



A Mog requiring restoration - or a Mug receiving a practical joke!

- Pages 5 - 6

Welcome to your October Newsletter. In this issue: Una Haynes reports on the Noggin at The Golden Pheasant - David Roberts 4/4 restoration - Freedom Day! - A Good Idea? Mog Moments, your Morgan Photo-gallery - plus MONZA . . . Hope you enjoy!



Sorry if I put you 'on hold'!

After thanking you for your response in the previous edition, and to keep your foot on the pedal, delivering news with articles and photographs...you certainly did.

The response was such, that reluctantly I had to ask one or two members to wait for their contributions to appear. (my apologies for those I am holding back!) But if the content of the Newsletter was to increase to more than the following pages, we would have to consider re-branding it as a magazine, to compete with Miscellany!

But please don't hold back, keep delivering the articles and photographs, I'll welcome receiving them, and getting them all published - pronto I hope!

Les Burgess: les@lbacreative.co.uk

Noggin at The Golden Pheasant, Plumley

Sunday 15th August 2021



**Was this your first time out,
joining fellow Morgan enthusiasts?**

**NorceMog members enjoyed
this golden opportunity to meet up with
old friends, and some new.**

We arrived at the Golden Pheasant to a line of members cars, all beautifully parked. 17 or was it 18 Morgans. One of which was new members Roger and Hilary's new blue Plus 4, full of all sorts of mod cons, even flush door handles. When ours was built, David tells me that door handles were an optional extra!

I started to count but found it more interesting to put them in colour groups. 1 purple, (no prizes for guessing who that belonged to), 3 red, 3 cream, 1 silver, and the rest which appeared to be almost 40 shades of blue/green. This reminded me of the traditional Irish song 'Forty Shades of Green' not to be confused with something that was written about Fifty Shades of Grey. Some of you may be more familiar with this latter publication.

Soon we were asked to make our way into the Golden Pheasant for our pre-ordered lunches. Once we negotiated our way past the long queue for drinks at the bar, we found our allocated dining room. Now we could catch up with many old friends and some new. I believe that experiencing their first NorceMog Noggin were Duncan and Jennifer Cook, Anton and Shyla Tarr and Chris Dale..." Welcome".

The conversation was at a decibel level 'off the scale' as we greeted each other and shared tales of Morgan daring do. I was assured the decibels would decrease when the food arrived, and it did. The staff, guided by Andrew and Joan and their ever-ready list, did an excellent job

There was a range of food including a Roast Platter for 2 to share, to a Fragrant Garden Burger for vegetarians.



The members who had ordered the Sharing Roast for 2 people, were told they could not go home until they had eaten all on their generous platter. Dessert menus were then circulated to tempt those who had neglected to pre-order them, and I trust they could find room after the generous main courses.

But just as coffee was being served the cry went up 'it's raining'. Only one or two dashed out but not the two who came in tin-tops, who may have felt a little smug. Not for them having to put a hood up. Anyway, some Morganeers do not bother with hoods, some have easy fit hoods, others the traditional hood system, which as you are all aware of, needs years of practice to be put up quickly and smoothly, without straining parts of your anatomy or losing your finger nails!

As the rain continued to fall the post-dinner car park gathering and chat was somewhat foreshortened, but there was always the Noggin in September and the one to look forward to in October.

Una Haynes



It's 'cheers' all round as members enjoy some (light) refreshments before being served a delicious meal.



Members gather round the impressive line up of Morgans before enjoying lunch in the Golden Pheasant.

Mog Moments - captured on camera

A Photo-gallery of NorceMog members Morgans - Out & About.

Richard Cressy's 1997 Plus 8 at Lake Tekapo, with distant views of the mountains of the Southern Alps, on the road to Mount Cook, during the MONZA Tour of New Zealand in 2014.

More details on page 11



Roger Benton and Hilary Rushmer with the other love of their life, the Automatic 2021 Plus 4 (CX) on their wedding day, at the Srtatham Lodge Hotel in Lymn on the 18th August 2021

Peter & Sheila Barnfields 2019 Plus 4, at sunset by the sea and nearby La Corbiere Lighthouse on the south-west point of St Brelade, Jersey on the 31st May 2019



Have your Morgan featured. Just send a photograph and brief details: les@lbacreative.co.uk

After delivery on April 1st - for restoration, was I about to discover this Mog was a practical joke?

1960 Morgan 4/4 Series II - four years on!



**We're all aware that April 1st is famous as the day of practical jokes,
and it was on this auspicious day four years ago, that a rather sad and neglected
1960 Morgan 4/4 Series II was loaded on a trailer and brought to Cheshire.**

Was It going to prove a practical joke?, as little could I have anticipated the journey that both the car and I would have to travel over the intervening four years. Aside from the financial cost and mental and physical effort required, It's been one of the most challenging projects I've ever faced, in undertaking the 4/4's restoration thus far.

