

Forest Forays



November 2006 Issue 48

MOG 2006

CONGRATULATIONS
To our very own
RICK LLOYD

Winner of the
Peter Morgan Memorial Race AND the
Arthur Neal Trophy Race at MOG 2006
A DOUBLE WHAMMY!



**Brilliant! Dave Leach takes
4th Place in Concours**



Sunshine Parade of LogMoggers

*You are Invited to
The New Forest Centre Annual Lunch
on
Sunday 29th April 2007
at the Hotel
£ per head
Details to follow*



WELCOME TO NEW MEMBERS

Christopher & Helene Halliwell from Crondall
Kevin & Pam Newton from Camberley
Richard & Andrea Kingswell from Fareham
George Edmunds & Julia Stephens from Weymouth



THE INTERNET PRAYER

Our webmaster, who art online
Microsoft be thy name
Thy downloads done, thy website won
On dial-up as it is on wireless
Give us hi-speed and secure servers
And deliver us from pop-ups
For thine is the domain
The power-savers and the world-wide-web
For ever and ever
LOGOFF

Written by Zoe Jeffery, the assistant worship coordinator at Imago Dei MCC

2007 SUBSCRIPTIONS

At it's most recent meeting, your committee decided to maintain the level of subscription at £5.00 for an individual member and £10.00 for family membership. The Treasurer will arrange to distribute renewal forms by the end of the month. Please return these to him by the end of January 2007

The Annual Treasure Hunt

The 2007 Annual Treasure Hunt was held on a bright sunny Sunday in the Jurassic Coastal Town of Lyme Regis and superbly organised by our own dynamic duo Peter and John Stafford. There were one or two fossils among the 23 members attending and four guests too....

After a civilised drink in the beautiful conservatory we sat down to a delicious three course lunch at the Alexandra Hotel after which the assembled crowd were given clue sheets and invited to meander down one side of the street and up the other seeking the answers to the twenty three questions set by the twins. At one point the chap outside the antique shop was giving us the answers!!!!

We gathered again at the hotel 3.30pm for a whopping Dorset Cream Tea and prize giving after which most of us made off for home.

The 2007 winners were:

Andy and Ally Taylor (next years organisers)
Margaret Philpot and Sue Paz
Paul & Glenys Bompas
Steve, Tina & Katy Scholey

We found out later that the Steve and Tina had an unwelcome delay at the hotel when their seat belts jammed. Fortunately 'the man that can' - *did fix it* and caused the belts to release themselves by rocking the living daylights out of the car. Thus the Scholeys caught the bad weather and had a proper dousing en route home. Steve and Katy got totally soaked by spray even with the hood up. However the bouquet for bravery must go to Sue Paz who drove home in an absolute monsoon, with the top down all the way, just in front of Steve. As Sue said later "there's nothing like knowing there's another Morgan around when you are driving in conditions like that. A great day out and we look forward to next years Treasure Hunt organised by the Taylor family.

Child Passengers in Your Morgan (or Any Other Vehicle)

From September 18th it became illegal in this country for a child (defined as under 1.35m or about 4'6" tall and less than 12 years old) to be carried unrestrained in the front seat of any passenger vehicle, without an approved booster seat and seat belts. Although most of us no longer have small children of our own, I'm sure many of us have enjoyed taking grandchildren, nieces, nephews or children of our friends for a spin, if only to encourage the youngsters into thinking that Morgans are wonderful (and maybe growing up with enough enthusiasm to become an owner).

This new law obviously has a big impact on the use of two-seater sports cars that we love. In the case of two-seat vehicles not required by law to have seat belts fitted, the rules are simple.....children cannot be legally carried. The only apparent exception occurs with four-seater vehicles not required by law to have seat belts fitted, where children can be legally carried in the rear seats only.

Once a child is 12, he or she can wear an adult belt regardless of height, because by that age youngsters are deemed to have sufficiently adult bone structure and enough body weight to accommodate an adult strap properly – at least according to government thinking! Once again we motorists are on the end of red tape - I'm sure none of us would want any harm to come to any small passenger we were carrying, but.....



