
NORCEMOG NEWS

NORTH WEST AND CHESHIRE

February 2018

Welcome to this edition and apologies for its lateness, due to a hectic schedule of things away from the computer. Chapter 3 at last in this edition, though as well a number of other bits, with enormous gratitude to Chris Harfield and Andrew Threlkeld, again; so please enjoy the read.

NORCEMOG REGALIA – Isobel Moore 01253 738201

NorceMog at The Inn at Whitewell, January 13th 2018

Oh dear, what can the matter be?
Renee Knight is locked in the lavatory,
Andy Bleasdale, only one with a key
To set the fair maiden free

We assembled at the Inn at Whitewell
We asked you to come and please do pre-tell
34 did but there were others as well
In total Forty-Eight dined

The weather was cold but there was lots of cloud
The hood down still, we were ever so proud
The car park was full there was such a crowd
All meeting at the Inn

The people kept coming even though they were late
The food was delicious; the fish pie was great
The belly pork filled most of the plate
We were certainly well fed

New members arrived and were warmly greeted
Richard and Jill and Peter were seated
Isobel prowled many sales were completed
We hope that they turn up again!

You need a cap, a badge and bar clip to secure
The flashy new car badge so golden and pure
Subscription is £10 not one penny more
It lasts until next year.

After the meal we're off down the lane
An ensemble departed though a few did remain
The hood is still down there wasn't any rain
To Bleasdale's for afternoon tea

A warm lounge for ladies so full of elation
The men folk examined the restoration
Of Andy's next project from much devastation

It even had a wheel

Before departing you just have to go
With miles to complete you just never know
If traffic all stops it can be a big blow
Crossed legs only works for so long

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Several members were curious about the Blue Three Wheeler which was at the January 2018
Noggin. A brief history follows:



The car was first registered on 6th June 1934 being chassis number 2 of the new model F Morgan. It was priced at £120 complete this particular car was sold by The Colmore Depot of Birmingham. It had Cream wheels and Blue body. There does not seem to have been much choice on colour for the first 7 cars as according to the factory records, they were all to the same colour scheme.

This car is probably the oldest model F in existence and is certainly the oldest recorded one.

The car was described as an "occasional four seater" I am not sure how long it kept its original appearance as by the late 1950s it was looking much more sporting with a lower windscreen and larger headlights. It changed again and much for the worst by the 1970s it had no doors, only 2 seats, minimal mudguards and very rudimentary chopped body made from scrapped night storage heaters. It was laid up awaiting restoration from 1977.

The late Stan Thorpe (who many members will remember as a kind, knowledgeable and most generous gentleman), took the car on as a project in 2001. Stan knew the significance of the early chassis number, and was determined to do the car justice.

He carefully researched some of the long lost features of the car, with the object of putting the car back together in an original as possible appearance. As this was a very early example, it did not benefit from the detail changes made as special parts for the model F came on stream. There were no complete early cars in existence to compare it with. Much correspondence was entered into and many pictures obtained and drawings copied. From his research he deduced that there was generous use of existing parts stock from the Family (V twin engined) model which it was destined to replace.

During the 12 year restoration period, Stan made a few hidden, but important detail improvements and using our very own Andy Bleasdale as model, he ensured that the adjustable seating would in fact accommodate all sizes. Stan said the car would fit Andy and he took his long promised first drive on Sunday.



Sadly, ill health slowed the rebuild progress and Stan did not live long enough to put the car back on to the road. It went to auction at Bonhams along with the other Cars in his collection. I managed to buy the Car and took on the task of finishing the challenging (for me) project in 2013. With much help, it just made back on the road it in time for its 80th Birthday and was back at the factory in Malvern for the 100 years of Pickersleigh Road celebrations. The main features about the car in 1934 were the introduction of the Z section chassis, crosshead and of course the Ford engine, all of these the start of a tradition which is still carried on today. Interestingly the original brochure only refers to the maker of the engines as a "firm of world wide repute".

