bibury GL7 5FF. 10am – 1pm – ticket only per car
 - » Classicmotorhub.com/car-events/ Possible lunch at the Old Prison Café. Please contact Nigel Hancock 07543071987
 - » 3rd September 2026 Noggin West – Bell Inn Lacock SN15 2PJ 7.15 Please contact Brian Miller millers@thamesinternet.com or 074711097159
 - » 17th September 2026 Noggin East – Queens Arms PH Garston RG17 7ET 12.30. Please contact Jo Taylor 07711591350
 - » 19th September 2026 International Morgan Day Kingsley Café, Eynsham OX29 4EF Contact Ian Snow Oxmog
 - » 23rd September 2026 Stourhead NT visit Mere Wiltshire BA12 6QD Contact Nigel Hancock 07543071987 or nh.hanco@gmail.com
 - » 26th September 2026 Williams Morgan Open Day Chipping Sodbury BS37 6QG Contact Brian Miller Millers@thamesinternet.com or 074711097159
- Brian Miller Centre Secretary



THAMES VALLEY

THAMESMOG

CONTACT: Richard Clayton (Centre Secretary)

TEL: 07535 028385,

EMAIL: richardclayton123@outlook.com,

WEB: www.thamesmog.co.uk



WARWICKSHIRE

CONTACT: Wynne Thomas (Centre Secretary) **TEL** 07376 045686,

EMAIL: sec.warwickmog@gmail.com,

On Wednesday, 12th August, we are looking forward to assembling mid-morning for refreshments at Gills Garage Café, Kineton, Warwickshire (a former Hillman dealership: anyone remember those?) and then having a scenic run to Broughton Castle, near Banbury, which was selected by Simon Jenkins as one of only 20 houses to be awarded five stars in his book England's Thousand Best Houses.

We are then eagerly anticipating our usual 'third Friday evening' gathering on 21st August, when we are invited to a BBQ, generously hosted by Piyush and Janneke Patel.

A first for our Centre is a 'Foodie Weekend' on the 5/6 September, when, after a scenic drive, we will drop the cars for a short train journey to Oakham for a ploughman's lunch and a Brewery Tour, then returning to Melton Mowbray for dinner and an overnight stay, before we learn how to make our own pork pies at Brockleby's Bakery. This is one of only six licensed producers who can make the genuine Melton Mowbray pork pie.

From the 14th to 21st September, our annual European tour will take us to the Belgian Ardennes and then into the Champagne region of France. We will have 13 cars on the tour, and we shall be looking forward to sampling some Belgian beer and having a champagne tasting!

We shall, of course, still find time from September onwards for our usual Noggins at the West Midlands Golf Club, Marsh House Farm Lane, Barston, Solihull, B92 0LB where new members and guests will receive a warm welcome.

Victor Lobb, this month's volunteer!



WESSEX

SCRUMPYMOG

CONTACT: Nev Lear

TEL: 01460 240978,

EMAIL: wessex.morgans@gmail.com

The much-improved weather has given us all in Wessex the encouragement to get out and use our cars. Small groups have made their way to the Continent, and the Wessex WhatsApp group buzzes with news from time to time.

John Adams organised a very picturesque run through the Dorset lanes from Sherborne which we all very much enjoyed. Threatening skies made sure all 13 Mogs were running with erected hoods although most of the run was completed in sunshine! At the very end torrential rain proved the decision with hoods to be correct. The quirks of Morgan owning continue to surface so Viv Screen was present in her tin top, as her Plus 4's electrical system had 'died' and at that time had not responded to any CPR attempts. George Balcombe suffered with his CX wiper blades disappearing in the torrential rain, but fortunately could keep going as the driver's side of the three remained in place. (I drove for years in my first Mog. like that!). The CX missing wiper blade syndrome is apparently quite common, does anyone know the cure?

Over lunch we were able to display the StarterMotor Challenge model Morgan which because of the weather had to be pictured on the lunch table. We were pleased as a Centre to contribute to the fund which provides for the training of apprentices as engineers in the classic car world. I gather that there are several such schemes in place which clubs have realised are worth supporting.

Only a small turnout was present at the Firehouse Noggin at the end of July, perhaps because members were on holiday elsewhere? However we were pleased to welcome Christine and Richard Mutlow from Logmog who were also on holiday in the area.