**“IF YOU GO DOWN IN THE WOODS TODAY -
YOU’RE SURE OF A BIG SURPRISE”**

On a hot, sunny Sunday in July eleven Morgans arrived at their pre-paid barbecue spot at Wilverley in the New Forest only to find others had beaten us to it and bagged our spot! Fab organisers Steve and Tina rapidly explained to the holidaymakers who retreated gracefully. Out came the gourmet picnics and wine coolers, chairs, tables, cloths and candlesticks (how do we pack so much into such small cars)? Jamie Oliver would have been proud had he seen the tender, grilled steaks and salads we had for lunch that day. Loretta arrived soon after

lunch, looking cool and relaxed (!) having just completed a three mile run for Cancer Care. It was our intention to play games after lunch but exceptional temperatures put pay to that idea. However Alan Stephenson played a superb prank on his sleeping guest John; he hid his car! When he finally woke up poor John thought he'd have to walk all the way back to Swanage. Our thanks to Steve and Tina for organising a great day out. This is a “must go” diary date; look forward to another day in the forest in 2007.

As seen in go Mog



Steering Geometry – the final word *by Dave Philpot*

This is positively the last contribution about this subject, I promise: just two more bits of terminology to get to grips with. The **Ackermann Principle** and **toe-out** on turns.

Vehicles used to steer by pivoting the whole front axle around a central point or kingpin. Road rollers and traction engines are good examples of this. In 1817 Rudolph Ackermann patented a system whereby each wheel rotated on its own 'stub axle' which pivoted around its own 'king pin'. The two stub axles were connected together by a 'track rod' so when one turned the other one turned by the same amount. This probably worked quite well on slow moving vehicles with cartwheels on slippery surfaces.

It has probably not escaped your notice that when a car goes round a corner the outside wheels follow a larger radius arc than the inner ones. This means that the inner wheel needs to turn through a larger angle than the outer one.

Although the following is generally referred to as the Ackermann steering principle, as far as I can ascertain it was a Frenchman Charles Jeantaud who, in 1878, developed the Ackermann principle to obtain the geometry on which our modern steering system is based. Put simply the steering arms on the stub axles point inwards towards the rear of the car. On a Morgan this is of course not true as the steering arms are on the front of the stub axles and point forwards and outwards. The actual position of the various components is determined by the design and largely irrelevant providing the geometry is correct. The important point is that if we imagine a straight line that passes through the centre point of the track rod end and the kingpin and project this line, it will cross the rear axle transverse centre line on the vehicle centreline. Of course one side will be a mirror image of the other. If you 'Google' Ackermann, there are a number of sites with diagrams of this; some better than others.

When the track rod is moved, the relevant movement of the steering arm as it moves away from the 90° position, is more than the one that is moving towards this position.

How this works is not the easiest principle to understand. Jump back on the bike. The one you used last time will do. Turn the pedal 180° starting at 12 'o' clock and finishing at 6 'o' clock and note how far your knee has travelled. Now do the same exercise but this time starting at 3

'o' clock and finishing at 9 'o' clock. The crank will still have travelled 180° but this time your knee much less.

Digressing slightly, how about them GP cars? 18 000rpm, that is the crank pin going round 300 times a second, try and do that on a bike. To avoid knee trouble at these speeds, take two cod liver oil tablets.

So there we have it, a simple solution to the inner wheel turning through a greater angle than the outer wheel. To complete the picture of the geometry, the different arcs described by all four wheels will have a common centre point, which will be located on the rear axle centreline, moving closer to the car the tighter the turn.

Go out to the garage, turn your steering onto full lock and look at the front wheels, you will see that the wheels are in effect toeing out, pointing in the same direction but away from one another. This is toe out on turns. Can't be bothered to go to your garage, look at the picture of George Proudfoot trying to find a parking space before the beer runs out



You can see how the front wheels are pointing in slightly different directions. Of course this effect is less evident on Morgans than some other cars. To see some good examples look at cars with good turning circles, larger MB's, old rear drive Volvos and Black cabs, for example.

The actual amount of toe out on turns, which is a function of the engineering, is less important than the fact that it should be the same on both right hand and left hand locks. Any discrepancy means some investigation is overdue.