The performance of the Car "just upon 70 m.p.h" from a contemporary road test was not particularly remarkable, though on roads of the time was probably quite terrifying.

It was certainly a good deal quicker up to speed than the Saloon from Ford with the same engine.

This came about from a much better power to weight ratio. The three wheeler in fact benefitted from a reduced Road Tax rate of just £4 per year as it was under 8cwt. The log book gives a weight of 7 cwt 106 lbs, so just under by a 6lb margin!. I wonder if that was a dry weight? (just a gallon of water weighs in at 10lb).

From time to time in production the weight crept up and measures had to be taken to loose the weight. Aluminium bonnets were fitted as one weight saving measure.

AFTER several years of patient and careful experimental work The Morgan Motor Co. Ltd. are able to introduce to the public an entirely new departure in Three-wheelers, the "MORGAN" THREE-WHEELER, MODEL F., fitted with a powerful four-cylinder Water-cooled engine made for us by a firm of world-wide repute. This new model will still enjoy the advantages of low taxation as the weight is less than the 8 cwt. limit. The engine has four cylinders, giving a total capacity of 933 c.c. and R.A.C. Rating of 7.95 h.p. It is a very simple design, having the number of working parts reduced to the absolute minimum. The power output and smoothness in running have been considerably helped by the fitting of a "Silver Top" Aluminium Head. Ignition is automatically controlled and the whole of the electric fittings are carried out by Lucas in an up-to-date manner. The carburetter is the latest Zenith down-draught type. The pistons are of a special aluminium alloy and the crankshaft is balanced and runs in three bearings. The chassis is of a special design, particularly suitable for a Three-wheeler, and is made from steel channel of a very deep section, with a large centre tube connecting engine and gearbox. The transmission is by enclosed propeller shaft through a three-speed and reverse gear box containing a bronze worm wheel and steel worm, the final drive is by $\frac{3}{4}$ in. chain, whilst the springs, steering, etc., follow standard and proved "Morgan" practice. The body is an occasional four and has a low sporting appearance, it is nicely built, fitted with all-weather equipment and adjustable seats for both driver and passenger, providing ample leg room, with easy access to the rear seats. The comfort of the driver in particular is looked after by providing a spring steering wheel and all controls in a handy and easy position. The general appearance of the car is exceptionally smart and the lamps, radiator, and windscreen frame are chromium plated, whilst an attractive stone guard of modern type is fitted in front of the radiator. The performance is exceptionally good, the car being capable of just upon 70 m.p.h. with a petrol consumption of between 36 and 45 m.p.g. The wheel base is 8ft. 3in. with a track of 4ft. 2in. The brakes are operated by a simple system giving efficient braking on all wheels from the foot pedal. The hand lever operating the rear brake only is fitted with a ratchet for parking purposes. An accelerator pedal is fitted to the right of the brake pedal and works in conjunction with a control lever on the steering wheel. The radiator is of the honeycomb type and chromium plated.

**Price
Comp**

£120

NOTE

Engine built by a Firm of world wide reputation, with specially designed Aluminium Cylinder head.

Specially designed patent Frame giving lowest possible centre of gravity and maximum rigidity.

Independent springing of all wheels.

Brakes coupled.

