



Probus Club of Moss Vale Inc.

PROBUS COFFEE CLUB

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Website: www.mossvaleprobus.org.au

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As you know we were unable to have our usual coffee club this month (and for a while) but as I don't want any of you to suffer withdrawal symptoms here is a special "Coffee Club Edition". Firstly, go to the kitchen and make yourself a nice cup of coffee of your choice and then bring it back and sit down and enjoy it while reading the following.

(Pause inserted while you make the coffee!)

Now you are back, the topic this month was "Cars" as last month many members did not get to contribute to the discussion as time was short.

In 1997 we were touring in England and we gradually made our way from London across to a place called Malvern, not far from the Welsh border. Whilst there I fortunately found the Morgan car Company manufacturing plant, if you could call it that! It was a series of old low-set dark brick buildings and with the entry identified by a small black and white sign attached to the wall on one side of the rather drab doorway.

The walls of the small office/sales area were decorated with a few brochures and Morgan memorabilia. The receptionist passed me a sheet of paper which had a tick-a-box arrangement with options for new car. Unfortunately, as the prices started up around the \$107,000 mark I declined and asked if I could take a tour of the factory. I was handed a second sheet with a plan of the factory and told to follow the yellow line on the floor.



A little bit of history - The Morgan Motor Company was founded in 1908 when the company produced its first model which was a rather rudimentary three-wheeler and production of this vehicle with various upgrades continued until 1952. Interestingly, in 2011 they started production of a new updated model which sold out in three days even though they start at \$104,000! The famous Plus 4 (four cylinders and four wheels) commenced in 1936 and continues, with refinements today.

With my map in hand and following the yellow line I walked freely through the factory. In the first



bay metal chassis were fit with axles, wheels and engines before being pushed into the body shop. Here the wooden frames were made from scratch, joined with biscuit joints and glue before being sanded ready for assembly. The option sheet the buyer filled out sat in a clip board attached to the front of the car for easy referral as it moved along.

In the panel shop the wooden frames were fitted with hand-crafted metal panels. Once completed the whole body was lifted by several men and placed on the rolling chassis. Any necessary adjustments were made the whole body was removed for painting before refitting. Most cars these days give you a selection of half a dozen colours but here you can pick from an unlimited pallet of colours.

Once again, the car is rolled on to the electrical and upholstery shops before being inspected for faults and test driven through the Malvern Hills.

The classic continues production today along with added models including the Aero with an optional V8 engine still built in the traditional way. Watch the factory tour video [CLICK HERE](#) and [CLICK HERE](#) and visit their website [CLICK HERE](#). Enjoy!

WE WANT TO HEAR FROM YOU

Got a car story or any other story? Why not type it out and send it to me and I will publish and distribute to club members. Hobbies, interests, travel stories with or without photos. Just try to limit it to less than 500 words Email to btpearson.au@gmail.com

Let's keep in contact!

NOTE: BOOK THE DATE - We loved Beechworth so much last time we are going back again this year with an exciting all new itinerary. Dates planned are October 12 - 15.