Why has it been so challenging you might ask. For two primary reasons: the extremely poor state of the car I discovered on arrival after I had acquired it, and my objective for the rebuild or to use a more appropriate phrase – rebirth!

The first challenge was due to its hard life in the 1960s. This 4/4 is a Series II that was originally fitted with a 38 bhp (10 horse power RAC rated) Ford 100e sidevalve engine and three speed gearbox; it was a budget car with a low mechanical specification. It had suffered accidents whilst in Cyprus and the repairs, probably by RAF fitters, were not of a particularly high standard.

When the car was first acquired by my brother-in-law in 1967, he changed the engine and gearbox to a 1200cc Ford 105 OHV engine and a four speed gearbox. Then when you compound the poor repairs with everyday use up to 1974 and storage in a dry lock-up until 2017 and the condition I was confronted with on arrival in 1960 you'll get the picture.

The second challenge was due to my ambitions for the car: to build a competent and reliable car for touring with foundations such as the chassis, suspension, steering, gearbox and brakes, etc., to be of sufficient specification to enable the car to be quickly converted, with the exception of the engine and roll-over bar, into a competent race car compatible with historic race regulations.



Then a further challenge was to maintain the appearance, feel and aesthetics of the 4/4 as a 1960 Morgan.

The restoration involved rebuilding the 4/4 on a new chassis, new modified crosshead, changing the front stub axles to the much stronger 1962 Plus 4 Supersports specification (in addition to adding my own upgrades to improve the operation of both the steering and front suspension), installing a rebuilt steering box and column, re-tempering rear leaf springs,

installing my own design of rear suspension (similar to Chris Lawrence's Plus 4 Supersports TOK 258), changing the axle to that from a Plus 4, modifying the engine to a 'fast road' specification, changing the gearbox to a Ford Cortina Lotus close ratio one with aluminium rather than steel castings to reduce weight.

Then lowering and moving rearward the engine and gearbox to create a lower centre-of-gravity, stiffening the chassis and new body (panelled in aluminium), fitting an aluminium radiator with greater capacity and reduced weight, strengthening the wheels to prevent fatigue cracks developing, fitting new aluminium (rather than steel) wings, recreating the Series II dashboard and plumbing fire extinguisher hoses and associated cables for extinguisher and battery cut-offs.

And as if that's not all, there's been the making of a mahogany dashboard, the upholstery, as well as a myriad of brackets to mount the engine, gearbox and fuel tank.

But despite arriving on the 1st April, it's no joke. Once I've finished restoring this A552 (her Morgan chassis number) she should be a wonderful touring car that is both reliable and fun to drive as well as being competent and capable when entered for competitive speed events.

It's been a long and saturating journey working on her, that has introduced me to people from all across the world and into receiving parts not only from the UK but as far afield as the USA, Canada and Sweden.

And I can now see, four years on, that it was no practical joke. After all the financial cost and mental and physical effort, I'm on the final lap towards getting this car road-worthy... Watch this space!

David Roberts



The 1960 4/4 Series II, in the process of extensive renovation. Top and above: In the Cheshire workshop of David Roberts. Below: Back from Herefordshire after its bonnets were made and fitted at Steve Barnes Sheet Metal workshop.

Dave's Birthday on 'Freedom Day'

David Leonard celebrates with Jan, Morganeering to Malvern

Boris Johnson was obviously aware it was my birthday on July 19th, and that's why he lifted the Covid restrictions and picked it as 'Freedom Day', so he gave us double the reason to celebrate! And another double was the anniversary of our Morgan, as it was also two years to the day that we collected 'Penny' our 2017 4/4.

To mark this double occasion, as a NorceMog group of members were preparing to head up North to The Fat Lamb for the NorceMog 'Escape from Lockdown' Tour, Jan and I celebrated my birthday and the 'End of Lockdown', heading down South from Chester to Malvern.

Taking the scenic route we came across the Chase Distillery in Hereford, world famous for it's award winning Vodka and Gin, where we stopped for a while and were shown how they produce their spirits from potatoes and apples, grown on their farm. We also took the opportunity to photograph our 4/4 Penny alongside another British icon.



After resisting the temptation of tasting samples before driving on, we purchased and put a couple of bottles in the back of the Morgan to sample when we arrived in Malvern. On arrival we stayed at the hotel we have used before, The Stanbrook Abbey where you can park your Morgan right in front of the building.

As a former Grade 11 listed monastery, dating back to the early 16th century, it's a great building to explore. And if you ask at reception for the bell tower key you can climb to the top of the tower and take in the far reaching views over the surrounding countryside.

Then on to the Morgan factory, where we had the pleasure of taking a brief factory tour and visiting the new museum. We really enjoyed the tour which was authentic and very informative. We were guided through every workshop, each one with its own sights, smells and sounds, by an experienced and knowledgeable Morgan tour guide.