Our run to the Norman Lockyer Observatory at Sidmouth attracted 7 Morgans and a 'guest' Porche to view the observatory that has been there since 1912. A very interesting talk and display lasting some 2 hours opened the eyes of many of us.....I guess that's what observatories are supposed to do?

We have more nice events coming along as per the details below, please contact the organisers to let them know you are coming, and if you are holidaying in the South West you are very welcome to attend. Particularly let's see if we can make the 100 car target this year for the Hive Beach picnic.

Forthcoming events

- » Wednesday 5th August – Visit to Harry's Cider Company Long Sutton TA10 9NS. Please contact Phil & Louis Atherton: - vilcas33@hotmail.com to make your booking.
- » August TBA – Fish & Chip Run in the evening... contact Pete & Jill Turner
- » Sunday 30th. August – Speedmog Hill Climb at Gurston Down...Contact Pete Turner
- » Wednesday 9th. September – Lyme Bay Picnic at Hive Beach, Burton Bradstock



YORKSHIRE

CONTACT: Malcolm Downs

TEL: 07834 038353

EMAIL: msccyorkshire@gmail.com,

WEB: www.yorkshiresmcc.com

The Club has decided to limit the number of words to 350 and focus on future events so all past events will be circulated via e mail.

Events

AUGUST

- » Sunday 9th: Bull Run East Yorkshire Scenic Run and Picnic
Contact: Ian Bullock
ian@bullock101.karoo.co.uk
- » Saturday 15th: G for George Day Brighton Aerodrome
Contact: Rod Bentley
rod.bentley@gmail.com

SEPTEMBER

- » Date TBA: YUMMS
The Gait Inn Millington
Contact: John Forrest
forrest24@forrest24.karoo.co.uk
- » Sunday 27th
Helperby Classic Car Show
Contact: Philip Horner
ph@philphorner.com

OCTOBER

- » Sunday 4th: Autumn Amble
Contact: Russ Sayers
arniesayers21@gmail.com

NOGGIN DETAILS:

WEST YORKSHIRE

- » Second Wednesday
For details contact:
Mike Green
Email: michael@mattgreen.me.uk

SOUTH YORKSHIRE

- » Second Tuesday
For details contact:
Graham Konstandelos
Email: drfcx2@googlemail.com

CENTRAL YORKSHIRE

- » Fourth Wednesday
For details contact:
Malcolm Downs
Email: malcolm.downs@btinternet.com

EAST YORKSHIRE

- » First Tuesday
For details contact:
Rod Bentley
rod.bentley@gmail.com

NORTH YORKSHIRE

- » Bi-monthly
For details contact:
Paul Pickburn
Email: pjpickburnhotmail.com



SPORTSMOG

CONTACT: Simon Baines (Centre Secretary)

TEL: 07973 285923,

EMAIL: simon_baines@ntlworld.com,

FACEBOOK: www.facebook.com/sportsmog

MSCC Groups

CX Group (CX-generation models) -

Contact: Jann Robinson
chairmscc@morgansportscarclub.com

GlamMog (Women Morgan drivers) -

Contact: Susan Bevan
engagement@morgansportscarclub.com

MogSquad (Driving Tours) -

Contact: Charles Neal
mscc.mogsquad@gmail.com

GogMog (North Wales) -

Contact: Tim Duncan
bodgertim@yahoo.co.uk

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OHC 1.6 2.0 Pinto	£2,095	£2,325	£2,695
V4 Essex 1.7/2.0	£2,150	£2,450	£3,050
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2.9 Cologne	£2,495	£2,795	£3,195

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Affiliated Clubs

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Club: **Morgan Owners Club of Australia Inc**
Contact: Geoff Hollings,
Email: secretary@morganownersclub.org.au, Web: www.morganownersclub.org.au
Club: **Victorian Morgan Owners Group Inc**
Contact: Thorold Edwards,
Email: vicmogsecretary@gmail.com
Web: www.vicmog.com.au
Club: **Queensland Branch**
Contact: Clive Boyle, Email: cliveboyle@outlook.com Tel: +0421 348569
Club: **Morgan Owners Queensland Inc.**
Contact: Clive Boyle (Secretary),
Tel: +61 421 348569,
Email: secretary@morganownersqueensland.org.au,
Web: www.morganownersqueensland.org.au

