

NORCEMOG NEWS

NORTH WEST AND CHESHIRE

November 2021



Welcome to your November Newsletter. In this issue: Andrew Threlkeld reports on the Oulton Park Gold Cup - David Roberts on the Aspinall Arms Noggin - Under the Plus 4 bonnet - Speedmog - The grooms' pleasure - Mog Moments - and more . . . Hope you enjoy!



Let's light up the Newsletter!

Just a bit of fun with the image I've formatted above, as it's that time of year, when we gather round a bonfire* and celebrate our Great British tradition - Guy Fawkes night.

As it's blazing away, and we set off the fireworks, savouring those jacket potatoes and parkin, washed down with spiced spirits, then watching the bonfire burning to ashes, it concludes a double celebration for me, following my (**th) birthday on the 3rd.

But I'm hoping you'll help me to reignite the celebrations, and for all you 'Guy's' to keep sending me more of your articles with photos, including Mog Moments, so that I can continue publishing them - to 'Light up the Newsletter'.

* I approve of organised events.

Les Burgess: les@lbacreative.co.uk

Oulton Park Gold Cup - 28th - 30th August 2021

Organised by The Historic Sports Car Club



Saturday 2, Sunday 8, Monday 12, - The number of Morgans displaying with the Northern Centre at Oulton Park - Where were you?

The Oulton Park Gold Cup is a fantastic few days in the Cheshire countryside, where the event is as much a great social gathering as it is a magnificent motor sport weekend. If you have never been to one of these events, it is well worth putting a reminder in your diary for next year's August Bank Holiday Weekend.

Blessed with 3 fine days with the sun appearing on Sunday and briefly on Bank Holiday Monday, members from FellMog and DevaMog in addition to NorceMog regulars enjoyed half price admission for 1, 2 or all 3 days. Your Centre Secretary ensured our traditional spot, overlooking The Avenue into Cascades, was secured by getting there early on Saturday and 'roping off' a NorceMog dedicated area.

With Covid regulations relaxed, spectators were, once again, allowed in the paddock area to admire the machinery and socialise with the drivers and support crews.

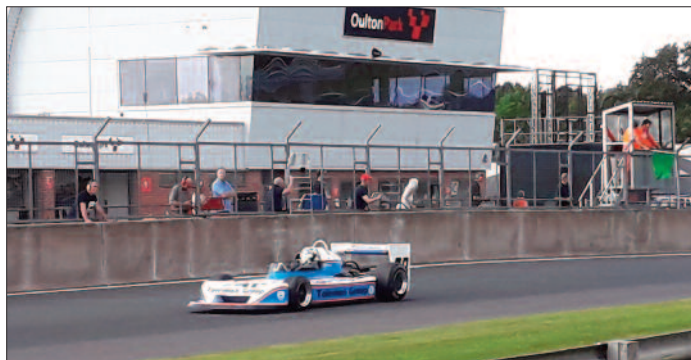


Although there were no actual races on Saturday, the morning practice and afternoon qualifying sessions were enriched by the on-course lap timing available through the Oulton Park phone app. Keeping up to date with who was vying for pole position whilst watching the various lines that drivers took through the corners provided a full day's entertainment from 9am through to 5pm

One of the great things about the Gold Cup is the wonderful diversity of historic racing cars competing in the various races. Sunday's racing commenced just after midday (due to local noise control regulations) and comprised of 10 races through the afternoon including Formula 2, Formula Junior, 70's Road Sports and Morgan Plus 4's and Plus 8's in the Historic Road Sports.



Can't have a display without a look underneath at least 1 bonnet!



Bank Holiday Monday was even more action packed with qualifying from 08.30, 11 races from 10.30 and lunch time demo runs of the Historic Formula 1 and Karting Legends, gosh they looked so small on the Oulton Park track.

The racing again was an eclectic mix of Historic species including Formula 2 and 3, Formula Ford 2000, saloon cars and the closely contested Historic Touring cars. The latter providing the closest racing of the weekend with everything from original minis, Ford Anglias and Lotus Cortinas not to mention a sprinkling of Ford Mustangs.



Our Morgans, lined up in the display area, including the Cream and Maroon 1959 series 2 4/4, owned by Barry Hargreaves.

