
NORCEMOG

NEWS

NORTH WEST AND CHESHIRE

July 2016

Welcome to this edition. Andrew has circulated the proposals from the MSCC and will appreciate your feedback. Happily there was nothing in there about leaving the EU!

NORCEMOG REGALIA – Isobel Moore 01253 738201

Reflections on 52 years with Morgans Part 6 – The Other Morgans

Apart from the bag of bits, which I never drove, I have had a running Morgan continuously from 1989, starting with the 4/4 that Glenise and I bought on our 25th anniversary. All of them, except for my current car, have had to have the engine taken out for a variety of reasons!

The original 4/4 was passed onto my son Ian as I said in an earlier chapter, and when I went to collect it from him to garage over the Christmas period, as I was coming north up the motorway, I felt that it was lacking in power after having done some 80,000 miles. So engine out, and contact made with the engine builder in Scorton, who happened to have an engineering student from Brunel University with him on placement. It was agreed that the rebuild would be his project and after a relatively short time, back came the engine as good as new and with all of the additional power that I had asked for. And many years later, it is still as powerful!

In 1999, I bought a Plus 8 with the Rover 3.5 V8 engine still with carburettors. After a while, it started to lose water from the core plugs under the manifold. So engine out to get at them, and although the other core plugs were still fine, I replaced the lot, and the clutch while I had the engine out!

I traded the Plus 8 for a 4/4 with a dealer of exotic cars in Chorley. I had come back from Hong Kong, and on our very first drive out, with Ian at the wheel, we were going up the motorway at a steady 70 and I told Ian to give it a bit more. Seconds later we were enveloped in a dense cloud of smoke! After spending enough time on the hard shoulder to let everything cool, we drove slowly home. Once again, engine out, and over to the engine builder in Scorton again. But not before contact with the Chorley dealer, who said without any hesitation "get it sorted and send me the bill". Once the engine came back from Scorton, I had no more trouble with the 4/4, and traded it in for a new 3 wheeler as a 70th birthday present to myself.

Driving the 3 wheeler was a delight, and I could scarcely keep the smile from my face. But there were persistent problems with the car that could not be overcome and after two years the nice people at Morgan agreed to swap it for the 4/4 that I now have. I had expected that there would be a significant wait for my build slot, but only 2 weeks after we had agreed the deal, I got a telephone call to say that the car was to be constructed. There are a small number of things with this car that are additional to the agreed specification, though, so I sometimes wonder if I got somebody else's car because they cancelled for some reason.....

Bryan Rawlinson

Autotest and Concours
NorceMog Autotest – 19th June 2016
British Commercial Vehicle Museum
Leyland, Lancashire

Anxious faces, tilted to the sky to better tune 1 their ears to the expected sound, reflected the

eager anticipation experienced by the members present. Questioning glances, particularly amongst the male members were accompanied by knowing smiles that pervade the lips on such occasions. Patience was becoming exhausted, expectant eyes replaced by worried frowns, a shrug of the shoulders and then the silence was shattered as Andy Bleasdale expressed the sentiments of all present "where is the bugger, get him on the 'phone."

Reluctantly, I pressed the keys, hit the send button and prayed he was on his way. Alas, he answered and was clearly not driving a Morgan. "Where are you?" I requested "we have at least 20 Morganeers eagerly awaiting a view of your Plus 4, Cosworth engined special edition" Mr McArthur was crestfallen as he explained that family priorities, quite rightly, took precedence over posing in his new motor however he would be at The Blenheim Week-end for those of us also attending!

Thus, the start of the annual NorceMog Autotest was tinged with disappointment however a record entry of 10 cars (including a 3 wheeler) and dry weather ensured a wholly successful day. With a couple of 'new' members trying their hand for the first time plus the regulars with years of experience, (not that you would have known it!) ensured competition was keen for the much sought after, no expense spared, winning plaques.

Chris Harfield's 3 wheeler attracted much attention and the advantage of such a narrow Morgan quickly became apparent as he and Ann could just



over both to see their were.



lean sides where wheels

Andy Bleasdale's series 2 Morgan has also had a few more bits added, e.g. a front bumper and cabin trim and is looking a grand specimen of the mark Once again Bryan Rawlinson was our Chief Steward and organiser and the height bar and cones were quickly arranged in our exclusive car park.

Volunteers from the museum were also involved in judging the Concours which we always include as part of the day. This year 2 volunteers took the task very seriously, examining all cars, interviewing the drivers, recording details of model, age, mileage etc. and even looking under the bonnet. Cor, glad I polished the wing with the bonnet open! They spent a good hour going through the cars present and ultimately made their decision based on which car they would prefer to take home, results below.