AUSTRIA

Club: **MSCC of Austria**
Contact: Wolfgang Gusmag, Tel: +43 664 4955694, Email: office@morganclub.at, Web: www.morganclub.at

BELGIUM

Club: **MSCC Belgium**
Contact: Jan Convents, Tel: +32 3 312 26 40, Fax: +32 3312 26 33
Club: **MOG Belgium**
Contact: Jacques Gallien, Email: jacques.gallien@gmail.com, Web: www.morganownersgroup.be

CANADA

Club: **MSCC Canada**
Contact: Colin Bray, Tel: +1 416 698 0336, Email: colin.bray@utoronto.ca
Club: **Pacific Morgan Owners Group (PACMOG)**
Contact: Patricia Miles, Tel: +1 604 576 8036, Email: pat_miles@hotmail.com, Web: www.PACMOG.com

DENMARK

Club: **Morgan Club Denmark**
Contact: Erik Munk, Tel: +45 23728362
Email: e.munk@ansco.dk
Web: www.morgan-club.dk

FINLAND

Club: **Morgan Club of Finland**
Contact: Pekka Vitikainen, Tel: +358 400 8833
Email: pekka.vitikainen@vitikainen.net
Web: www.morganclubfinland.com

FRANCE

Club: **Morgan Club de France**
Contact: Jean Luc Maublanc,
Tel: 06 30 10 23 88
Email: jlcl2127@orange.fr
President: Christophe Molina
president@morganclubdefrance.com
Web: www.morganclubdefrance.fr
Club: **Mousquetaire Morgan Club**
Contact: Jean-Louis Clavere,
Email: jl.clavere@wanadoo.fr

GERMANY

Club: **Morgan Club Deutschland e.V.**
Contact: Klaus von den Hoff, Tel: 0049 172 3884444, Email: sekretariat@morgan-club.de, Web: www.morgan-club.de
Club: **MSCC Deutschland**
Contact: Frank Otten, Tel: +49 (0)2564 - 3965-0, Fax: +49 (0)2564 - 3965-320,
Email: ra@frank-otten.de, Web: mscdd.de

INDONESIA

Club: **MSCC Indonesia**
Contact: Rinov Georgio
Email: marcomm@tda.co.id
Tel: +62 821 1069 7353

ITALY

Club: **4S Morgan Drivers**
Contact: Gloria Lazzari, Tel: +39 185 286 231, Fax: +39 185 286 231, Email: info@4S-morgan.it, Web: www.4S-morgan.it
Club: **Morgan Club Italia**
Contact: Giancarlo Duvia, Tel: +39 348 5603488, Email: info@morganclubitalia.org, Web: www.morganclubitalia.org/

JAPAN

Club: **Morgan Enthusiasts Club Japan**
Contact: Satoshi Horiike
Tel: 0081 54 281 4610
Email: moggyv6@gmail.com
Club: **Morgan Sports Car Club of Japan**
Contact: Yohei Takagi
Email: idg.takagi@gmail.com
Web: www.mscj.typepad.jp/
Club: **Morgan Club Nippon**
Contact: Rieko Motegi
Tel: +81 90-8748-2482
Email: rmotegi@azayaka.co.jp
Web: www.facebook.com/MorganClubNipponMcn

LUXEMBOURG

Club: **Morgan Club Lëtzebuerg**
Contact: Paul Becker, Tel: +352 661 859103,
Email: paul@morganclub.lu or info@morganclub.lu, Web: www.morganclub.lu

PRINCIPALITY OF MONACO

Club: **Morgan Club de Monaco**
Tel: +33 633 26 98 36, Contact: Dani Carew,
Email: danicarew@gmail.com

NETHERLANDS

Club: **MSCC Holland**
Contact: Chava Limburg
Phone: +31 6 1488 7215
Email: secretaris@mscch.nl
Web: www.morganclub.nl
Club: **MSCC Limburg**
Contact: Herman Hermans
Phone: 0031620683862
E-mail: mscclimburg@gmail.com
Web: www.morgan-limburg.nl

NEW ZEALAND

Club: **MSCC New Zealand**
Contact: Karen Knarston,
Tel: +64 21489413, Email:

morgansecretarynz@gmail.com,
Club president: Paul Street.
Email: streeto@xtra.co.nz
Tel: + 64 21-364-943
Web: www.morganclubnz.co.nz