This event is not just about the Motor Racing. Additional attractions included the Cheshire Concours d'Esprit with 2 classes for pre-1940 cars and a 1940 to 1971 class. The display included over 50 vehicles ranging from a 1905 Albion A3 Landaulette and a 1931 six and a half Litre Bentley through to a 1960 Jaguar XK 150 DHC, 1966 Alpine Renault A110 and a 1968 Lamborghini Miura looking just like the picture I used to have on my bedroom wall as a kid!

The car club displays, including our Morgans, provide a trip down memory lane with at least one other "I used to have one of those!" Parked just in front of our Morgan display was an E-Type Jag with the number plate 77 RW. The delightful owner regaled us with the history of the vehicle and how it was famously driven out to the Geneva motor show in a dramatic 17 hour overnight run by Norman Dewis, then Jaguar's Test and Development Engineer. 77 RW is now the oldest surviving open E-type. Don't believe him – try 'googling' it!

Monday also advertised a 'Supercar' display, well, there were a lot of Ferrari's!

Make it a date for next year – you won't regret it!

Andrew Threlkeld

Mog Moments - Captured on Camera

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

Andrew & Joan Threlkelds'
2008 4/4 Ruby, as Joan
admires the spectacular
view of the Peninsular on
the Applecross run, in the
highlands of Scotland
in May 2013



Former Newsletter editor
Philip Shuttleworths 2010
4/4, when he obliged to
chauffeur a groom to his
wedding in Worsley,
on the 11th August 2021.

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Dave & Jan Leonards
2017 4/4, at the
Chase Distillery in
Herefordshire, on their
way to the Morgan
factory in Malvern on
Dave's Birthday
on the 19th July 2021



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

Looking back, under the bonnet of my Mog

3 Generations of the inline 4 Plus 4

The Plus 4 was launched in 1950, with an inline 4 Standard Vanguard engine. Then in 1953 a Triumph TR2, a TR3 in 1955 and a TR4 in 1962 until production was suspended in 1969. It was re-introduced with a Fiat in 1985, a Rover in 1988, and in 2005 a Ford inline 4.

The Morgan Plus 4 was introduced at the 1950 Earl's Court Motor Show as a two or four seat roadster, developed from the 4/4 as a more powerful and slightly larger version of the previous model, with a widened and strengthened chassis, a wheelbase lengthened by 4 inches and hydraulic brakes, initially all drum, fitted for the first time on a Morgan. At its introduction the Plus 4 was fitted with a Standard Vanguard inline 4 engine and over the course of production, covering three generations, from 1950 to 2020 has been further powered by a wide range of inline 4 engines.

The first generation of the Plus 4 was initially powered by a 2.1L Standard Vanguard inline 4, until 1953 when it was replaced by a more powerful 2.0L Triumph unit. This engine only lasted until 1955, when Morgan updated it with the 2.0L unit from the Triumph TR3. From 1962 onwards, the larger 2.1L inline 4 from the Triumph TR4 was included. This first generation of the Plus 4 lasted until 1969, when production of the model was suspended

In 1985, Morgan reintroduced the Plus 4 to its range of models. This second generation Plus 4 was launched with a Fiat 2.0L inline 4, and from 1988 onwards, this engine was replaced by a Rover 2.0L unit (as mine). They retained much of the style of its predecessor, but featured many modern improvements. Production of the second generation Plus 4 lasted beyond 2000, and it wouldn't be until 2005 that Morgan would introduce the third generation.

This third and final generation of the Morgan Plus 4, which was updated in 2005, included a Ford 2.0L inline 4, as well as undergoing a number of improvements, but without them making any major changes to the well established formula. These updated roadsters were available in two or four seat configurations, until they were replaced in 2020 by the all new Plus Four.



The inline 4 Plus 4 had the power under the bonnet to succeed in competition, following the 4/4 driven by HFS Morgan, in the MCC Exeter Trial in 1935.

Driving a Plus 4, Chris Lawrence and Richard Shepherd-Barron won the 1601-2000cc GT class at the 1962 24 Hours of Le Mans. The class winning car, (pictured below) chassis number 4840, was originally registered XRX 1 in 1961, then changed to TOK 258 from late 1961 through mid-1964 (at least 4 different Morgans have carried the TOK 258 registration number). It was sold by Chris Lawrence to A. Dence in 1964 and the registration was changed to JHX 142B.



In 1964 Chris Lawrence and John Sprinzel (Sprinzel Lawrence Tune Racing) developed a streamlined aluminium coupé body for racing. The first SLR was fitted to a Triumph TR4 chassis, but the final three were fitted to Morgan Plus 4's.

