

December 2013

*Black Country
Classic Car Club*



*Merry
Christmas*



The Morgan Tour

Special points of interest:

- Remember to check out the website for info on Breakfast runs.
- New page available on website soon, where you will be able to advertise items for sale.
- Remember subs due in Jan 2014

The day started with a full English at the White Horse, which was delish.

Then an hour's drive over to Malvern to the Morgan Factory, there were 20 of us on the tour. We were taken through all the various workshops with cars being built at different stages.

It was a very relaxed atmosphere in all the workshops which was pretty much what I was expecting, it is a typical British traditional business (not many left like this I guess).

We were allowed to take as many pictures as we wanted, the tour guide Mike was very knowledgeable about the motors and the business, he had been there for over 30years.

One very disappointing fact was that there were no female workers in the workshops!! They did say that they would love to have some female workers, but they never have any

apply for jobs!

See page 5 for more photos and more information.

We are hoping to arrange a tour next year at either Jaguar Land Rover or Aston Martin.

Any other suggestions for places we can visit are very welcome.

And more bodies for the tours are welcome, including non-members.



The first room on the tour.

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10th anniversary

This year was our 10th anniversary, the club is now very well established and we have a very healthy fortnightly attendance at meeting nights.

We have a good number of recurring members which is steadily growing every year.

There is a lot of work that goes on behind the scenes to keep a car club running effectively and I would like to say a BIG thank you to everyone who has helped over the years.

There is one person who is a

real driving force behind the club and is one of the founding members, I don't think he has ever missed a meeting night apart from when on holiday.

And that person is Neil Moore.

Breakfast Road Run



We have done a number of Breakfast Runs this year, they make for a good few hours using your car instead of just taking it to shows and there's always a good breakfast involved!

There are usually at least 4 cars and even if you just fancy tagging along let us know

there's usually a spare seat in someones car.

We are always looking for somewhere new to try, so if you know of any good runs and or a good place for a full English then please let Nigel Pritchard know as he organizes all the runs.

We stopped on Cleve Hill to take in the views



Website

This year we are striving to keep the website as up-to-date as possible, please check it regularly as all up-coming events/shows/road runs/breakfast runs will be listed on it.

There will soon be a page where you will be able to list items for sale, FREE

for members of the club.

All club meeting nights are listed on the calendar on the website, and photos are added from shows and events throughout the year.

Incase you don't know

the address is

www.blackcountryclassiccarsclub.webs.com

“FREE for sale page coming soon to BCCCC website”

Tea-time Road Run

Our evening road runs may be better for some, we try to fit in as many as we can in a year.

There is generally a good turnout for the evening road runs, the picture to

the right was taken at the Running Horse Pub , this was one of our best turnout's.

Again all details can be found on our website or contact Neil Moore or

Nigel Pritchard. (see back page for contact no's)



Auction Night

Another good turn out for our annual auction night, lots of people and lots of booty bought to sell.

A big thank you to Nigel Evans and Neil Moore who did the auctioneering. We raised £280.00 for club funds.

I couldn't finish without mentioning Paul Willetts without whom the even-

ing would have been a lot less eventful.

All I can say on the matter is "I hope you've learned your lesson Paul?" and have you managed to get that belt on yet??

LOL!!

Looking forward to seeing the same faces and the

same booty next year, thank you all for your continued support.



I think this would have come in handy for Paul!!!

Driving License

Do you have a photocard driving license?

If so please check the expiry date as these driving licenses only last for 10 years, mine's up 2014, I can't believe how quick that's gone!!

Also have you moved home recently??

Have you changed your driving license??

You MUST do this as it is now illegal not to do so.

"Do you have a photocard driving license?"

*Don't forget to check out the website:
www.blackcountryclassiccarclub.webs.com*

Drivetime Dudley

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Trophy winners Netherton Park 2013



Mel Quarry - Best Chrome



Keith Gooch - Quirkiest Car



Jim Round - Best Interior



Cal- Hulbert - Best Original



Brian Smith - 3rd



Steve Byng - 2nd



Tony Warren - Chairman's Choice



Mick Billingham—1st



Dave Daly - Best Paint

This man was seen trying to fly-tip some garden waste, if you recognize this scally wag, please call 0800 999 999 999.