NORWAY

Club: **Norsk Morgan Klubb**
Contact: Juan Robbie Mathisen, Tel: +47 908 51 139, Email: juan.robby.mathisen@gmail.com, Web: www.fjordmog.no

POLAND

Club: **Morgan Club Poland**
Contact: Tomasz Kamiński, Tel: +48 509 444 606, Email: info@morganclub.pl

ROMANIA

Club: **Morgan Club Romania - Dracula Mog**
Contact: Irina Dominteanu,
Tel: +40722494537
Email: mogromania@yahoo.com
Web: www.facebook.com/morgan.romania

SOUTH AFRICA

Club: **South African Morgan Owners' Group (SAMOG)**. Contact: Ronnie Herzfeld. Phone/Whatsapp: +27 82-458 6506. Email: info@capemog.co.za

SWEDEN

Club: **Morgan Owners Group of Sweden**
Contact: Kåge Schildt
Tel: +4670-594 96 96
Email: kage@schildts.se

SPAIN

Club: **Morgan Sports Car Club Spain**
Contact: Eduardo Sanchiz. Tel: +34 606792626
Email: presidencia@morgancars.club
Web: www.morgansportscarclubespana.com

SWITZERLAND

Club: **Morgan Club Schweiz**
Contact: Jennifer Rüegg, Tel: 0041 79 637 30 54, Email: mcs-schweiz@outlook.com, Web: www.ohmog-club.ch

USA CLUBS

CALIFORNIA

Club: **MSCC of Northern California**
Contact: Philip and Elaine Fisher, Tel: :+1 925-323-1900, Email: 3mogman@gmail.com, Web: www.norcalmog.com
Club: **Morgan +4 Club**
Contact: Michael Hattem, Tel: +1 310 280 0101, Fax: +1 310 207 5566, Email: snobmog@mog.org, Web: www.morganplus4club.org

ILLINOIS & CHICAGO AREA

Club: **Windy City MOG**
Contact: Dan Ehmann. Tel: +1 847 478 8644, Fax: +1 847 255 0273, Email: danehmann@att.net. Web: www.windycitymog.org

FLORIDA

Club: **The Gator Mogs Morgans of Florida**
Contact: Rick Frazee, Tel: +1 407 620 0507 (cell), Email: mog3605@gmail.com

GEORGIA

Club: **MOG South**
Contact: Erik W Jordan, Tel: +1(828) 228-0555, Email: mogsouth@gmail.com

GULF OF MEXICO

Club: **Morgans of the Gulf MOG**
Contact: Bob Chamberlain, Tel/Fax: +1 713 201 2332, Email: rm.chamber@gmail.com, Web: www.mogmog.org

HAWAII

Club: **Hawaii Morgans**
Contact: Paul Levitt, Tel: +1 808 261 8903, Email: paullevitt@hawaii.rr.com

NEW YORK

Club: **Western New York MOG**
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MICHIGAN

Club: **MOG Great Lakes**
Contact: Jervis H. Webb,
Tel/Fax: +1 231 529 6655 (Brutus),
Email: jervwebb@gmail.com

NORTH EAST

Club: **3/4 Morgan Group Ltd.**
Contact: David Crandall Tel: +1 503-894-8669
Email: mogdriver@gmail.com
Web: www.morgan34.org

NORTHWEST

Club: **MOG Northwest**
Contact: Heinz Stromquist,
Tel: 1-503-793-9768, Email: heinz57al@gmail.com, Web: www.mognw.org

OHIO

Club: **Ohio MOG**, Contact: Chuck Putsch,
Email chuckputsch@hotmail.com,
Web: www.ohmog.org

PHILADELPHIA

Club: **MOG Philadelphia**
Contact: Bruce Menkowitz,
Email: menks6257@gmail.com

TEXAS

Club: **Morgan Motor Car Club**
Contact: Bill Boyles,
Tel: +1 214 321 1648,
Email: secretarytexmog@att.net,
Web: www.texmog.com

WASHINGTON DC

Club: **MCC Washington DC**
Contact: Richard Fohl
Tel: +1 804 350 4438 (M)
Email: Morgan4466@aol.com
Web: Morgandc.com

Check dialling code for country. Please continue to send your usual information on EVENTS ETC. to OVERSEAS LIAISON OFFICER. Send only changes of CONTACT DETAILS for this page to CHARLES NEAL. See Club Officer Page for Charles' contact details.

