



December 2013



AREA REP'S CHRISTMAS MESSAGE



I never knew that Wendy had a yearning to go down the Cresta Run, or was it the sun reflecting on the snow that fell on the morning of December 5th last year that made her decide to make a rapid descent down our stairs, resulting in an open fracture of her lower leg. Never mind, it gave me a chance to have a go, at last, at cooking the Christmas Dinner. It was superb!!!!

That was all a year ago and all's well that ends well. I hope you all have a great Christmas and do all those bits and pieces you said you would do when you got the chance; but you will probably just enjoy the break and do nothing.

Happy Christmas and Healthy New Year to you all.

Doug



Christmas Dinner - Saturday 6th December

For the second year, our Christmas Meal was at The Galley Hall, Hailey. Unfortunately, Roy and Kim had to drop out and there were eighteen of us, when Alan and Barbara eventually arrived. They had been delayed by their flight back from Italy and spent the rest of the evening being called the latecomers in loud voices by the very pleasant staff. It did give the rest of us a chance for a breather between courses as they caught up. The large portions mean that it was good value for money but it was rather dark in the dining room and unfortunately, one long table doesn't make it easy to talk to anyone other than your immediate neighbours.



As you will see by Eric's article, the trip to the Morgan factory was a success and thanks to Keith for organising it.



A few people went to the Classic Car Show at the NEC and said it was much busier than it usually is on the first day



The Museum "day after Boxing Day" Run is to the King and Tinker pub, not far from the Museum.

Although last year's New year's Day gathering at Barrington was officially cancelled due to the wet ground, a lot of cars still turned up. Hopefully it will be better this time.



At the last meeting we discussed the possibility of inviting other Areas to the Museum. This has now been booked for March 30th. We have sent the date to Luton for inclusion in the Club Calendar and I have sent a bit for Area News describing the venue. We have also written to Areas 16, 17, 23, 33 and 44 as well as to the SS Register.



Apparently the Enfield Festival of Light went well with vehicles taking part in a one and a half hour parade. Live music, carols and fireworks all added to the success of the occasion.



Following the success of the Morgan trip, Keith hopes to organise another one to the Newark Air Museum on March 16th. The cost will probably be £24 per person. I imagine that Keith will want names and money in the New Year



GUTAN MORGAN MORGAN

Report by Eric Tetsell

It was quite an early start for several members of Area 57 when they met up with other like-minded petrol heads from the Whitewebbs Museum for a coach trip to the Morgan car factory in Malvern.

I was not sure what to expect as I had not been there before, but having been to the Jaguar factory previously I could not help but make a comparison. There is no comparison. I must say that I am not a great admirer of Morgans, as aesthetically they are not to my liking, and they remind me of kit cars.

When we arrived we were broken into two groups, each with a guide and it was obvious from the start of our tour that the Morgan factory is a compact family-run firm (or was until quite recently). Lots of hand-crafted skills were in evidence everywhere much to my personal appreciation. It appeared to me that about 65-70% of the car parts were outsourced from a myriad of different countries and suppliers.

The timber mill was hardly state-of-the-art with no use of CNC machines (i.e. computerised). In fact it was quite Dickensian, not far short of my own workshops! Upon viewing the factory museum we came upon a Morgan that did appeal to me. Doug and Richard were also taken by it, we had never seen or heard of it before and it is called a Plus 4 Plus. Unfortunately enthusiasts of the marque were horrified by it and it was a flop, only 26 being made. I don't know if this is a fair comparison but Lotus were often cobbled together with parts from other manufacturers and we all know what the outcome of Lotus was. The words of John Harvey-Jones were ringing in my ears as I walked around the factory. I do hope we were both wrong.

I must say that after the tour I was left with more of an appreciation and understanding of why Morgan cars have such a loyal following.

On the return journey, as it was by then dark, the coach had it's internal lights on. It brought back memories of dance halls and clubs when they would use ultraviolet lights. I just could not believe the amount of snow white wigs that were being given an outing. Alan modelling a superb example.

I am sure I speak for all of us when I thank Keith Oswick for all the time and trouble in organising this most enjoyable trip.