Morgan Tour

The founder and the man who guided the destiny of the Morgan car for almost fifty years, Henry Fredrick Stanley Morgan was born in the village of Moreton Jeffries, Herefordshire, in August 1881. His father was the Reverend Prebendary H. G. Morgan, Curate at the church in the nearby village of Stoke Lacy (where Henry Morgan, George's father was Rector). Harry as he was known to family and personal friends (or simply 'H.F.S.' throughout the industry), was educated at Stone House, a school in Broadstairs, Kent, Marlborough College, Wiltshire and the School of Practical Engineering

at the Crystal Palace in Sydenham, south London. Whilst at Crystal Palace he developed a passion for cycling and then changed his allegiance to the motor car. After a hair-raising first drive in a 3 h.p. Benz that ran away with him down the 1-in-6 gradient of a hill between Bromyard and Hereford, he emerged intact but considerably poorer. Damages to the car cost about £28 for repairs and delayed his ambition of owning his own car. In 1901 H.F.S. was apprenticed to two of the greatest railway engineers of the period, William Dean and George Jackson Churchward, Chief Engineers of the G.W.R.



Railway Works at Swindon. Once he had completed his apprenticeship, he worked briefly in the G.W.R Swindon drawing office and thus having made a modest contribution to the history of steam he left the G.W.R. in December 1904. During his time at Swindon, Harry bought his first car, a

1902 Eagle tandem, which was replaced in June 1904, by a Little Star, a well built machine from the Star Motor Company in Wolverhampton. He soon realised that his loyalties were divided between the locomotive and the motor car. The motor car won! In May 1905, with the encouragement and financial



support from his ever-enthusiastic father George, H.F.S. purchased a house called Chestnut Villa in Worcester Road, Malvern Link, a short distance from the railway station and built a small garage alongside. Here he set up business to attend to the needs of the Edwardian motorists and became a dealer for Darracq, Wolseley, Siddeley and Rover cars. Harry's close friend Leslie Bacon (another motor car en-

thusiast who had served an apprenticeship with the railways) became his business partner and took up lodgings with Harry in Chestnut Villa. A skilled motor engineer from Birmingham called Alfie Hales was appointed foreman of the

workshops. H.F.S. also ran Malvern's first omnibus service with regular runs between various districts around the Malvern Hills. In 1906 a second garage was established in the nearby city of Worcester, (close to Foregate Street station for easy access on the train) but this branch of the business closed little more than a year later. However, despite the success of the Malvern Link garage, Morgan's passion for

engineering meant that he was soon experimenting with ideas for a motor car of his own design. The success of the Morgan Motor Company was founded on an icon, the Morgan Three-Wheeler. This brilliant but simple design by H.F.S. Morgan became one of the most successful lightweight cars of the early days of motoring. The principal of fitting a powerful motorcycle engine and simple transmission into a light-weight chassis and body inspired a new type of vehicle

which generically became known as the 'Cyclecar'. Thus the fashion for 'new motoring' introduced the freedom of the open road to those of more modest means. The Morgan Runabout was at the forefront of this movement and therefore Harry Morgan can be regarded as the man who first introduced motoring for the masses. The prototype was constructed in 1909 and was a simple three-

wheeler with a tubular steel chassis fitted with a 7 h.p. Peugeot V-twin engine. One of its main features was the unusual power to weight ratio of 90 brake horsepower per ton, which enabled this little vehicle to accelerate as fast as any car being produced at H.F.S. had invaluable assistance from Mr Stephenson-Peach, the engineering master at Malvern College and Repton School in Derbyshire, in whose workshops much of the development work was carried out.