Registers

Morgan has built several 'Anniversary Models' over the years and some of these owners have formed Registers to share information and to record the ownership of them. To that end here is a listing of some of them if you are interested in contacting them or viewing the websites.



LE MANS 62 REGISTER - www.LeMans62.org.uk, www.facebook.com/LeMans62,
Contact: Keith Hofgartner, keith.hofgartner@gmail.com



CENTENARY ROADSTER 100 REGISTER - www.facebook.com/Roadster100,
morgancentenaryroadster100register.weebly.com.
Members only Website (by application)



MORGAN HISTORIC REGISTER - MHR Team Leader: machielkalf@ziggo.nl

Classified Adverts

AERO SERIES 1 1/2 FOR SALE**MORGAN SERIES 1 1/2 - 2002**

Owned for 20 years. Finished in Silver with Dark Blue interior. Mulberry Leather case, Moto-Lita steering wheel and Librand Sports exhaust. MoT to June 2027. Immaculate condition with 12000 miles, £43,000 (excluding no plate) Photos on request. Tel: 07434 659748 or Email: charlesskirkham@gmail.com (MSCC 5983)

PLUS 8 FOR SALE

1973 Plus 8 (pre October build). British Racing Green, Rover gearbox. Renovated, not rebuilt, some 30 years ago. On the road, burbling beautifully and awaiting the next custodian. (See No. 5, pg.39 Feb '26 Miscellany) Telephone Lyn 01905 347262.

**MORGAN PLUS 8 - 4.6**

V8 -1998 long door model, One owner, low mileage. Connaught Green with Tan Leather interior, four seater windscreen to give more headroom. Simmonds Easy Fit Hood with zip down rear window. Two Simmonds Hood Covers in Green and Tan leather. Simmonds Tonneau Cover, spare wheel cover and sidescreen bag all in green matching hood. Interior side panels fully trimmed with elasticated pockets, Tan leather Sports seats. Librands Stainless Steel Crossover exhaust. New set stainless steel wire wheels. Mulberry brakes upgrade disc. Stainless steel radiator oil cooler. Security removable wooden steering wheel. Cibie Hhd lamp units with Nightbreaker lamp bulbs. Cobra car alarm. Concealed Kenwood radio. Signed build photo album 5 May 1998. Bonnet corners, bonnet stays. Specially designed luggage rack with matching suitcase. Stainless door hinges, organ pedal. Walnut veneered dashboard. Speakers and aerial. Superformed aluminium front wings. Electric Jack, Old timer horn, Oval Kalf rear view Mirror, Cockpit cover. Registration number not included Price £42,750. Email for more photos. Tel: Trevor 0788 4000 820 Email: tbooy@tiscali.co.uk (MSCC 9099) Cheshire.

**1990 MORGAN PLUS 8 - 3.9 V8**

One owner from new, 19,900 miles, fsh, Toyota Wine Red metallic, Stone leather upholstery piped in red. Stone hood and tonneau, piped red, galvanised chassis, aluminium body, f/fitted roll bar, chrome bumpers, stainless steel exhaust, hydraulic shocks, badge bar, door handles, walnut dash, battery cut out switch, cigar lighter. Registration no A8 MOG to sell separately. £34,000. Call Tony Johnstone 07770 366029 or email: coppindale@aol.com

**1972 MORGAN +8**

This car has been completely rebuilt, chassis up, and has never been on the road since. It needs finishing. Invitations are invited to seek further information, or to make offers to purchase, contact via email: ray@ellistown.net

PLUS 4 FOR SALE

Nov 2014, Morgan Plus 4. Bought Aug 2022. I'm the second owner, current mileage 16,000k, finished in Sports Red, outstanding body/paint and mechanics. Black leather interior with red piping, S/S luggage rack, 5x wire wheels with two eared spinners, radio, bonnet strap, Mota-Lita wood steering wheel, easy up hood, service history. A stunning looking car all ready for the summer. £31,500 o.n.o. Contact Nigel Wilkinson, 07818 614744 - West Yorkshire (MSCC 18662)

