

NORCEMOG News

NORTH WEST & CHESHIRE

March 2021.No 3



The New Morgan Visitors Centre at Malvern.

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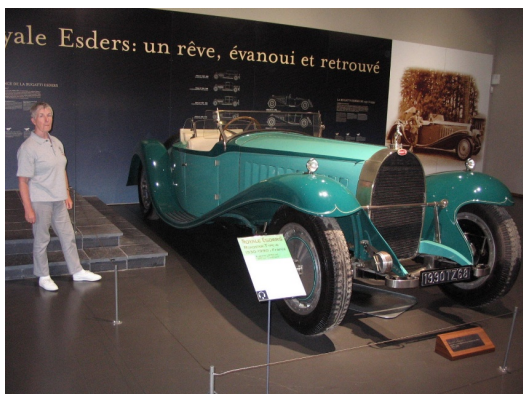
1) WHYDIY Part 3 of 3. By David & Una Haynes.

Again, it was a personal choice of how to get to our next stop, pair up with another member of the group or go it alone. We chose the latter again as we fancied a leisurely drive on one of the scenic routes. And there's plenty of scenery between Monaco and Switzerland. The further north we got the weather changed and we got a little wet, the first rain of the trip.

Some of our group elected to take a cable car, or was it a train, or both to go up and I believe inside a mountain! Una and I opted out of this deciding on some more local sightseeing, on foot. Mulhouse has two main transport museums, one for cars and one for trains. We were here for the museum 'The Cite de l'Automobile' that has a goodly collection of Bugatti and Mercedes cars. I'll state it now, I'm not a great fan of shiny immobile exhibits cars or even trains for that matter. I can appreciate the design, the flowing lines, the artistry.

But I'm an engineer and more interested in the hows and whys and how they did it all those years ago, and there was not a lot of this about.

The museum itself was very modern and had many exhibits, all static of course, and after the Monaco experience of seeing similar cars in action you're only left with the option of taking photographs.



This a Bugatti Royale Esders, claimed to be the largest car in the world. Weighing in at over 3 tonnes and with a 12.7 ltr straight eight engine it maybe.

But that large engine only produced 270 bhp. Was that good in 1927?

1) WHYDIY Part 3 of 3. Continued.

Final dinner and time to reflect on the trip before we all made our way home, some spending a few days more and some heading straight for the ferries or tunnel.

We know a hotel about 10 miles from Calais and have stayed there a number of times both coming and going via Calais and that would be our last stop. Having our last meal in France we were served by a young man in his early twenties training to become a Maitre D'. He'd been to college and had worked in a number of other hotels. His knowledge of the food being served, even down to explaining why a particular cheese was so named was lovely to experience. He was proud to be a good waiter, this was his career.

Five years training to become a waiter? Surely this can only be La Belle France. A great way to round off our ShropMog Event.

2) Resumption of Noggins. By Andrew Threlkeld.

Hope you are well and feeling just a bit excited at the thought of 'socialising' again with friends old and new. Let's keep our fingers crossed that the Boris road map is executed as expected!

With June 21st being the date that we can start looking at 'unlimited' group numbers I suggest I arrange a belated AGM 2nd Sunday in July. (July 11th).

I will check with Vale Royal Abbey as our usual venue or arrange an alternative nearby.

Sunday lunch being the priority with the usual AGM format (i.e. 10 to 20 minutes max).

At least this will get us back into the swing of things!

Volunteers for other months much appreciated and we can discuss over the coming weeks.

Stay safe - Andrew

3) Norcemog Annual General Meeting 2021. By Andrew Threlkeld.

Given the government announcement on 22nd February it looks as though we can start organising Noggins again from 21st June, subject to coronavirus figures of course!

I suggest we start with a delayed AGM on Sunday 11th July 2021 and we will issue further instructions once the details have been clarified. I will organise it at our traditional venue of Vale Royal Abbey Golf Club, CW8 2BA subject to venue availability.

Holding an AGM is detailed in section 8 of our constitution as detailed below. If you would like to join the committee or apply for any of the committee positions, (<http://www.norcemog.com/Norcemog%20Committee.pdf>) please let me know before the end of June. I think most committee members are happy to stay-on!

3) NorceMog Annual General Meeting 2021. Continued.

8. Annual General Meeting

8.1 The Centre Secretary shall set the venue and the date for the AGM.

8.2 Centre Members shall have at least four weeks' notice of the date and time of the AGM.

8.3 For voting purposes a quorum of 5 Centre Members is required to be present in person or by proxy.

8.4 The business transacted at an AGM shall include:

8.4.1 Election of officers for the following year.

8.4.2 Approval and passing of the accounts for the previous year.

8.4.3 Approval of a current list of Centre property and authorisation for any to be written off or scrapped.

8.4.4 Any other business notified to the Centre Secretary by a Centre Member in writing at least two weeks before the AGM.