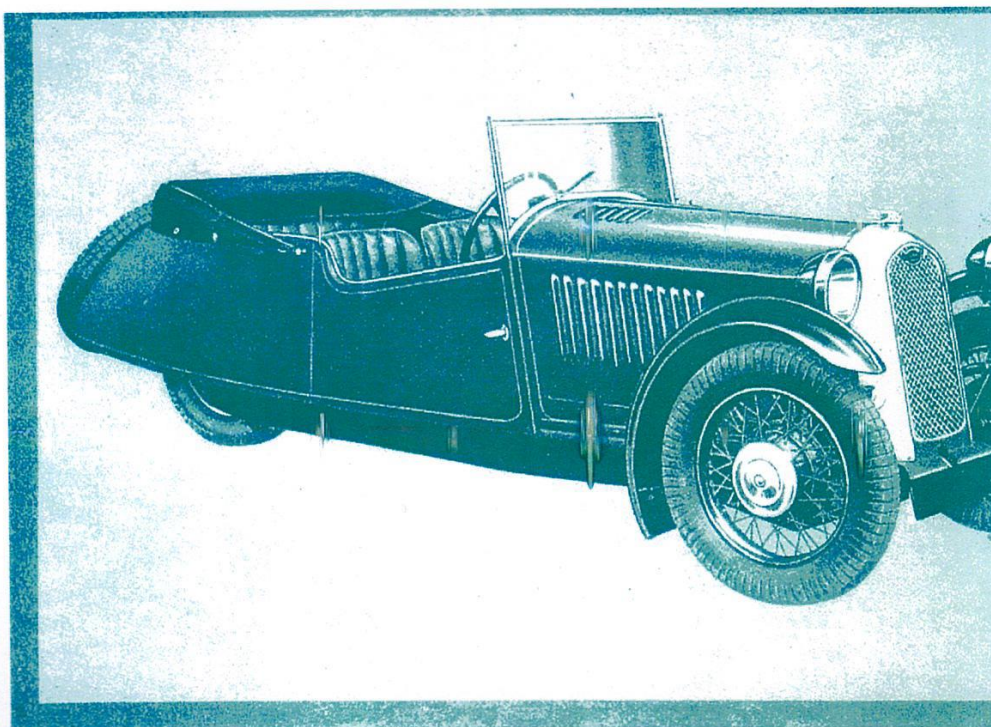
Campbell spring steering wheel.

Trip speedometer.

Three speeds and reverse, with silent worm drive.

Attractive instrument panel.

All spares easily obtainable.



Very soon after introduction, possibly, within the first 10 Cars or so the aerodynamics were improved with the fitment of the more usual shape flowing wings. These later morphed with the 4 wheeler into the classic Morgan wing shape.

Model F Two seater models were later introduced and were lower, had shorter windscreens and the 10 h.p. Ford engine. A revised gear set was introduced to match the engine better. Production of all Cars was halted during the war. When production resumed there was little demand and production of all threewheelers dwindled and was finally finished in the early 1950s after only about 1500 of the Model F cars had been produced.

There are still some jobs to be done, including a proper paint job and some upholstery trimming. The current paintwork is the result of just two afternoons with "rattle cans" the tally being 4 cans of primer 2 cans of black and 7 cans of blue.

Morgans quite often have a name, this one is no different and is known affectionately as "Stan", in recognition of all the time and effort he spent on getting this car so close to being back on the road.

Chris Harfield

Chapter 3

One thing I was to learn quite quickly was that riots happened frequently in Singapore. One had happened as soon as I arrived. It was a student riot, so when those of us who were to be stationed at RAF Tengah were to be transported found our transport by 3 ton lorry fitted with wire mesh which was to save us being hit by missiles thrown by rioters. Fortunately we were not passing through any of the areas where the rioters were located which was mainly in the city centre. Our journey to Tengah avoided the main trouble spots and was relatively uneventful. Three of us were going to work in equipment accounts to replace personnel who had been there after working in Korea. No more RAF personnel were being posted to Korea by this time in 1955. We settled in Gibson Block, named after the Dambuster Raid hero. Not a lot could be seen from the time that the Japanese occupied the station from 1942 – 1945, just bullet marks on the brickwork and a new runway they had built under which were the bodies of those killed in the taking of the station.

Initially, after I had settled in I decided to study for some additional Cambridge GCSE exams as the Education Officer needed to encourage personnel to improve on the number of subjects they had. I already had passes in four subjects and wanted to have passed in at least six. As it turned out, I took an additional three subjects and passed all three to give me seven in total. I also sat the RAF Education Examination and obtained a good pass grade of 89%. The idea was to encourage you to take a commission. I was torn between wanting to do well but not wanting to increase my contract from 3 years to 5 years. As I settled down at Tengah I began to enjoy my overseas posting. The advantage of having a mixed airforce base with Australian, New Zealand and British personnel made a happy base. No bull or regular parades and local people to do the more mundane tasks like cleaning shoes, making the beds and cleaning the accommodation and our sewing was done by a Chinese lady called "sew-sew". The downside was communication with home which was done by letter only.