To see how complex these some of this geometry is, next time you pass a construction site, have a look at an eight-wheeler. All four front wheels are turning around different radii and all these radii have a common centre point. The

four rear wheels of course try to do similar but can't and at full lock a considerable amount of tyre scrub occur. Another interesting layout can be seen if you hang about outside pubs. Watch out for a six-wheel brewery delivery vehicle with a steering rearmost axle, so designed to improve access in restricted areas. Again, by projecting imaginary lines, you will see that the vehicle is trying to turn around a single point

Whilst you guys are looking into some of the more complex steering designs I am going back to basics for my next investigation. I am off to Poole Park to watch young women on roller blades. It is not all that easy, as I need to find girls in tight fitting shorts so as I am able to study in detail the interaction of their gluteus maximus and quadriceps as they execute tight turns.



PS

I will buy a pint for the first person to tell me where this photo was taken.

I will need an EXACT grid reference and £5.00 to cover administration costs. Regards Dave

Editor's note:

I'm sure I speak on behalf of the membership when I say how much we've enjoyed Dave's series of articles on steering geometry. Thanks Dave - but please come up with something else soon; even the girls enjoy reading them.

LIFE'S RULES and TRUTHS

Gardening Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it is a valuable plant.

The easiest way to find something lost around the house is to buy a replacement.

There are two kinds of pedestrians - the quick and the dead.

Life is sexually transmitted.

If quitters never win, and winners never quit, then who is the fool who said, "Quit while you're ahead?"

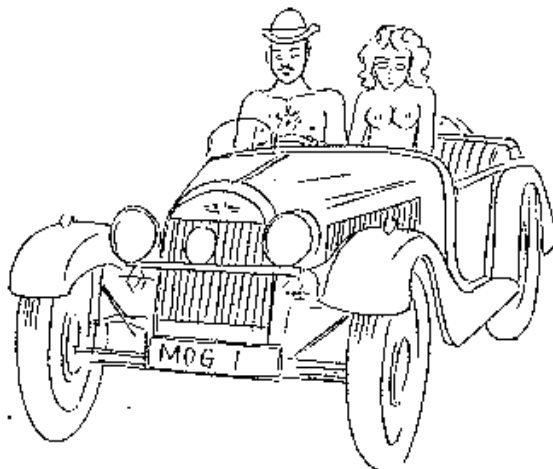
Give a person a fish and you feed them for a day; teach that person to use the Internet and they won't bother you for weeks.

Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they use to.

Whenever I feel blue, I start breathing again.

Politics is supposed to be the second oldest profession. I have come to realize that it bears a very close resemblance to the first.

Doing what it says.....



THE ENTRY FORM SAID 'NO TOPS'

POST EARLY FOR CHRISTMAS

A blonde woman goes to the post office to buy stamps for her Christmas cards.

She says to the assistant, "May I have 50 Christmas stamps please?"

"What denomination?" says the assistant, The woman says, "God help us. Has it come to this?"

Give me 12 Catholic, 6 Presbyterian, 10 Baptists and 22 Anglicans.



Classic and Vintage Motor Racing Club of Jersey Speed Festival 2006 by *Jo Moss*

I know that some New Forest members went to Jersey in June for the excellent Festival of Motoring, so I thought that you might like to hear a little about the other Speed Festival that takes place in Jersey each year!

Paul and I both love Jersey and have taken part in both the June and August events over the last few years. This was the second time that we had entered the Speed Festival, which takes place over the August Bank Holiday Weekend, and accepts cars, motorcycles (and even go-karts!) manufactured prior to 1978. The event consists of a sprint on the Friday and a two-day hill climb over the Saturday and Sunday. It is a competitors dream – the organisers try to give each participant as many timed runs as possible on each day – none of the usual two practices, two timed runs, and that's your lot - attitude!!

We traveled from Poole on the Condor on Wed 23rd August to have a little bit of time to enjoy Jersey before the Speed Festival started officially with a BBQ on the Thursday evening.