The morning we left our hotel for the Morgan factory, as I was lowering the roof it fell apart, as a nut and bolt had come adrift. We needed to fix it quick, so the team in the servicing department fitted a replacement free of charge. On that happy note, it was back up to Chester after having a happy birthday, thanks to Boris, on Freedom Day.

David Leonard

A Good Idea at the Time!

Having probably had one glass of Rioja too many, and in a fit of fatherly bonhomie, I made the offer. But it did seem like a wonderful and fun idea at the time!

My son Robin and Charlotte have been 'an item' for 13 years since getting together at university. When they met, Robin was already committed to a career in the Royal Artillery, and the unflappable Charlotte had her mind set on a creative role in the food industry. Charlotte was definitely 'a keeper', and we were impressed that, supported by her family, she dealt stoically with the months Robin was away, in training, out on manoeuvres, or posted to the Middle East. So, in November 2019 when Robin finally popped the question Francesca and I were both thrilled and delighted.

The plans for the wedding were as laid-back as the couple themselves. The wedding ceremony in the Shire Hall, Woodbridge, Suffolk, was to be followed by a slurp of bubbles and a nibble at their favourite pub, and then a reception in Charlotte's parents delightful and spacious English country garden, under a magnificent Teepee. In addition, a further fun filled celebration was planned for 3 weeks later in the South of France.

But all too soon our excitement was dampened by disappointment, when, understandably, pandemic restrictions threw the couple's best laid plans into turmoil. It was at this point I weakened and uttered the fateful words:

"Robin, we're sorry that the French celebration will have to be postponed, but how would you like to drive your bride from Woodbridge to the pub...in the Morgan!"

Francesca was stunned, Robin was ecstatic, and I was totally ignorant of the stress and heartache that my words would create over the next six weeks.

I soon began to wonder if our 'little boy' could cope with the responsibility of driving such a precious vehicle. It didn't help when Francesca pointed out that Robin is a trained Army Commando with the responsibility for firing 'Really big guns'. Derrrr.....how does that compare with all the skill and understanding needed to drive one of Malvern's finely hand-crafted automobiles, and not just any Morgan, but my 'Major Morgan III'. My lovingly polished cream painted classic with a mulberry leather interior? At this point I'll ignore the fact that she has a speedo I can't read accurately, kingpins that eat grease, an engine that thrives on vast quantities of expensive petrol, and a healthy disrespect for environmentally desirable CO2 emission levels. But I love her!



However, all was not lost, perhaps the insurers would veto my offer? But no such luck. Whilst in earlier years, when driving across the UK from Base to Base, Robin's licence had attracted more than its fair share of penalty points, time had passed. So a currently clean licence meant Robin's 4 days cover cost me a £33 policy supplement, most of which comprised the administration cost.

On a typically overcast Thursday morning I set off in my washed, waxed and polished set of wheels. She took the trip in her stride. Hood down all the way, breakfast in Leicester, and then lunch with Charlotte's parents. Major Morgan III behaved impeccably.

So on Friday morning I woke up in a cold sweat, as it was time for the next ordeal. A few weeks previously I had warned Robin that I would have to give him a driving lesson and, I had explained that "driving a Morgan is not easy" because; "the 'click-on' hand brake can be tricky", "first gear is very low", "the cockpit is cramped", and you must "watch that right foot".

Robin appeared for breakfast in fine form, our 'little boy' appeared totally relaxed about the critical and detailed process we had to go through. OK, he might be a 6'4", 16 stone, 33-year-old chap who defends our country, but did he appreciate that driving a Morgan is serious stuff.

The next 90 minutes was very unsettling for me. Even before he got into the driving seat Robin politely listened and absorbed a comprehensive explanation on such essential matters as how to raise the hood, how to turn on the head-up display speedo gismo I have installed, how to get in and out without personal injury, plus numerous tips on gears, revs and speed bumps. Then, with the seat at full stretch, our potential Stirling Moss proceeded to handle the car around both town and country roads with great care and skill, just as if he had been born to it! So finally, and much to my relief, we returned to base, and I washed the car again.

It's now Saturday morning, the day of the wedding... and it had begun to rain...

....but suited and booted and with the hood up, I left for the pub where Robin and his best men were staying. (Best Men are, as I understand, a modern idea - there were technically five best men, but one couldn't make it!) I had two big ribbon bows behind the seats with the intention of "dressing" the car when we arrived in Woodbridge.

Robin jumped into the passenger seat and, as the rain became heavier, we drove to the little carpark he had found just by the Shire Hall, "there's bound to be a space" he said optimistically. There wasn't a space.