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Bright Opalescent Silver/Black leather. Only 3,000 miles and in 'as new' condition. High spec, including Black Pack, Sports Exhaust, Spotlights, Mohair Hood, Factory Clear Film Paint Protection, Dark Ash Wood Dash, Heated Seats, Air Con, Puddle Lighting, FSH, etc. An immaculate car with genuine reason for sale. £48,950 ono. Call 07795 182160 or email: roystondavies@btinternet.com (MSCC 18187)

**2020 MORGAN PLUS 4 - 110 WORKS EDITION**

A genuine 110 Works Edition - the final and most sought-after version of the classic four-cylinder Plus 4, developed by Morgan Design with the factory's AR Motorsport division, of only 50 built worldwide. Finished in the definitive AR Motorsport Green over black leather, the combination that defines this limited edition. Just 17,010 miles from new, with full service history. Specified to a high standard, with desirable options including: factory-fitted spare wheel, AVO adjustable shock absorbers, Wolf Performance skid plate, Librands foot locker, clear lenses, shower cap and wing-mounted number plate. Upgraded Yokohama road tyres fitted October 2022. Cherished registration plate included in the sale. A rare opportunity to acquire a low-mileage, well-specified example of a true modern Morgan collectible. £49,950 o.n.o. Contact Alan on 07855 454 111 or email: baverstock271@btinternet.com - South Cumbria. (MSCC 12025)

**1955 PLUS 4**

Registered OWP 38 the ex: John Looker Plus 4 - 4 seater. Raced in period at Goodwood, Silverstone, Mallory Park and Oulton Park including the International Gold Cup. Recently recommissioned after 28 years in previous ownership. Very original as still fitted with TR 3 spec engine fitted by the factory in 1957. Moss gearbox, 16" wheels and drum brakes. Loads of period history including photos and race programmes, £17,950 Email: mark.shears11@outlook.com or phone 07768 127465 (MSCC 1049)

**2016 PLUS 4 GDI**

Immaculate +4 in Royal Ivory with Tan leather interior and Brown mohair weather equipment. Our fourth +4 since 1966 and the best yet. Five stainless wheels. Remote greasers. Radio CD. Centre arm rest. Reclining front seats with neck rolls. Wooden Moto Lita steering wheel. Walnut dashboard. Stainless luggage rack. F.S.H. MOT October 2026. 26,000 miles. £35,000 Details and photos, call Richard Lee 07713 247104 or email: rlee44@btinternet.com (MSCC15013) (North Yorkshire)

**2018 MORGAN PLUS 4**

£38,750 Ex-factory demonstrator, Ivory White with Black leather and Black mohair hood. Ford GDI, manual gearbox, stainless wire wheels, luggage rack, tonneau and side screen cover. Only 9,300 miles. Fully serviced by Morgan at 5,000 miles prior to my purchase and carefully maintained since. Excellent condition. Tel: Robert on 07826 809565 or email: Bobpybus@gmail.com

**1997 PLUS 4 - £21,500**

2 Litre T16 Rover engine, leather bucket seats, stainless steel wire wheels, performance manifold, aluminium radiator, many other extras. Full history from new. Serviced by Brands Hatch Morgan and M.O.T. until 27.5.27. Tel: 07884 188387 email: ajbranch@hotmail.com (MSCC 18713)

**2008 PLUS 4**

Claret metallic with magnolia interior. Walnut dashboard. Maroon mohair hood, sidescreens and tonneau. 33,000 miles with full dealer service history. MOT to Nov 2026. Recent kingpins and AVO adjustable shock absorbers. SSL Panhard rod kit. £29,250 O.N.O. View in East Yorkshire. Call Chris 07762 471292 (MSCC19119)

**1992 MORGAN PLUS 4**

Rover engine, 29,000 miles. Walnut dashboard. MOT November 2026. Garaged, regularly serviced, FSH. Owners advancing age demands reluctant sale. £18,750. Contact 01483 892742 or 07766 173688 Email: page444@btinternet.com (MSCC 17744)

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Classified Adverts

PLUS 6 FOR SALE



2022 MORGAN PLUS SIX

25,000km reg, Sweden 1st April 2022. Sold by the owner, POA. Most existing extras, have more fabric for the buyer to make a Jacket + waistcoat to match the seat fabric, if my size doesn't fit. Please contact via email: rune@rttex.se

4/4 FOR SALE



1998 MORGAN 4/4 1.8 LONG-DOOR

Comes with spare keys and a large file with history from 1998 to date. Original Morgan Owners Handbook and full service record.

