



# NORCEMOG News

NORTH WEST & CHESHIRE

May 2021 No 5



Welcome to your May News Letter.

With the lock down easing and with the better weather, I am sure every one is getting out and about in their cars and enjoying the Morgan experience again.

## 1) The trouble with Morgans. By Brian Corbett.



After owning a succession of classic cars I reached the stage where I wanted something interesting, fun but reliable, that was what took me to Morgan ownership. I expected to love owning it but didn't quite realise just how much I would love driving the Morgan. I made a few cosmetic changes to the car but I began to miss tinkering / improving. I guess reliable equals not much tinkering. On top of this I enjoy taking part in classic car shows but feel it is debatable whether a Morgan is a classic. Perhaps I needed another classic car to satisfy my need to "tinker".

With limited space I started considering buying a classic bike. My logic followed the lines; to undertake a serious rebuild of a classic car you need a lot of space and the dreaded "tin-worm" can make an old car turn into a money pit. Conversely a motorbike is mostly do-able if it's all there and a bike doesn't need as much space.

Last year I had sold my 650 Norton after a 35 year ownership, so the idea was germinating and before long I was looking on the internet. Sure enough I spotted a 1969 Triumph Bonneville T120R in America which looked complete and unmolested. As '69 was considered the best year it was a desirable "fixer upper" so in July I bought it and it arrived in the U.K. in October. The dealer wanted to wait until he had a full container before shipping and even then it would take five weeks on the sea. In my ignorance I thought the container ship would set off and sail direct to Barrow in Furness, wrong! I was however able to track the route every day, 1st stop Antwerp, then Bremen then back to Antwerp, then on another ship off to Bristol before going on to Liverpool. The last leg of the journey was by road to Barrow.

Anyway I collected the bike and brought it home for inspection, "let the tinkering begin". I carried out a few checks then I got her running. It sounded fine so after a short test ride to end end of the road it was back into the garage for the strip down. Mechanically is sounded fine so I was hopeful that a general overhaul and cosmetic job might be the plan. Wrong again.

As is so often the case, the more you dig the more you find. Having taken the head off it soon became apparent the the valve guides needed replacing. It was shipped off to a specialist in Norfolk and grew into; new guides, seats, valves, springs, exhaust stubs and a light skim plus vapour blast. The bores looked ok and the piston ring gap was within tolerance so I opted to put the barrels back on without stripping down the bottom end. There was no noticeable noise from the bottom end on the test run so I decided I could always return to that aspect another time on the basis the more you dig the more you find....

1) The trouble with Morgans. By BrianCorbett, continued.



In January I had an operation on my hand which severely slowed progress and the awful weather didn't make it much fun in my old wooden garage.

The frame and ancillaries were stripped, etch primed and wet painted black at F&N coating Longridge. All fasteners etc went off for zinc plating, and after strip and etch prime the petrol tank went to HKS Clitheroe. They took four and a half months to complete the tank, it was fortunate that I gave it to them on day one! The non-working speedo was sent for rebuild, which quickly came back making the rev counter look sad in comparison.



As with any rebuild it demands new; bushes, seals, pipes (petrol, oil, breathers etc), a new wiring harness, the list goes on, you just can't put parts back if they are less than spot on.

Lots of parts that were deemed unacceptable were sold on eBay to fund purchase of new. I managed to buy a headlamp shell for £30 that someone had had re-chromed and sold my pitted shell for £20, a massive saving on the cost to get mine chromed.



## 1) The trouble with Morgans. By BrianCorbett, continued.

Predictably I was spending way over my rather optimistic budget so I chose to complete the assembly and leave quite a few aspects to be revisited as a running restoration. It was important to me to get it back together, do a few miles, then cherry pick items as funds permit.

As I write this the bike is running very nicely and doesn't take up too much room in my garage, and I await the DVLA to approve all the documents to allocate a U.K. registration. I don't intend making a show queen, I want a good, reliable bike that I can be proud to call mine, it's still a couple of grand away from that but it will give me lots of tinkering for sometime into the future while I enjoy driving my Morgan.



## 2) NORCEMOG DIARY OF EVENTS – 2021

N.B. Dates highlighted are NorceMog organised events.

Items in red to be confirmed / finalised

**Please note that the events below are subject to Corona Virus restrictions being lifted on 21<sup>st</sup> June.**

June 27<sup>th</sup> Arley Hall Garden Festival - **10 Cars Max** – All Taken!

**Confirmed** Click Here for [Details](#)

**Contact – Andrew Threlkeld – [norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)**

July 10<sup>th</sup> VSCC Vintage Motorsport Festival @ Oulton Park

Click here for [Details](#)

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

Jul 20 – 23<sup>rd</sup> NorceMog Spring Tour, The Fat Lamb Inn, Ravenstonedale, CA17 4LL

Click Here for [Details](#)

Jul 30<sup>th</sup> – Silverstone Classic – MSCC Display Area

Aug 1<sup>st</sup> Click Here for [Details](#)

Aug 28 – 30<sup>th</sup> Oulton Park Gold Cup – 3-day race week-end - Click Here for [Details](#)

**Contact – Andrew Threlkeld - [norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)**

Sep 26<sup>th</sup> MG Charity Car Run – Click here for [Details](#)

Organised by West Cheshire MG Car Club

Dec 11<sup>th</sup> DevaMog Christmas Party

Vale Royal Abbey Golf Club

**Dec 12<sup>th</sup>** Christmas Party Celebration – Click Here for [Details](#)

The Barton Grange Manor Hotel, PR3 5AA

**Contact – Bryan & Linda Fearn – [bryanfearn@hotmail.co.uk](mailto:bryanfearn@hotmail.co.uk)**

### 3) OUT AND ABOUT.

A possible new feature, a single photograph showing your car and a favourite location, and a brief description of why you like it.

So I will kick it off.

The 4/4 of Anne & Philip Shuttleworth .

Parked up overlooking Anglezarke Reservoir, near Rivington on a clear day, the view is amazing, it is possible to see The Lake District, Blackpool, Southport, The Shropshire Hills, Preston and Chorley and Manchester.



The area around Anglezarke is perfect for driving a Morgan, hills, bendy roads, and the area has some very nice places for lunch, a brew or ice cream, and lovely countryside.

Now over to you.

Please help me fill the pages of future news letters, and email your articles to, [philipflore1@gmail.com](mailto:philipflore1@gmail.com)

**Philip Shuttleworth.**