On Friday, we made our way to St Ouen's for the sprint – this takes place on a section of the 'Five Mile Road' and consists of a quarter mile sprint with a couple of bends in the middle (which makes a change from the usual straight-line offerings!) In true Jersey fashion, the sprint has to be paused occasionally to allow local buses to pass through!

Our class consisted of a well tweaked Austin Healey, a couple of TR6's, Paul's MGCGT, and my Morgan Plus 8 - UTK 4. I was delighted that UTK (despite being totally standard) managed to win the sprint class with a best time of 15.89 seconds for the standing start quarter mile – much to the surprise of the Austin Healey driver!

Saturday saw the first day of the hill climb – held over a fantastic course at Greve De Lecq. The hill is part of a normal road, which is closed for the weekend. The course is 1174 yards in length, with lots of sweeping bends, all flanked by boulders, stone walls, trees, etc – which certainly concentrates the mind! Our class had now gained a very fast Sunbeam Tiger and a Daimler Dart too.

Greve De Lecq is a quick hill, with a long straight before the last bend, so some of the cars can approach the final corner at speeds of 90mph plus. Accidents can, and do happen – one of our friends rolled his MGA during one of the timed runs – luckily he was perfectly OK, but his lovely little car suffered somewhat.

We were blessed with perfect weather on both days for the hill climb, and by Sunday afternoon everyone was putting in some impressive times. If you can complete Greve De Lecq in under 50 seconds, you are doing reasonably well, and UTK managed 47.03 on our best run – which I was extremely pleased with (although of course next year I will now want to break the 47 second barrier!) Paul also did well with a best time of 50.63 seconds in his MGC.

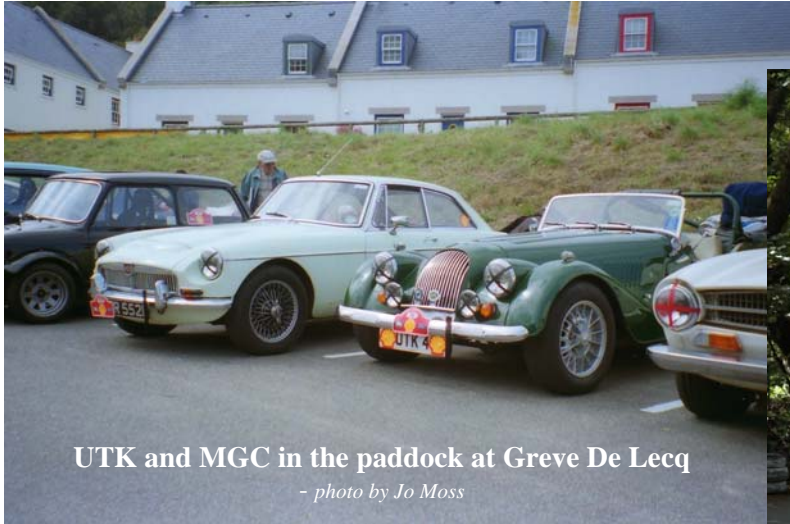
The event finished with a Race Dinner at the 'Moulin De Lecq' on the Sunday evening, which was a chance for everyone to enjoy a really nice social evening, and to chat about the weekend.

Because I am a glutton for punishment, I had also entered UTK for Bouley Bay hill climb – run by the Jersey Motorcycle and Light Car Club, on the August Bank Holiday Monday. This is a totally different style of hill – very steep, and lots of very tight hairpins. It was wet on Monday morning, so the hill was pretty slippery and had to be treated with a degree of caution.

Unfortunately UTK had developed a misfire at the higher end of the rev range – due to the very elderly and original mechanical fuel pump crying 'enough' – so after two practices and one timed run we called it a day.

We were both pretty shattered after what had been a very 'full-on' weekend of motor sport, and it was a pleasure to have a relaxed day touring around Jersey on the Tuesday, before coming home on Wednesday 30th August.

When you get back on British soil after a week away, and encounter the horrendous traffic on the journey home from Poole (a mere 20 miles!) it makes you realise what a truly lovely and unspoilt island Jersey is!