For social activity, we had a swimming pool on the station and a cinema. My main sporting activity was football but it was too hot in Singapore during the day and it went dark about 6 pm local time and since there were no floodlights, I decided to go back to cycling. I spent some time saving my overseas allowance and clothing credits and was able to afford my first trade which was a Rolex Oyster which most personnel had when they could afford them. Eventually I found a shop in Singapore which imported bikes and I bought parts which I preferred from home, including an Italian Frejus frame, ten speed gears and tyres and brakes so that I could build a bike to the specification I preferred. This all took time but I encouraged a couple of other

guys to follow suit and in the end the three of us built bikes which enabled us to take part in time trials and other events. Changi and Seletar had more Brits and their own teams of cyclists. At Tengah at least we could put out a team with three riders. We trained after work before it went dark and at a weekend.

At the same time, with two others, I agreed to work at the camp cinema of an evening. The three of us all worked in the camp equipment accounts section. One was the cashier who sold the tickets, myself and the other guy took the tickets and showed people to their seats and also sold ice cream. I can't remember if we got paid for the job or just saw the movies for free. The showings changed very frequently. We could, of course, go down into Singapore and watch the latest films showing at the main air conditioned cinemas where you could appreciate the cool temperature when you went in and then the heat hit you like a furnace when you came out!

I competed in the Far East Air Force massed starts Championships and won a trophy. All three of us competed as a team, flying with our bikes to RAF Kuala Lumpur from RAF Seletar. We took some seats out of the AOC's private aircraft to get our bikes on board. We flew on the Friday, stayed in a transit camp and ate in the NAAFI until the race on the Sunday. Unfortunately, due to the monsoon weather, we were held up as the AOC's flight could not take off from RAF Seletar to come and collect us so we had to wait in the NAAFI until the following Wednesday. We didn't win any prizes that weekend, but it was a nice break.

At that time an Australian parked his MG TF in the Corporals mess and I had a good look at it. That convinced me that it was the car for me when I could afford it!

Back in Singapore, it was getting to the later end of 1956 and I was anticipating the method of transport that I would be using to return to the UK when the time was due. My service would finish at the end of 1957 so if the transport was by plane it would be sometime in April, but if it was by sea then it would be early in the New Year. However, a sea repatriation could not go through the Suez Canal, which had been bombed by the RAF during the dispute with President Nassar. As it worked out, I was scheduled to be shipped to the UK on an Italian emigrant ship which was being diverted from Australia to take troops home from the Far East via the Cape, a much longer journey.

So it was that in mid-February, I had to get my gear and my bike packed ready for the journey home. We proceeded across the Indian Ocean but had engine trouble half way across and drifted for a couple of days before we managed to make our way into Durban where we were dry docked for repairs. As we were the first troopship to dock there since the war, the residents came down to the ship and took the troops for a tour of the area. I was fortunate to be taken to an ice rink for a show and then in the evening to a drive in movie where I saw the Battle of the River Plate, the first and last time I have been to a drive in movie.

Eventually we had the repair done and went round the Cape and had a view of Table Mountain before continuing up the Atlantic Ocean. Our next port of call was Dakar in French West Africa to refuel. After 2 years of wearing KD, as we approached the Bay of Biscay, we needed to get our blues out of storage. As we entered the Channel, we could feel the change in temperature. We docked at Southampton.

Roy Wilkinson.