Ford Zetec 1.8 twin overhead cam. 16 valve engine, 5 speed gearbox and BTR axle.

All covers in very good condition including hood, quarter tonneau cover. Rear tonneau apron and storm cover. Spare wheel and cover. All tyres very good.

Cambelt replaced Nov. 2024, low mileage at just over 35,300 miles. Regularly serviced. Current MOT to 27/11/26. But a new MOT can be provided if required. Purchased just over 6 years ago, 6 previous owners. Genuine reason for sale. Full service history. £19,500

Contact Jaik Tari on 07860 293741 or email: jaiktari@outlook.com

Cowes Isle of Wight (MSCC 18562)



FULLY RESTORED 1939 4/4

In Racing Green, £25,000.

Very low mileage since restoration. Superb condition throughout.

All original parts kept and restored to a concours standard.

Original Coventry Climax engine. Bodywork in excellent condition.

Excellent tread on Cross Ply tyres.

A black rear cover behind the leather seat, storing the frame for a hood (not fitted), rear-mounted spare and twin torpedo rear lights complete a silhouette. Recent slight radiator leak no further signs of degradation.

Email: ieforster@aol.com or call 01785 561040/+44 7714 437719 (m)

2011, 4/4 1600 Sigma in Morgan Hot Red, excellent condition. 28,000 miles but still in use so may increase, only selling due to health and age reasons, £26,500. For more detailed information please email: grahamrodda@hotmail.co.uk or call 07786 122394. Car is based in Cardigan, West Wales. (MSCC 16599)



RARE PRE-WAR 1937 MORGAN 4/4 SPORTS

Excellent example of an early pre-war Morgan. Owned by current keeper since 1976 and expertly restored in 1989. 2-seater in Racing Green with Coventry Climax engine, original chassis and frame. Mileage 01274. Stored in a dry garage and currently SORN. Cosmetically in great condition and well cared for, but requires work to start and return to the road. Ideal project for a Morgan enthusiast. Includes restoration documents and original log book. £20,000. East Sussex. Email: sharahayz@gmail.com or call 07885 960768.



MORGAN 4/4 APRIL 1989

(Worcestershire) In Brunswick Green, 46,000 miles, taxed, MOT until May 2027. 1994 cc Rover engine. Only 2 owners, full service history. Many extras.

Offers in the region of £18,500. Personalised number excluded. Viewing: Egdon Garage, Egdon Lane Worcester WR7 4QN.

All enquiries: via Simon Andrews, Worcester Classic Cars, Wolverton Farm, Egdon Lane, Spetchley, Worcester, WR7 4 QP. Telephone 01905 345805, email: sma@worcesterclassic.co.uk



1988 4/4 2 SEATER

1600 CVH. 5-speed box. 26,800 miles. 5/s exhaust. Connaught Green.

Stone leather reclining seats. Alloy body, steel wings. Walnut dash. Moto Lita wheel. Luggage rack. Hood tensioning levers. Excellent condition and running order. Mostly dry miles. Corrosion free. £19,500

Tel. Stuart 01383-823936

Email: Stuart.Fowell@btinternet.com Fife. (MSCC 8867)



APRIL 2010 MORGAN 4/4

In Sport Blue with Brown leather interior. Mohair hood and partial leather re trim fitted at the Morgan factory in 2019. Described by them as stunning. Full service history by a specialist sports car garage.

27,500 miles, comes with a radio, bonnet strap, luggage rack and Morgan leather touring case with straps, many more extras. £27,500. Please contact Ian Baines

07831 847679 or email: ian@bmblimited.co.uk (MSCC 17210) Cheshire.



1993 MORGAN 4/4

Time to say good by to my red with black leather interior 1993 Morgan 4/4 with 1800 twin over head cams ford engine.

Has a badge bar, wire wheels and spinners, hood and full tonneau cover in very good condition.

17,000 Miles never driven in the rain, moto lita steering wheel luggage rack, radio with a remote control, £20,500 ono.