UTK and MGC in the paddock at Greve De Lecq
- photo by Jo Moss



Above:- Paul negotiating one of the corners of Greve De Lecq hill climb
- photo Paul Hardiman



Left: UTK on Greve De Lecq hill climb - *photo Paul Hardiman*



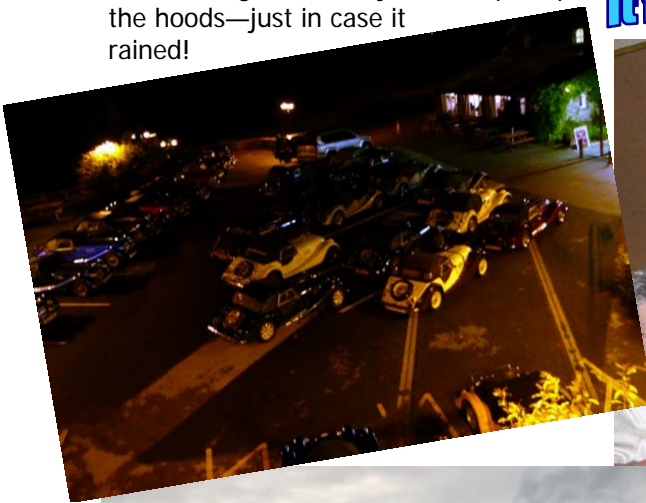
UTK tackles the last (fast!) corner at Greve De Lecq hill climb - *photo Paul Hardiman*

21st WINDERMERE WEEKEND



Next morning, after a hearty breakfast, we set off on one of the scenic runs (ok it was raining; but who's afraid of a bit of rain?) Then it REALLY RAINED - the Camms did a "dive-dive-dive" as they hit a bit of a puddle across the road which sent a tsunami over the Gutteridges car and deluged the Jeffords at which point we turned into the Steamboat Museum for a break! (see photo below). We all decided it was far too dangerous to drive so returned to the hotel to get smartened up for the Morgan dinner. The dinner was good fun after which we adjourned to the bar - as you do!

We had a good journey up to the Abbey Hotel in Malvern for an overnight stay and a super meal in the Red Lion. Next morning after an unscheduled visit to the factory for a new battery we hit the road heading for the Lake District. The Castle Green was our base for the weekend where we were welcomed by our hosts and given a goody bag containing Kendal Mint Cake, a slate coaster and maps etc. We had a superb dinner in the main restaurant and retired looking forward to exploring the surrounding area in the morning. Thankfully we also put up the hoods—just in case it rained!



The forecast was equally bad next day and the Jeffords wisely decided to make for home in daylight - such a shame, whilst the Gutteridges and ourselves went off to the Holker Estate for the concourse & skill tests. The day ended in great style with the Roadster suffering electrical failure following its nose dive underwater! That evening we celebrated in style with another gourmet dinner to thank our new found friends who brought the car back to the hotel in their covered trailer. The new relay switch worked a treat next morning and the Camms stayed in the lakes for a further week in brilliant sunshine! Sod's law eh?

Isle of Wight Weekend

The Lake Hotel in Bonchurch, a tiny village near Ventnor was the destination for the Isle of Wight weekend organised by Loretta, whose attention to detail was faultless. The weather was superb and driving from the ferry to Bonchurch on that coast road was almost as good as the Pacific Coast Highway in USA.

The hotel is a delightful house with beautiful gardens and run in a very 'Basil Fawlty' fashion by the owner and his wife. Upon arrival we pulled in alongside his Porsche Boxter and the large 4WD parked out front and were informed that the car park for our use was round the back and would we please park within the spaces available! We all very soon gathered that the hotel has very fixed rules and that they were inflexible especially when it comes to meal times (evening meal 6.30-7pm!)

Most of us got the giggles and entered into the spirit of things and we soon penetrated the serious veneer worn by the management. Eating at 6.30 was no problem for us; we just started our pre-dinner drinks parties a little earlier than usual.....and dinner soon became 7.00pm!



Garlic Chutney, Garlic Honey, Garlic Cheese, Garlic Bread, Garlic Paste, Garlic Sauce, GARLIC BREATH...POO!!!!