Morgan Tour

Although not originally intended as a commercial venture, the favourable reaction to Morgan's machine encouraged him to consider putting the car into production. Leslie Bacon decided that this was far too risky and quit the partnership, although the two men remained close friends for the rest of their lives. The first production Morgans were simple single-seat machines steered with a tiller and powered by either a single cylinder 4 h.p. engine or an 8 h.p. V-twin engine made by the London firm J.A. Prestwich. A patent was granted, the patent drawings being produced by a bright youth who was later to

become famous as Sir John Black of the Standard Motor Company. The Runabouts (as the machines were to be called) were unveiled to the public at the Olympia motorcycle show in London in 1910. Despite the interest shown just a few of these were built and sold, mainly because of the lack of a two-seat version and the somewhat old-fashioned tiller steering. However, to prove the soundness of the design, one month later H.F.S. Morgan entered the Runabout in the MCC London to Exeter Trial, and his remarkable performance won a Gold Medal. This was the first of many such victories in all forms



of motor sport such as reliability trials, plus racing and record-breaking particularly at the Brooklands autodrome. November 1910. The following year a two-seat 'Runabout' was developed, equipped with wheel steering and even a hood. This proved a huge commercial success when it appeared at

Olympia in 1911. This novel machine attracted the interest of the managing director of Harrods, Mr Burbridge, and as a result the car appeared in the shop window of the famous store, the only car ever to have done so. Harrods became the first Morgan dealer with an exclusive deal to sell all Mor-



gan runabouts. To cope with the considerable demand initially only the running chassis were built in Malvern, these to be fitted with Harrod's own bodies. This arrangement didn't last long since the heavier Harrods body adversely affected the car's performance and H.F.S. terminated the agreement. Soon after, an extensive network of dealers was established around the factory. The factory experimented with other de-

signs such as a four-seater for Mr Morgan and his family, although this car didn't go into production at that time. Cars were built in ever-increasing numbers in Worcester Road, Malvern Link. Not only was the Morgan one of the first Cycle

cars, it was without doubt, the best engineered, the most reliable, and the most successful vehicle in its class which set the standards for all other manufacturers to follow. It featured a simple two speed transmission (fast and very fast), but no reverse gear (to go backwards required gravity, or the driver had to get out and push). Engines were usually J.A.P. V-twins, although the simplicity of the chassis design allowed many other types to be fitted. The Morgan Motor Company was formed as a private Lim-

ited Company in 1912 with the Reverend H.G. Morgan as Chairman and his son as Managing Director. In June 1912 Harry married Hilda Ruth Day, the younger daughter of Rev. Archibald Day, Vicar of St. Matthias's Church in Malvern Link. The couple departed for a honeymoon in Wales in a very smart Runabout, rather appropriate in the few years leading up to the outbreak of war in 1914, Morgans had secured 10 British and World Records for various classes of cyclecars, won 24 Gold Medals in major reliability trials and had achieved numerous victories on the race track. These successes

included an astonishing drive by Mr. Harry Martin who easily won the first International Cyclecar Race at Brooklands, finishing over two minutes ahead of the second place car even though Martin had completed the race in just 8½ minutes! A few months later Harry Morgan won the Cyclecar Cup for the 1100 c.c. one-hour record, travelling at a fraction short of 60 m.p.h. for one hour at Brooklands. His father the Prebendary H.G. Morgan was present and in his imposing ecclesiastical attire this is probably the only time a top hat had ever been worn at the popular circuit. From the start it was very much a family business and Mr H.F.S. Mor-

gan's sister, Miss Dorothy Morgan, was cut. Dorothy Morgan, was a regular entrant in reliability trials gaining many first class awards in a Morgan three-wheeler. In 1913 a Morgan made the fastest time at the celebrated Shelsley Walsh Hill Climb at an average speed of 22 mph. And at the end of the year the Morgan Runabout had gained a greater number of awards for reliability and speed than any other Cyclecar or Light Car. The most significant victory