Contact Graham 07961 933079 (Essex)

1978 Morgan 4/4 two seater in Red. 1600cc Ford, 39,580 miles. Hood and half Tonneau. Unleaded conversion, Lube Kit and aluminium radiator 2020 at 38,484 miles. Replaced clutch and starter 2022 at 39,150 miles. Recent MOT expired 04/26. Current owner 40 years, £15,000. Call Colin, 07751 076843 or email: codge50@hotmail.com (Essex)

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New Elms are actively buying stock. Please contact us if you are considering selling your Morgan and we can arrange a fast purchase and collection. Call 07970 173853/07850 334712 or email: enquiries@newelms.com



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Private buyer seeks Ford engined 4/4 two seater between 1963–1982. Phone 01803 875644 (MSCC 3818)

REGISTRATIONS FOR SALE

GO60 MOG (Go Go Mog)

Private registration number plate - Currently held on a retention certificate with all fees paid so ready to assign to your car, £950 o.n.o. Email: Ratcliffedavid12@aol.com or Call 07930 283345.

PARTS AND ACCESSORIES FOR SALE

Pair of Black leather Morgan genuine factory seats, removed from a 2020/1 CX Plus Four. In good used condition, ideal to replace worn originals or upgrade a car without full leather. £500.00 the pair. Call John 07942 954017 or email: johnsweaver@btinternet.com (MSCC 2360)

5 Morgan plus 8, 1989 Alloy wheels for sale 15" 6.5j all in good condition, £100 each. Call Martyn Harvey 0786 660 7651 or email: md@truetrouve.co.uk (MSCC 10998).

Luggage Rack off a 1996 Plus 8, £350. Please contact Nic Poland on 07768 441001 or email: poland@tiscali.co.uk (MSCC 8492)

Neck Rolls manufactured by Allon White. New to fit 2023 plus 4 CX, colour Tan /Burnt Orange. Never used Long story but we have a surplus pair of neck rolls which by agreement with Allon White can be sold, with all money received being donated to Woking and Sam Beare Hospice. Proof of donation will be provided. They cost £220 new, selling for the best offer over £110 plus postage. PM me for photos. Contact George at georgenosheep@gmail.com (MSCC 19547)

Storm Covers, Cockpit covers made from 4oz soft nylon material highly water resistant to suit Morgan's from the early 4/4's to the latest CX generation. Models include 2 and 4 seaters and all Aero's. The new Super sports cockpit cover now released. Tel John Taylor 07773637202 or visit www.morganhoods.com

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MISCELLANEOUS FOR SALE

Ebel Lichine 18ct yellow gold automatic wristwatch, on a white dial on three subsidiary dials, on a brown leather strap, with a 18ct yellow gold deployant buckle. Box and papers, as new, never used, £6,750 O.N.O. IWC Portafino stainless steel automatic wristwatch, on a white dial with date at 3 o'clock, on a black leather strap. Box and papers. Excellent condition, £3,250 O.N.O. Telephone 01495 759234/07770 842000 or email: saulroberts@gmail.com

After 15 years it's time to let someone else to enjoy reading these wonderful Morgan books, previously owned by my late father, Robert Zacher. All in good condition, cherished and loved. Prefer to sell as one lot £50. All proceeds going to the Prostate Cancer Charity. 1) Moggie - The purchase, maintenance and enjoyment of Morgan Sports Cars. 2) Morgan Four Owners Workshop manual by Autobooks (1936-1981) (Green cover). 3) Morgan Four - Autobooks (1936-1972) Blue cover. 4) Morgan cars 1936-1960 Brookland Books. 5) More Morgan - pictorial history of the MSCC. 6) Weber carburettors Owners Workshop manual to 1979. Telephone 07769 187168 or email: zaksleep@gmail.com (Postage in the UK will be paid by myself, Adrian).

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HOLIDAY ACCOMMODATION (UK)

www.stayinapub.co.uk } Funded by a Morgan owner this website lists 1,700 country pubs with accommodation that you can book online. Enjoy meeting the locals, have great food and a good nights sleep all under the same roof. Sounds a good deal to me. (MSCC 15121)

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Nigel Taylor - Tel: 07967 887060 (between 9am -5pm)
or message via Whatsapp out of hours

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This year promises to be especially memorable as we celebrate the 20th anniversary of the Techniques Trophy. While 2026 marks the 21st running of the TT, it is 20 years since that first unforgettable race in 2006. What began as a single event has grown into a tradition, creating countless memories, friendships and stories along the way.

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