Our first visit was to the Garlic Farm where we tried everything made of garlic including Garlic Ice-Cream—Glenys and Paul loved it! *See right!*

During the weekend we visited so many interesting places, including the glassworks, the pearl farm, a most fantastic photographic museum and of course the lovely Osborne House, with the Swiss Chalet and spectacular views across the Solent.

Some of us enjoyed lunch at the Seaview Hotel within earshot of the 'braying' Chelsea set!!! Peter and John found some super

restaurants for lunch too; ask them for details.

Whilst looking for a decent parking place in Ventnor on the Saturday morning we came upon a Classic Car Rally where we were eagerly waved in to a 'secure parking' place and given a free ticket for a "cuppa tea" and a biscuit! Good value we thought, and got into conversation with the organiser who persuaded us to bring the rest of the Morgans to Ryde Seafront on Sunday morning. After a hearty breakfast at the Lake Hotel we arrived at Ryde and were directed to Poll Position, within arm's length of the organisers against a perfect 'Riviera' backdrop (*see below*). We girls agreed that if we had our swimmers we would have loved to lie on the beach and soak up the sun (another year maybe) whilst the men wandered along the everlasting row of classic cars and motoring displays. We have been invited again next year so watch this space for news, dates etc.

In all we had a great time and lots of laughs. The time just flew; there was so much to do and see and all too soon we were on the ferry home after a hugely successful weekend across the water. Would we visit the Lake Hotel again? Absolutely! It's not often these days that we get to be the youngest in the dining room!! (Where do all the guests disappear to after their evening meal; they weren't in the bar! A management plot to get us to bed early?)



Yummee - Garlic Ice-cream - mmmmmmm

Very special thanks to Loretta and Peter Simpson and everyone who worked so hard to make the weekend such a brilliant success.



The Riviera? No, Ryde Seafront!

Oh Lord! I must be getting old! *Reminiscing with Bob Wright*

The drive up to Mallory with its appalling traffic and the realisation that the A31 between Ferndown and Ringwood is now restricted to 50mph made me think about just how much has changed for the motorist in our 'area' since I started driving.

When I started (legally) the only stretch of dual carriageway in Dorset was about half a mile between Creekmoor and Upton. West Hampshire was not much better off! The only bit I recall between the Winchester by-pass and the Dorset boundary was a short length just beyond the entrance to the airfield at Hurn - it wasn't an airport then! And it was so narrow that overtaking was not possible.

Going back to Upton, I remember being taken into the Upton Garage, just uphill from a level-crossing, to see a Scott motor cycle in pieces. I was told that it was a real man's bike. Years later I discovered that it had been Fred Gudgeon's machine that I'd been admiring. I didn't get to meet Fred for at least another 20 years.

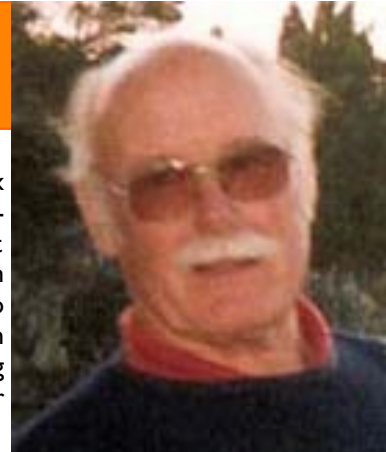
Roundabouts have appeared in profusion over the years. I can remember the cross roads where the Roundhouse roundabout is now, but that was a while before my wheels became mechanised. My father ran over a dog there in his '33 SSI, and felt ill for a week afterwards. East Dorset now seems to have become the spiritual home of roundabouts.

Back in the fifties most of the cars on the road were pre-war and the pace and volume of traffic was vastly different to that which we contend with today. I took my motor-cycle test in Dorchester in 1955 riding a 1937 BSA 250 with a hand gear-change. Not long after that came the car test in mother's 1955 Ford Prefect having done most of my 'L' driving in a 1936 Austin 10 Lichfield. The Prefect, in retrospect, was a ghastly thing. It was a pre-war car in post war clothing - side valve engine, 3



1955 Ford Prefect

speed gear-box and a wind-screen wiper that slowed and then stopped going up hill and then went mad going down the other side.