Then from February 1966 to November 1966 Morgan produced the 2 seater Plus 4 Competition model, of which only 42 were built. It is estimated that only approximately 11 of these are still in existence today. The Morgan Plus 4 Competition model was approximately 10% more expensive than the standard Plus 4.

The Competition model had a low-line steel body, similar to the Morgan 'Super Sports' aluminium body, and generally came with a Derrington four branch exhaust manifold, Derrington competition steering wheel, 72-spoke wire wheels, Armstrong select-a-ride electrically adjustable rear shock absorbers, and the 2.2-litre twin SU carburettor TR4 engine.

The details I have written, are based on information I have collated from internet sources, and I'm aware there may be inaccuracies noted by members with more knowledge of the history of Morgans than I have, which I suspect is quite a few! [Les Burgess](#)

Noggin at The Aspinall Arms, Clitheroe

Sunday 10th October 2021



The Aspinall was 'Great-for-all' as forty NorceMog members enjoyed a great day out and get together over a great lunch.

The October Noggin turned out to be one of our most popular events, as forty NorceMog members, comprising the usual reprobates, together with those who more recently joined, made the journey to Clitheroe for an enjoyable get-together for Sunday lunch at this popular venue, situated on the banks of the River Ribble.

We were greeted by the restaurant manager, who ensured that everything ran smoothly as members enjoyed sharing their Morgan tales over a delicious lunch served by the friendly and helpful staff who along with the manager couldn't have done more to make this an enjoyable occasion. The food was excellent with very generous portions of full to the brim main courses, followed by a crème brûlée dessert that was the size of a salad plate.

In addition to a delicious lunch we enjoyed some very pleasant weather and wonderful views from the river banks overlooking the Ribble Valley to the medieval All Hallows church and the 14th century Great Mitton Hall on the raised banks on the opposite side of the river.

Doing a sterling job throughout the proceedings was the organiser of the event Isobel Moore, who after putting so much effort into coordinating the Noggin, coped brilliantly along with the manager and staff to ensure we all had a most enjoyable day out.

As the members were departing, club centre secretary Andrew Threlkeld can be seen opposite with the last few remaining, as he practises his impersonation of Brian Hanrahan's famous Falklands quote "I counted them all out and I counted them all back"

I'm sure he'll be counting more back at our next Noggin.

David Roberts



A groom loves his lift in a Mog

Philip chauffeurs a groom to his wedding, with an unexpected drive in a Morgan.

When your former Newsletter editor Philip Shuttleworth was asked if he would be good enough to chauffeur a groom to the venue for his wedding ceremony, he was more than willing to oblige.

The groom was expecting that he would be driven to the ceremony in just an average everyday saloon, so he was thrilled to find that on this, his very special day, he was given the opportunity of being able to enjoy the experience of a very special feeling, being driven in Philip's 2010 Morgan 4/4 sports car.



The wedding ceremony took place on the 11th August this year at The Novotel, Worsley, Greater Manchester.

If the groom was now to be asked "do you take this Morgan as the most enjoyable driving experience ever", I'm sure that his answer would be "I do"



... and this groom loved driving a Mog to get married

My son Michael had the pleasure of driving my Morgan on his wedding day.

Just like the groom that Philip had chauffeured, if after all the pleasure of driving my Morgan on his special day, Michael was to have been asked the same question, he also, would certainly have answered "I do".

He had fallen in love with the special driving experience a few months before, after I loaned him my Plus 4, due to being unable to drive it, following a medical condition I mentioned in the August issue of the Newsletter.

Pictured with his best man, Michael had earlier arrived at the wedding venue in my Plus 4 to a surprised, but admiring gathering of guests, who thought that not only would he have been driven there, but in a more conventional car.



The ceremony took place on the 5th March 2016 at Iscoyd Park, Whitchurch, Near Wrexham.

After the wedding breakfast, the happy couple then waved away in the Morgan, but reluctantly, Michael soon had to wave goodbye to it, as his dad was then fit and able to reunite with his beloved Plus 4, in what I consider to be a marriage made in heaven.