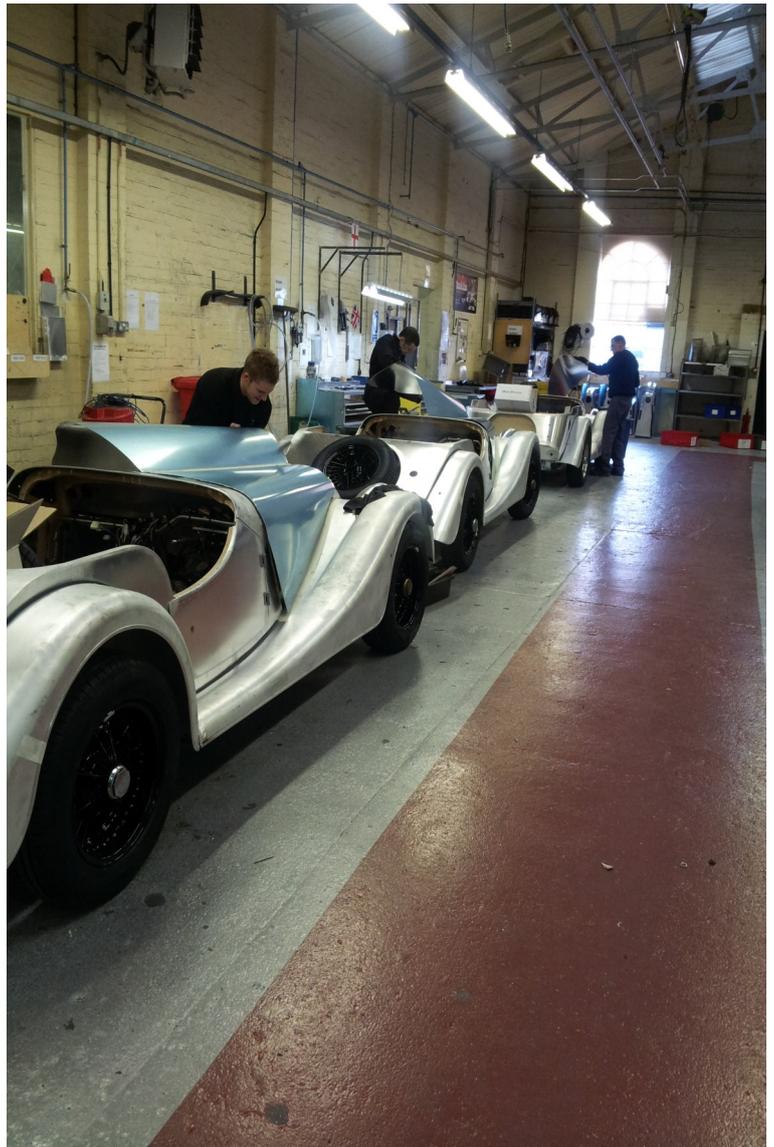
of the early years was that of W.G. McMinnies in the International Cyclecar Grand Prix at Amiens in France. McMinnies and his passenger Frank Thomas won against strong opposition from many continental four-wheelers. This in spite of an enforced stop to change an inner tube in one of the front tyres! W.G. McMinnies, was the editor of the "Cyclecar" magazine and his success gave Morgan a great deal of publicity.

Morgan Tour

After the event he christened his particular car “Jabberwock of Picardy”, and a new model, called the Grand Prix and based on the race winning car was introduced to the Morgan range. This victory also resulted in a further increase in orders for Morgan cars and it was soon obvious that despite recent extensions, the Worcester Road factory was too small to cope with the demand. In December 1913, H.F.S. purchased a plot of land on Pickersleigh Road, Malvern Link, from Earl Beauchamp. This was open farm-

land just a quarter of a mile from the Worcester Road factory and here, in the summer of 1914, two large workshops were built. This is now the site of the present factory, which has traditionally been known as the "Works". Development of the Pickersleigh Road site was soon curtailed by the outbreak of the First World War, and whilst car production continued at Worcester Road, the output dwindled as men were called up to fight and existing resources were allocated to munitions production. One wartime cus-

tommer, the famous flying ace Capt. Albert Ball of the Royal Flying Corps, had ordered a special-bodied Grand Prix, of which he said “to drive this car was the nearest thing to flying without leaving the ground”. Alas, Capt. Ball was shot down and killed shortly after taking delivery of his car.