The various techniques involved in such competitions were quickly noted during the 1st set of tests. Yours truly demonstrated why there are no scratches on my nearside front wing as I missed the target mat completely whilst Adrian Grant had already noted that the mat was aligned to a cone on the off side of the car and lined his Morgan up perfectly.

The height bar is always interesting. In previous years the judges have, inadvertently, worn a shirt with horizontal stripes hence once the first car has been measured any spectators



watching have a good inkling of where the bar should be. This year however there was no such guidance unless you used Matthew's waist as a guide!

Reversing to a plastic pipe took its usual number of casualties as drivers tried to get those extra few millimeters closer only to touch the pipe and incur a 20-point penalty. Final test of the day was the slalom course where tennis balls had to be placed on top of the cones on the way out and collected on the way back. With the runs being timed it is usually better if your passenger can reach the cone without dis-embarking however it did not stop Sue Bleasdale working her daughter through the slalom

Demonstrations of Matthew and Harriet Bleasdale and Martin Cooper with Amanda Greenwood can be seen on these links

Bleasdale - https://www.dropbox.com/s/cdgm3514f4hzbxb/20160619_132346.mp4?dl=0

Cooper - https://www.dropbox.com/s/3vlxfo4njzapp20/20160619_133028.mp4?dl=0



After much deliberation and calculation the results were declared as follows:-

Concours – The car the museum volunteers would most like to take home

1st – Chris Harfield - 3 wheeler

2nd – John Anderson

3rd – No prize but reckoned to be a travesty, but only by Andy B – Andy Bleasdale's series 2

Autotest Results

1st – Matthew Bleasdale

2nd – Martin Cocks – again!

3rd – Roy Senior

Best Lady – Ann Harfield

3 Wheeler award – Chris Harfield



Glendower Cup – Awarded to best combined score of Autotest and Concours – Chris Harfield

Thanks again to Bryan Rawlinson who made it all happen.

Report – Andrew Threlkeld Photos – Martin Cooper & Andrew Threlkeld

NORCEMOG DIARY OF EVENTS – 2016

July 1st – 3rd **Week-end at Eynsham Hall Hotel** including The ALL MORGANS DAY at Blenheim Palace

Contact - Isobel & Peter Moore – Tel 01253 738 201 Click Here for [Details](#)

July 9th & 10th Chateau Impney Hill Climb - Droitwich Spa, WR9 0BN Click Here for [Details](#)

Contact - Ian Patton, Chateau Impney Hill Climb Team

Direct Dial - 01905 823896, Mobile - 07896 528302

July 10th Scenic Run – Trough of Bowland & Yorkshire National Park Click Here for [Details](#)
Contact - Bryan Rawlinson - Tel 01995 604716 or Peter Moore 01253 738 201

July 30th&31st The Fast Car Festival, Donington Park, DE74 2RP Click Here for [Details](#)

August 3rd Committee Meeting - 18:30 TAS Partnership, Preston

August 7th British Sports Cars at North West Museum of Road Transport, St Helens, WA10 1DU
Date confirmed, details to follow, For details of the museum click [HERE](#)
Contact – Andrew Threlkeld – Tel 01606 852395

August 14th August Noggin – TBC

August 14th Teddy Bears Picnic, Top Close Farm, Macclesfield
Organised by TorMog – Click Here for [Details](#)

Aug 27 – 29th Oulton Park Gold Cup – 3 day race week-end Click Here for [Details](#)
Contact – Andrew Threlkeld Tel 01606 852395

Sep 2nd - 4th Chatsworth Country Fair, Bakewell, Derbyshire, DE45 1PP
Organised by TorMog - Click Here for [Details](#)

Sep 3rd Morgan Challenge Race Series @ Oulton Park

Sep 16-18th Autumn Retreat – Mayfield House Hotel, Wiltshire, SN16 9EW - Click Here for [Details](#)
Contact – Andrew Threlkeld – Tel 01606 852395

Oct 9th Gymkhana - Farmer Parr's Animal World, Fleetwood FY7 8SL – Click Here for [Details](#)
Contact – Bryan Fearn Tel - 01253 891539, A. Threlkeld - 01606 852395

Nov 13th Noggin Venue TBC – John & Irene Anderson – Tel 0161 973 0169

Dec 11th Christmas Party, Forest Hills Hotel, Frodsham, WA6 6HH – Click Here for [Details](#)
Contact – Harry & Kay Walker – Tel 01606 882772 or email walkeruk@aol.com