NORCEMOG DIARY OF EVENTS – 2018

N.B. Dates **highlighted** are NorceMog organised events

Items in red to be confirmed / finalised

Easter Monday – April 2nd St Georges Day – April 22nd

Feb 11th Lunch at Briars Hall Hotel, L40 5TH – Click [Here](#) for [Details](#)

Contact – Isobel & Peter Moore Tel 01253 738 201

EMAIL - ISOBELPETER@GMAIL.COM

Feb 23 – 25th MSCC Annual Awards & Dinner Dance, Abbey Hotel, Malvern

Click here for [Details](#)

Contact - f.whitefoot@btinternet.com or Tel - 01245 264664

Feb 25th Breakfast Meeting – Oakmere Morgan, Northwich, CW9 7NA

Timing = 10.30 – 1.00pm **Contact - Oakmere Tel 01606 41481**

Mar 11th Lowther Castle – Cumbria - Click Here for [Details](#)

Contact - Adrian & Alicia Grant – Tel 01253 727336 or Adrian.grant@taspartnership.com.

Mar 14th Committee Meeting - 18.30 TAS Partnership, Preston

April 14th MSCC AGM - MMC, Visitor Centre, Malvern

April 22nd Lunch & **AGM, Vale Royal Abbey** - Click Here for [Details](#)

Contact – Andrew Threlkeld – 01606 852395

April 22nd FBHV Drive it Day –

May 4 – 7th **Northern Centre 50 Years Celebration Week-end.** The Park Royal Hotel

WA4 4NS Click here for [Details](#)

Contact – Andrew Threlkeld – 01606 852395

May 6th Scenic Run

Contact - Dave Roberts & David Haynes

May 7th Gawsworth Hall Car Show, Macclesfield, SK11 9RN - Click here for [Details](#)

Download an [ENTRY FORM HERE](#)

Contact – Martin Cocks – 07973 488504, martincocks@btinternet.com

May 13th Cheshire Candles Charity Run – **Organised by West Cheshire MG Club** – All NorceMog members invited. Click here for [Details](#)

May 19th VSCC Vintage Sports Car Festival @ Oulton Park including a round of **The Morgan Challenge** - Click here for [Details](#)

May 26 – 28th Chipping Steam Fair – Entry is free of charge if you 'exhibit' your Morgan.

Click here for [Details](#)

June 2nd & 3rd Tatton Park Classic & Performance Car Show –

Invitation to be confirmed - Click Here for [Details](#)

Contact - Martin Cocks – Tel 07973 488504

June? **Cholmondeley Power & Speed Event (Formerly Pageant of Power)**

Cholmondeley Castle, A49, SY14 8AH

Contact TorMog Please note this event was cancelled for 2017

June 10th Autotest & Concours

Commercial Vehicle Museum, Leyland

Click Here for [Details](#)

Contact - Bryan Rawlinson - Tel 01995 604716

June 24th Arley Hall Garden Festival - **10 Cars Max**

Click Here for [Details](#)

Contact – Andrew Threlkeld – Tel 01606 852395

June 29&30th MOG 18 in The Cotswolds

Contact – www.mog18.info

July 1st

All Morgans Day @ Blenheim Palace. Organised by Roadster 100 Club

Contact – allmorgansblenheim@gmail.com Tel - 07450 615044

July 8th

Jodrell Bank

Details to be announced

Contact - Adrian & Alicia Grant – Adrian.grant@taspartnership.com.

August 8th

Committee Meeting - 18:30 TAS Partnership, Preston

August 12th TBD

Aug 25 – 27th Oulton Park Gold Cup – 3 day race week-end - Click Here for [Details](#)

Contact – Andrew Threlkeld Tel 01606 852395

Sep 9th

Gymkhana - Farmer Parr's Animal World, Fleetwood FY7 8SL

Click Here for [Details -](#)

Contact – Bryan Fearn Tel - 01253 891539

Oct 14th

TBD

Oct 14th Autumn Trial run by Chester Vintage Enthusiasts Car Club

Click Here for [Details](#)

Nov 18th

TBD

Dec 9th

Christmas Party and Annual Awards Presentation

TBD