Competitions & Funny's

Do you recognise this man??

We need to contact him urgently as we think he may have already gone over to the Dark Side.

May the force be with you
Luke!

Well he's the right age I reckon for Luke Skywalker???



When we set out from Netherton on this breakfast run it was sunny, but by the time we got to Craven Arms we could have done with a snow plough!!!

Competition

Throughout 2014 we will be running a competition for the most active member (excluding committee members) this will be achieved by attending meetings, shows/events and general involvement with day to day runnings. The prize will be given at the Auction night in October.

Other News

WANTED

**OLD CAR BATTERIES AND
STARTERS FOR CLUB
FUNDS FREE COLLECTION
PLEASE RING:**

NEIL - 07752 868717

OR

NIGEL - 07904 073046

MANY THANKS

2014 Calendars

Available NOW!!!

Our 2014 Calendars are now available to buy for just £5.00 each, we have gone back to the format of members cars in memorable places. Hope you like it as much as we do??

Other News

Remember Your Discounts!

Footman James: 0121 561 6219 www.footmanjames.co.uk

Classic Car Insurance 10%

Private Car Insurance 5%

Household Insurance 5%

Roadrunner: 01384 79790

Trade Discount

John Downes Garage: 01384 78504

MOT's £38.00, no re-test fee.



Good News

You will be pleased to know that yet again our Membership fee will be staying the same for 2014.

That's £10.00 for a single membership
And £18.00 for a couple membership
Thank You.

**We would like to take this
opportunity to wish you all a very
Merry Christmas and A Happy New Year**

Black Country Classic Car Club

Meet at:
The Old Swan
Halesowen Road
Netherton, Dudley
West Midlands DY2

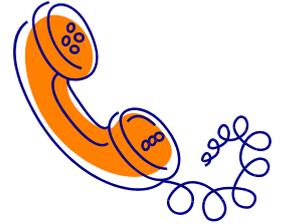
Points of contact:

Neil Moore	07752 868717	Chairman/Shows
Ellen Moore	07783 706250	Secretary/Membership
Stuart Moore	07896 943012	Committee Member
Jim Round	01384 253079	Committee Member
Nigel Pritchard	07904 073046	Road Runs/Events
Nigel Evans	07946 290741	Committee Member



E-mail:

[blackcountryclassiccarclub@gmail](mailto:blackcountryclassiccarclub@gmail.com)



We're on the web
www.blackcountryclassiccarclub.webs.com

Club Rules

As with all clubs and organisations, we have rules that **MUST** be abided by at all times. Serious breach of these rules may result in withdrawal of membership and any associated benefits.

- 1). To become a member you **DO NOT** need to own a vehicle.
- 2). In order for a vehicle to be registered with the club it must be at least 20 years old and will be at the discretion of the committee members.
- 3). Membership runs January to January, as such your membership will fall due on the 1st January irrespective of the date your membership commenced with the club.
- 4). Membership may be refused or terminated at the discretion of the committee without notice or reason.
- 5). Club stickers **MUST** be clearly displayed when attending shows. This is an insurance requirement!
- 6). Any conditions, including speed limits, time of entry/exit or any other rules imposed by show organisers must be strictly adhered to.
- 7). All vehicles attending a show must hold a valid insurance policy, a valid tax disc must be displayed and the vehicle must have a current MOT certificate. The only time a vehicle will not require an MOT and/or Tax disc is if the vehicle is trailored to the event. However the vehicle will still require a valid insurance policy if it will be driven under its own power on site.
- 8). Vehicles over 20 years of age will be eligible for judging at our own event at the discretion of the committee.
- 9). The Committee's decision is final.