By the time the army had sent me out to Malaya to finish off the communist uprising there and brought me back home again things had started to change (I suppose the country was at last out of the post-war economy). Trickett's Cross at Ferndown was no longer just a road junction but sported a new roundabout and a few pathetic yards of dual-carriageway. However, the inhabitants of Wimborne were still actively opposing any notion of a by-pass. They said "Look what happened to Ringwood". But Ringwood had no idea what they were talking about or of what was in store for themselves.

Bournemouth and its environs have changed a lot. The road from Bear Cross to Northbourne was out in the country and where the roundabout by the Mountbatten Arms is now was just a junction - with no pub. The junction gained traffic lights and Wallisdown Road became restricted in the closing stages of the '50s. I got pinched for speeding there, just after the introduction of the limit, and subsequently discovered that my chain-driven Frazer Nash just couldn't go as slow as 30 in top gear. Another little incident I remember with that car was going round the roundabout at the Square in Bournemouth desperately trying to find 2nd gear and only getting reverse for my trouble. Very nearly embarrassing! And where's that roundabout gone?

One good point about Bournemouth in the late '50s was that you could always find somewhere to park reasonably adjacent to where you wanted to be.

However! Life was not without problems. If you needed petrol on a Sunday in Wimborne there was one small garage, near the station I think, that was open in the morning only. More petrol was sold by garages than filling stations as the latter were still being established. The Shell station at Darby's Corner, Broadstone, has been there as long as I can remember, but the Corner itself was vastly different. As you came down Gravel Hill there were no houses and no Poole Grammar School, just Airton's

Nurseries on the right, and instead of the roundabout just a simple junction.

I suppose a lot of the road network within the Forest hasn't changed a great deal. The A35 from Christchurch as far as Lyndhurst is much the same as it always was but very noticeably changed the nearer you get to Southampton. The A31 is quite unrecognisable from Cadnam all the way to Wimborne. Across the Forest it wasn't even fenced until the '60s and animal slaughter was very frequent. But if I had to choose the most unchanged stretch of 'A' road I would go for the A31 from the Roundhouse roundabout to Bere Regis past Charborough Park and it's long brick wall. (That wall was built by just two men, father and son, and it occupied each of them for the whole of their working lives. Two very bored brickies?) At the western end of that wall I came to a halt in a '33 Wolseley Hornet Special with a fresh-air seeking big-end.



1933 Wolseley Hornet Special

I also had trouble there with a '35 350cc Norton. Happy days! Actually, the A35 from Lytchett Minster to Bere Regis is also fairly unchanged but I realised the other day that the AA telephone box near Bloxworth was long gone - but when did we see the last of those? I believe the last ones went in 2002.

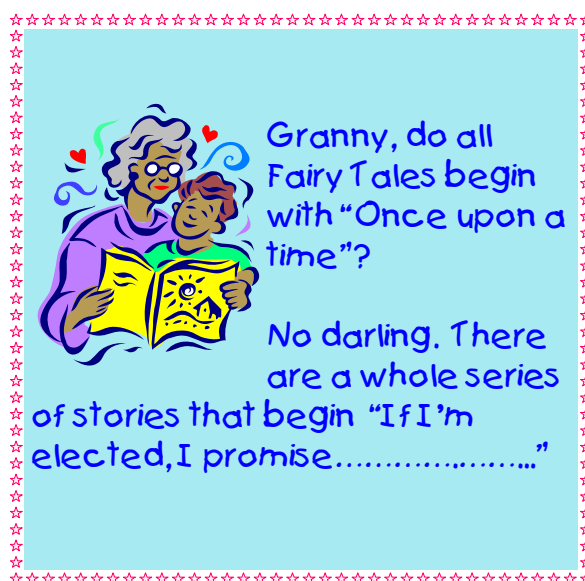
An important part of budget motoring then were the scrap-yards and we had two particularly good ones in the area. There was Trents in Upper Parkstone which was a truly amazing place - several acres of partly dismantled pre-war cars. You had to find and remove whatever part you wanted but it was always there ,somewhere, and not expensive. Charlie Trent was reputed to be the richest man in Poole and it was said that he couldn't even write his own name. The other yard I liked was Vie Strange's down Wyatt's Lane at Corfe Mullen. Vie kept a much tidier yard and he knew where everything could be found. But you had to have a good idea of Vic's habits to find him there as he was very fond of a round of golf at Broadstone. I can still point to bits and pieces in my garage that I got there.