We eventually found a space on the road, 8 mins walk away from the Shire Hall. By this time my usually laid-back son was becoming increasingly concerned about arriving on time. As it happened, we were there in plenty of time, and sheltered under the two golf umbrellas that I had stashed in the car earlier - sometimes with age comes experience!

The bride looked beautiful, and the service was perfect. Francesca and I were bursting with pride to see our son and his wife so happy and relaxed after the ceremony, I could have stood and watched them for... oh heck! the rain is now pouring down so I must run and fetch the Morgan, pronto!

Disappearing round the back of the venue I used the sort of loping walk/jog perfected by men of a certain age who are in a hurry but wish to appear unconcerned. This got me back to the Morgan somewhat wetter and more flushed than I had been earlier. But it was straight into the car, mop up the drips, demist the screen and back to Shire Hall where we were met with an encouraging chorus of "oohs and aahs" from under the umbrellas.

As the rain was now even heavier it was a case of bundling Charlotte into the car with as much decorum as possible, whilst then leaving Robin to his own devices clambering under the hood and into the driving seat. Then, with a parting salute, the cocky devil performed a perfect hill start to set off with his new wife on the 15 minute drive to their wedding reception.

A few minutes later Francesca and I were in our family car and we soon arrived at the reception expecting to see my Major Morgan III and, of course, the happy couple – but they had not arrived!



"Champagne sir?"... "No thanks", I said as the attentive waiter raised a questioning eyebrow. "I'm just waiting for my Morgan..... the happy couple!" I said, perhaps a little unconvincingly.

By then the rain had stopped, and the time ticked by, ten minutes, then fifteen, then twenty minutes, but there was still no sign of Robin and Charlotte.

After waiting half an hour we finally heard the toot of a horn and into the car park came the most wonderful sight ever. In fact she was absolutely beautiful!

Major Morgan's roof was down, her paint shone bright against the deep red interior, the ribbon bows were attached to the luggage rack and the light glinted off the wire wheels, I could not have been more proud.

And seeing Robin and Charlotte sitting there in the car with beaming smiles, I must admit, they didn't look too shabby either!!!

Neil McArthur



Diary of NorceMog Events

Enjoy meeting up with your fellow members

Please note: Events are subject to Corona Virus restrictions

2021

Highlighted Dates of Events organised by NorceMog. Items in **Red** to be confirmed/finalised

Aug 15

Sunday Lunch

The Golden Pheasant, Plumley

Contact Andrew Threlkeid

norcemog.sec@morgansportscarclub.com

[Full Details](#)



Aug 28/30

Oulton Park Gold Cup

3-day race weekend

Contact Andrew Threlkeid

norcemog.sec@morgansportscarclub.com

[Full Details](#)



Sept 12

Sunday Lunch

The Buck Country Pub, Paythorne, Clitheroe

Contact Isobel & Peter Moore 01253 738 201

isobelpeter@gmail.com

[Full Details](#)



Sept 26

Cheshire Candles Charity Run

Organised by West Cheshire MG Car Club

Contact neil.d.wallace@me.com

[Full Details](#)

MORGANS WELCOME



Oct 10

Sunday Lunch

The Aspinall Arms, Mitton, Clitheroe

Contact Isobel & Peter Moore 01253 738 201

isobelpeter@gmail.com

[Full Details](#) **BOOKING ESSENTIAL**



Nov 7

Sunday Lunch

Blakemere Village, Chester Road, Northwich

Contact Andrew Threlkeid

norcemog.sec@morgansportscarclub.com

[Full Details](#) **BOOKING ESSENTIAL**



Dec 12



Christmas Party Celebration

The Barton Manor Hotel, Barton, Preston

Contact Bryan & Linda Fearn

bryanfearn@hotmail.co.uk

[Full Details](#) **BOOKING ESSENTIAL**





The MONZA Mog Moment

Captured on camera - Out & About in New Zealand

MONZA (Morgans Over New Zealand Again) was a tour, travelling through New Zealand for 46 days, which took place in January and February 2014. The event attracted Morganeers from all over the world, including 18 cars that arrived in New Zealand from afar as the UK, France and America.

Pictured here is the 1997 Green 3.9L Plus 8, reg M60 MOG of Richard Cressy, one of the main organisers of the MONZA event, and the 3L V6 Two Tone Roadster, Reg TT01 of his friend David Tozer.

The photograph was taken on the 1st February during the tour, alongside the lakeside of Lake Tekapo, the intense, milky, turquoise coloured lake, with distant dramatic views of the mountains of the Southern Alps. Located on the road to Mount Cook, it's a 3 hour drive, south-west of Christchurch in the Mackenzie Basin.

A Mog Moment, captured on camera in a spectacular setting in the inland South island of New Zealand, showing just how far the pleasure of Morganeering can take you...

...let's all capture a Mog Moment - even if it's closer to home!

Cheers - Les les@lbacreative.co.uk