8.5 Centre Members wishing to raise issues at the AGM shall notify the Centre Secretary (norcemog.sec@morgansportscarclub.com) in writing at least two weeks before the AGM.

4) Melvyn Rutter. Limited for Morgan Spares. By Philip Shuttleworth.

I required a new Bonnet Knob, as one of mine broke off.
I was able to source one from Melvyn Rutter in Bishops Stortford.
Ordered on Monday delivered on Wednesday.

Melvyn Rutter have been a Morgan dealer since 1936, and have been restorers of historic Morgans since 1936, they carry a huge range of spares, the staff are very knowledgeable. They can be contacted on 01279 725725 web site www.melvyn-rutter.net or www.morganparts.net.

5) Request From MSCC sent to all Centre Secretaries. By Mike Pullen.

The MSCC, would welcome contributions from members of all ages, those with a long lasting membership and those who are relatively new to the MSCC; they will all have interesting stories to tell I am sure. We are not asking for long articles, a short tale of only a few lines may well be the best of the lot.

Add in a photo or two if you have them. Do your centre records give a date when your centre was officially formed? If yes, please let me know as I am building a time line of the club's evolution.

This year the club will celebrate it's 70th Anniversary. Initially known as the Morgan 4/4 Club and latterly as the Morgan Sports Car Club, it has provided much enjoyment and help to Morgan owners in so many ways. To support this celebration, Miscellany will be publishing a supplement in the summer containing memories, photographs and short articles from the last 7 decades together with other fascinating stories. I have my own special memories of the great friendships made from the 1970s through to now; those friendships are valued and continue to be enjoyed.

5) Request From MSCC sent to all Centre Secretaries. Continued.

We invite members to send in photos with date, captions, and/or short stories from the last 70 years of club and centre events; this request can include funny stories, your favourite event of all time, memorable moments or perhaps embarrassing moments! We are keen to show the social and fun side of the club, and how well the centres operate together to make the MSCC such an inclusive and enjoyable club. Please do try to help us make this publication special, and we particularly ask the older members who may have recollections from the early days of the club to help us with their stories. The aim is to cover all 70 years with a selection of memories and tales. We do understand that older photographs may not be as clear and defined as modern digital images; but please do not let that stop you sending in a suitable photo, as we may be able to use modern technology to improve it if needed. If you would prefer to send contributions by post, then that can be arranged; we will scan the image or text and return to you. I can provide Dropbox (or OneDrive / Google Drive) access to transfer larger files. This message will be appearing in the next few issues of Miscellany as well. Please use this email address to contact me:.....mscc70@morgansportscarclub.com

Thank you Mike Mullen.

6) NorceMog Diary of Events - 2021. By Andrew Threlkeld.



N.B. Dates **highlighted** are NorceMog organised events.
Items in red to be confirmed / finalised

Easter Monday – April 4th

St Georges Day – April 23rd

Please note that the events below are subject to Corona Virus restrictions being lifted on 21st June.

Apr 24th MSCC AGM – Likely to be virtual via Zoom – See Miscellany for details

June 27th **TBC** Arley Hall Garden Festival - **10 Cars Max**
Click Here for [Details](#)
Contact – Andrew Threlkeld – email norcemog.sec@morgansportscarclub.com

July 10th VSCC Vintage Motorsport Festival @ Oulton Park
Click here for [Details](#)

July 11th Lunch & AGM, Vale Royal Abbey - Click Here for [Details](#)

Jul 20 – 23rd NorceMog Spring Tour, The Fat Lamb Inn, Ravenstonedale, CA17 4LL
Click Here for [Details](#)

Jul 30th – Silverstone Classic – MSCC Display Area

6) NorceMog Diary of Events - 2021.Continued.

Aug 1st Click Here for [Details](#)

Aug 28 – 30th Oulton Park Gold Cup – 3-day race week-end - Click Here for [Details](#)
Contact – Andrew Threlkeld norcemog.sec@morgansportscarclub.com

Sep 26th MG Charity Car Run – Click here for [Details](#)
Organised by West Cheshire MG Car Club.