One aspect of motoring 55 years ago that always

comes to mind is night driving and head-lights. With a pre-war car you would be lucky to have both head-lights dip. The most usual arrangement was for the off-side light to switch off while the near-side light would have it's reflector tilted downwards by a solenoid. On really cheap cars it would just be one light going out with the other permanently dipped. Not much use when all you had was a 24 watt bulb. Luxury cars did have double dipping lights but with two solenoids to operate the electrical system had to be good, sometimes it was necessary to coax a few more volts out of the dynamo with a burst of revs to get them to work. But at least you could drive for miles without meeting another vehicle at all.

Its still pretty horrible on the roads today but at least some things have improved. The introduction of the MOT test got rid of a lot of very dangerous vehicles but if it had been forced on us 10 years earlier it would have got rid of the lot - or very nearly.

One last foray into the Forest, to Beaulieu for the Autojumble. Down through Burley, past the gift shop that used to be Shutler's Garage full of things like V12 Lagondas, big Invictas and other exotica, along what used to be a railway line before Beeching, and into Beaulieu village itself where the entrance to Palace House always was. I went to the first Autojumble in '67. The whole thing was inside what used to be the Rally Field - 3 acres or so about where the Brabazon restaurant has now stood for many years. There were maybe two dozen stalls around the edge of the field and that was it. But it's caught on in no uncertain fashion to become the biggest in Europe. Too big to do it justice in one day - at my age anyway! At that first one I found a flat radiator for a +4 and a Moss gear-box with bell housing. I left them there because, if the truth be known, I would have got myself exceedingly dirty getting them to the car. And it was pouring with rain!



PROGRAMME FOR 2007 - January to April

Note - Additional events will be advertised by email, on the website or in Miscellany as they arise

S Jan 7 th	New Year Run - Meet at Ringwood Square at 10.00 leaving promptly at 10.30 hrs.	M Bamber
F 26 th Jan	Kings Head at Redlynch 7.00pm onwards	M Bamber
S Feb 11 th	AGM → Ploughman's Lunch, Damerham Village Hall. Let PC know if you are attending	Committee
F Feb 23 rd	The Fighting Cocks at Godshill 7.00pm onwards	S Scholey
S 11 th March	The Hambro Arms, Milton Abbas—Ring and book a table for a Sunday lunch	P Camm
F 23 rd March	The George Proudfoot Lecture – Damerham Village Hall - Further details later	George Proudfoot
S Apr 29 th	The Annual Lunch - details to follow	Pauline & Commit-
F May 4 th -7 th	The Padstow Weekend. Please ring and book your place. (01202) 779431 Richard and	Christine Mutlow

1st Monday of the month classic car enthusiasts meet at the Cock & Bottle at Morden 7pm. Ring to book a table.

PLEASE CHECK MISCELLANY CENTRE NEWS FOR FINER DETAILS OF ALL THE EVENTS OUTLINED ABOVE

The first three months of the programme for 2007 is even more exciting than last year. Naturally we have left a few dates free later in the year so that members can "Adopt a Noggin". So if YOU can think of a good pub; somewhere members can enjoy good food and beer, with safe parking, please offer to arrange a noggin. The committee will give you every possible help. Plans for short breaks and "away days" will be on display at the AGM. The committee thanks all members who offered suggestions for noggins and events.



**We wish you a
Merry Christmas**

In deepest, darkest Dorset, Santa has sent his greatcoat off to Bolloms to get the Reindeer skidmarks removed and is getting his Morgan Trike ready for the big delivery on December 24th.

Peter and Pauline thank you for your support and wish you a very Merry Christmas and a happy and healthy New Year. May 2007 be a great Morgan Year for you all. Be safe and go well.

Peter & Pauline

HOW TO CONTACT YOUR COMMITTEE

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