Members Mog Birthdays

**Wish your Morgan a Happy Registration Birthday
and more years of Morganeering**

**A bit of fun. as we publish best wishes to the Morgans of NorceMog members
to be featured on the same month as their past date of registration.
Just send a photograph and details: the model, day, month and year of registration.
Send prior to the same month of the Newsletter publication.**



*Happy 28th
from Les & Hilary to our 1994 Plus 4
for more years of Morganeering*

Les and Hilary Burgess - Morgan Plus 4 - Registration 24th April 1994

Example of how our Plus 4 would be featured in the April 2022 issue of the Newsletter celebrating its 28th year, following registration on the 24th April 1994.
If your Morgan was registered in December (whatever year) send details this November and thereafter on the following months, prior to its registration date.

les@lbacreative.co.uk

Is your Mog - *up to speed?*

**Ever driven home in the rush hour, when the last thing you do...is rush!
Ever wanted to be free in your Morgan...free to drive it as fast as you possibly can,
on some of the most iconic tracks or hillclimbs - then Speedmog is for you.**

We are a group of like minded Morgan owners that enjoy competing...not racing each other but being timed against the clock to get as close to a set time for our class of Morgan. The times are based on your personal power to weight ratio of your car, with you in it, so if you are 'heavy boned', or even if you have a lower powered Morgan, you will be compensated. For example, one successful competitor runs a 1939 Series One 4/4.

We enter events all over Britain, from the hill climbs at Shelsley Walsh to track events at Goodwood in Sussex. (Yes! on the same historic track, used for the Revival.) Compare us to the Formula1 qualifying laps on a Saturday, except that you will be timed from a standing start and to the nearest tenth of a second.



At every event, we usually have two practice runs, followed by two, maybe three timed runs. These runs can vary from around thirty odd seconds to around three minutes. This is where you run free..no excuses, just as fast as you possibly can, pedal to the floor, leaving the brakes as late as possible, if even not at all, feeling the g force pushing you to hold on tight, powering out of bends...

...this is the sensation of Speedmog.



Driving your Morgan will never be the same again. You will appreciate how it handles far better than virtually any other car, you will start to seek out the apexes on every bend, then start to clip those apexes perfectly. You will start to understand how much space you need for braking and if you are on a Hillclimb, realise that you can leave braking late...very late.

Then, after your learning curve, you will start scoring points and then...only then, you will understand why we enjoy this drug...Speedmog.

**Speedmog is running a 'Taster Day' at Curborough Sprint Course next March 2022 (Covid permitting)
If you're interested, contact John Stephens jrstephens@talktalk.net for all the information.**

Mog concepts - creativity that's up to speed!

Clever creative thinking, adapting the iconic sports car and promoting its image.



Melvin Rutter stretched the body of a Morgan beautifully with his MogParts delivery vehicle.



The Mog sports car livery displayed on the side of this van scores at least a +4 over 10 from me.

If you've seen a creative Mog concept, please send and keep me up to speed les@lbacreative.co.uk



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 Threlkeld

norcemog.sec@morgansportscarclub.com

[Full Details](#)



Aug 28/30

Oulton Park Gold Cup

3-day race weekend

Contact Andrew Threlkeld

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](#)



Oct 10

Sunday Lunch

The Aspinall Arms, Mitton, Clitheroe

Contact Isobel & Peter Moore 01253 738 201

isobelpeter@gmail.com

[Full Details](#)



Nov 7

Sunday Lunch

Blakemere Village, Chester Road, Northwich

Contact Andrew Threlkeld

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**

**DON'T MISS THE
CHRISTMAS LUNCH
AND PRESENTATIONS
CLOSING DATE
FOR BOOKINGS
20th NOV.**





It's Bonfire Night*

It's bonfire night, as the fire's burning bright,
the blazing and sparking, long into the night.
Stacked way up high, with timber and waste,
an annual tradition, that's warmly embraced.

It's bonfire night, as it burns up the guy,
spitting sparks and hot cinders, into the sky.
All gathered around, and feeling the heat,
savouring spiced spirits, with parkin's a treat.

It's bonfire night, as the fire's burning fast,
lighting up fireworks, the boom, crackle, blast.
Sparklers in hand, rockets soaring the sky,
why must it all end, it's sad how times fly.

It's bonfire night, as fires smoulder away,
then doused to extinguish, in ending the day.
With fires left in ashes, down to an ember,
celebrations are over, 'til next November.

**Enjoy Celebrating on the 5th
and enjoy Morganeering in your 4/4 - Plus 4 - Plus 8**

Cheers - Les les@lbacreative.co.uk

* I approve of organised events.