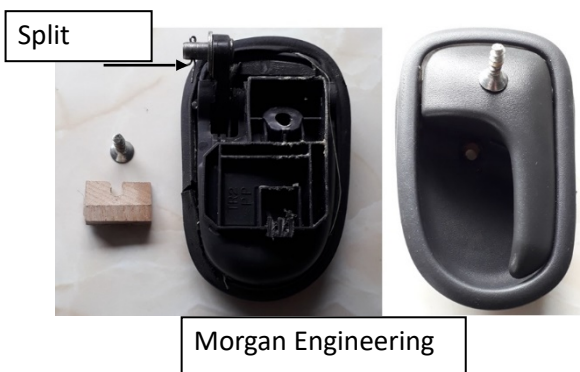
Dec 12th Christmas Party and Annual Awards Presentation.

The web site as been up dated to show all these events.

7) The Trials and Tribulations of the Easy-Up Hood Release Handle. By Andrew Threlkeld

I know it's anathema to Morgan purists but we like our easy-up hood.

That is until the release handle decides to detach itself from the side panel and the small screw that secures it to the ash frame falls out and down beside the driver's seat. It had always been reluctant and stiff but Oh dear, what do I do now!



Attempts at a larger screw fail as it starts to protrude beyond the ash frame and into the side panel. Re-filling the screw hole with plastic wood and 'sticking' the handle to the ash frame also fails hence I'm tempted to the Morgan Park web site (<https://www.morganpark.de/verdeck-entriegelungshebel/>) for their conversion kit.

Communication with Sylwester Falkowski secures the instruction leaflet on how to fit the kit which looks straight forward (and it is, apart from fiddling with small screws and poor access to the wheel arch – Joan is an excellent woodscrew catcher!) so I order one. Not cheap and you have to pay by bank transfer as they do not accept Credit Cards over the 'phone. Thank you to Google translator for identifying which numbers I needed to add to my bank transfer.

Well, it arrived in December (Pre-Brexit!), complete with illustrated instructions but between the cold weather and lack of enthusiasm to start the job it was February before I got around to it.

As already stated, it was a relatively straightforward and wouldn't have taken too long apart from all the bits I kept dropping (I seemed to be having a particularly 'cack-handed' day) including the newly provided split pin which promptly disappeared.

7) The Trials and Tribulations of the Easy-Up Hood Release Handle. Continued.

No problem I thought, I've got loads of them in the garage. And I have, just none of them were slim enough to fit the spindle and could I find the original I'd taken off shortly before? NO!

Back to the car with a torch and there was a shiny, unidentified reflection wedged between the side panel and the ash frame. Could it be? A bit of contortion with a tiny screwdriver and a magnet exposed the scoundrel and once retrieved, I was in action again, albeit some 45 minutes later.

With Joan's moral support 'we' attached all the appropriate bits and pieces, marvelled at the positive, smooth release of the hood and retired to the lounge for a well-deserved cup of tea.

Damn, I thought, I forgot to put the recommended spot of grease on the handle bolt and double damn, I didn't tighten the nut and bolt after ensuring it worked properly, what a plonker!
Back to Ruby shed, dismantle the hood attachments, remove the side panel again and rectify the omissions. It was so much easier second time around.

The finish is not too cosmetically pleasing, I blame hand-built technology, (I may improve it when I feel stronger!) but the new handle is extremely effective and easy to use.

Photo 1 – The detached, original handle.

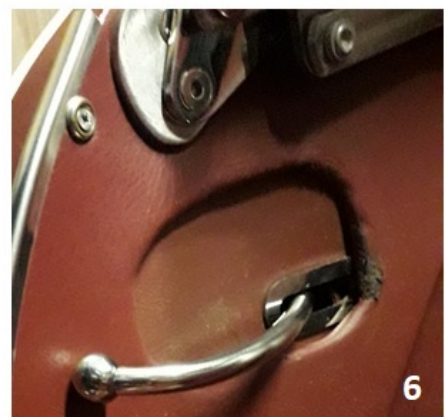
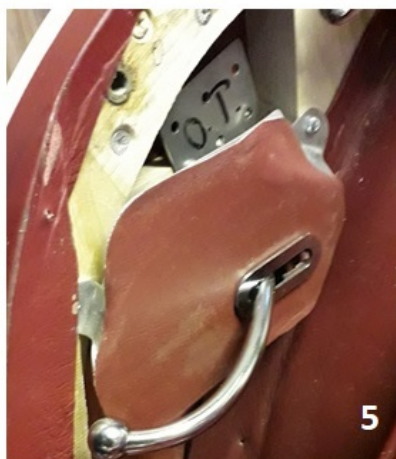
Photo 2 – Connection to the hood cable and evidence of my attempt to glue it.

Photo 3 – Hood cable awaiting new installation.

Photo 4 – New handle provisionally installed to check positioning.

Photo 5 – Cover plate added.

Photo 6 – Side panel re-assembled.



Should you require any help or advice on this topic I am always "happy to help" if only to tell you what not to do!

