

# The Bulletin

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Here is an article with photos about Steve Hobbs' Sports, which he reunited in June with one of its early owners, Sir Stirling Moss. Duncan Charlton.



I was born in Southampton, England, in 1959 and, like most young boys of that era, I grew up hearing about the legendary Stirling Moss, who retired from racing when I was age three. Perhaps, therefore, it was only appropriate that, having lived in the United States for 30 years, I was the one who purchased CXD 628 on e-Bay in California in 2007 and shipped it to Connecticut. Unaware of its history, I commenced a six year restoration of chassis number D 841, a 1934 Sports, only knowing that it was sent from the factory in green with black trim and a JAP engine (D26778/5K), long since replaced and needing tons of work. There was evidence that the Morgan had once been painted off-white and there was light blue paint in the interior and on the rear forks. In 2010, I discovered a photograph of CXD 628 in 1967 that had been posted on the web by fellow MTWC member John Layte, who gave me his own story. In 1962, John purchased CXD 628 for 2.50 GB pounds from a scrap yard and used it as his only means of transportation for 8 years. The engine fitted in 1962 was an 1100 JAP OHV. The JAP engine blew up shortly thereafter and was replaced with a water-cooled Matchless side-valve engine. That side-valve engine developed cracks in the barrels and so the barrels were replaced with air-cooled ones from a 1938 or 1939 Brough Superior SS80 motorcycle, which used the same Matchless engine. Hydraulic brakes were fitted from a Ford 100E. Reinforcements on the front suspension below the headlamps were added after John drove at 50 mph over a straw covered road bump, resulting in the Morgan being airborne and bending the front suspension. John raced the Morgan at several Morgan Three Wheeler Club events, where it did not win but performed well due to its reliability. John sold the Morgan to an American for 350 GB pounds outside of Ascot Station. He also made a model of CXD 628 while he was at sea and has kept it all these years as well as few odds and ends.

In 2012, imagine my excitement when John Layte contacted me with the news that a picture of Sir Stirling Moss's first car, a Morgan three-wheeler with the licence plate CXD 628 had been published in the book *My First Car*. In that book, Sir Stirling tells how he acquired the car at the age of 15 and drove it illegally before his 16th birthday. When he had it, there was a 1000cc Matchless air-cooled engine and it was off-white with a light blue flash. One day, he got a flat tyre and rolled it with his pet ferret on the back but none of the car, ferret or human were injured - except the ferret had an oil smudge on its face. Shortly thereafter, I wrote to Sir Stirling and we exchanged correspondence by email.

In 2013, I was contacted by fellow MTWC member Bob (Kermit) Wilson about bringing CXD 628 to the Kansas City Art Institute's Art of the Car Concours, organized by Marshall Miller, which Sir Stirling would be attending. On June 20, 2013, I shoe-horned CXD 628 onto a 4'6" x 10' open trailer and drove for 20 hours from Connecticut to Kansas City, Missouri. I attended a fabulous lecture and panel discussion at which Sir Stirling regaled us with stories from his racing career and I had the privilege of meeting him. The following day, Sir Stirling posed for photographs, signed the dash of CXD 628 and solved one question that had plagued me. How can one roll a Morgan three-wheeler with a pet ferret on the back and the ferret not get hurt? Because, according to The Man, it was in a box in the storage area that the Sports model has behind the driver. Aha! As I explained to my wife when I returned home and proudly displayed the Chairman's Award from the show that was generously awarded to CXD 628 by Marshall Miller as his choice for best car of the show: Some guys climb Kilimanjaro, some guys go fishin' in Alaska ... this is what we do.

**Steve Hobbs**