

NORCEMOG NEWS

NORTH WEST AND CHESHIRE

March 2022



Does this TR4 help to solve a Morgan mystery?

See page 4

Welcome to your March Newsletter. In this issue: A report from David Sims on the Noggin at The Clink + A Wipeout! - A552's Cyprus History - Members Morgans Harvey Postlethwaite - Club Classified/For Sale - AGM Notification . . . Enjoy!



***Will the March winds blow in your articles?**

March winds and April showers may bring forth the flowers - but what about your articles? I'm waiting for them, so the next Newsletter can blossom!

I've planted the seeds for a host of articles that you can contribute to - such as:

Mog Moments - Members Mog Birthdays - Morgans the Name - All things Morgan - Restorations & Mods - Members on the Med - and now **Members Morgans** (page 5)

Your contributions can be anything about your Morgan, or membership experiences, even non-Morgan related interest, just refer back to previous editions for ideas. So come on - blow me away with your response.

* Written before the outbreak of Storms Eunice / Franklin / Gladys

Les Burgess: les@lbacreative.co.uk

Noggin at The Clink, Styal, Wilmslow

Sunday 13th February 2022



Members enjoy being sentenced to Sunday lunch in The Clink!



NorceMog members gathered at The Clink Restaurant, Styal, for the February Noggin. That we ever got there is due to John Stephens who organised the event at short notice.

The expression “the Clink” has overtones of doom and gloom along with the sound in one’s mind of the cell door slamming shut with the inevitable ‘clink’ as bolts slide into place, an impression added to by the rainy and murky weather that a lot of us travelled through to reach the venue and endured during the return journey. (see below) the misadventures of Peter Murphy.

Not so this Clink, now a restaurant in the converted Chapel of St. Andrew, built in 1915 in the grounds of the women’s H.M. Prison, Styal, near Wilmslow. It’s one of four “Clink” restaurants around the country where the women cook and serve meals, training for their City & Guilds NVQs in Food and Beverage Services, Professional Cookery and Food Hygiene.



Since the January Noggin was held in Bowland, the visit to Cheshire meant that the majority of NorceMog territory north to south was covered in a month and it was good to see that Members travelling down from the ‘north’ were as keen as Members travelling up from the ‘south’ a month ago.

Twenty four of us sat down to enjoy lunch, including a couple of visitors from DevaMog who now live locally. The interior of the Chapel with its hammer beam roof and stained glass windows made a very pleasant setting for our lunch which was served at a very leisurely pace, giving us plenty of time to catch up with all the various bits of news.

The food served for each of the three courses was quite excellent, both in presentation and taste and the ladies who were serving deserve a mention due to the consideration, courtesy and attention we were all given. It’s easy to see why a return visit could be called for. Thanks to John Stephens for organising this successful event

David Sims

From the Clink, onto a breakdown wagons Clamp!

Peter and Rosemary Murphy brought their Plus 4 to it’s first noggin, only to get it home on a breakdown wagon, when in the midst of pouring rain, the windscreen wipers failed. Peter now reflects, “When eight out of ten Morgan owners leave their Morgan at home, should have known better!”



Capturing the camaraderie of the members and architectural character in The Clink



... and not forgetting the Morgan

Mystery of the Morgan 4/4 Series II

featured in the Oct 2021 Newsletter

David Roberts looks into its history and registration, which despite being first registered to Ronald Judge in 1962, in Acomb, York, the registration 839 DYR was a London number.



Following that 467 MOG is the A552's second UK registration number having been changed in the early 1970s by my brother-in-law, the mystery is that prior to that, you would have expected it to have received a registration number provided by the local county council where it was first registered and taxed by its owner – the North Riding of Yorkshire. Acomb is a stone's throw from what was RAF Rufforth, an operational airfield during WW2 and post-war, part of RAF 60 MU (Maintenance Unit). It is probable therefore, that Ronald Judge served in RAF 103 MU at RAF Akrotiri and transferred to 60 MU (RAF Rufforth) on his return from tour of duty in Cyprus.

It is understood that RAF station commanders on Cyprus could maintain a fleet of cars and it is likely that these were sold after two years to servicemen returning to the UK from overseas tours of duty thus making their purchase eligible for tax incentives available to service personnel returning. The Pye radio component screwed under A552's dashboard makes it probable that A552 was an RAF service pool car and carried an AM (Air Ministry) registration number whilst at Cyprus. Upon its return to the UK, the Air Ministry head quarters in London, would have applied for a UK civilian registration number from its local authority – the London County Council.

Whilst I was browsing the internet for information relevant to the Royal Air Force in Cyprus, I chanced upon a 1/72nd (OO gauge) scale model of a Triumph TR4 sports car made by Oxford Diecast Models wearing the Air Ministry registration number 22 AM 39 together with the RAF 103 MU (Maintenance Unit) crest on its doors. Further investigation revealed a photograph of the original car taken some time between 1966 and 1970. The Oxford Diecast Models car is therefore based on a genuine Triumph TR4 car allocated to RAF 103 MU and strengthens the probability that Morgan 4/4 A552 was under the care of 103 MU and displayed an Air Ministry registration number during its 'posting' to Cyprus in the period 1960 - 1962.



103 Maintenance Unit was based at RAF Akrotiri from 1955 until 1975 when it was disbanded. RAF Maintenance Units were initially formed as Aircraft Storage Units (ASUs) and quickly became responsible for the maintenance, recovery and repair of aircraft and their instrument and navigation systems. It would therefore be logical to place fleet pool cars in their care and would explain the use of military specification fasteners on the damage repairs undertaken on A552 early in its life.

Whether or not the A552 wore the 103 MU's crest on its doors is a matter for entertaining speculation; however, I took the decision to commission the production of two of the crests that are now discreetly displayed on the sides of A552's bonnets.

Incidentally, Ronald Judge's recorded address at Acomb no longer exists having been redeveloped into a housing estate in the 1970s or 1980s; this would coincide with the RAF leaving Rufforth in 1974 and the need for quarters and housing for service personnel ceasing.

Further investigation that might reveal more would be to access RAF or Air Ministry records to establish the Air Ministry registration number displayed by A552, although this would be entirely academic as it would not be possible for A552 to wear this registration mark on the public highway.

David Roberts

Above: The crest displayed on the bonnet of my rebuilt A552.

Right: The Triumph Diecast model TR4



Members Morgans

How us NorceMog members came to choose and cherish our classic sports car.

Les Burgess. 1994 Plus 4 T16

It was back in 2002, after I'd resigned from an advertising and marketing agency to set up my own creative business that I purchased my Morgan. For some time, I had seen this classic sports car round and about that I liked the look of and promised myself that on retirement, I would treat myself to one. Retirement!, what on earth was I thinking about, and don't want to think about it now. It's my lifeblood, I'm motivated by creativity and enjoy what I do, including slotting in this Newsletter in my spare moments. But my doctor persuaded me I needed to balance it with a little leisure time.

So I eased off my near 24/7 work ethic, but with retirement furthest from my mind, put my foot back on the pedal and bought a Plus 4 from Dave Randall at Lifes Motors. And am I glad I didn't wait until I'll reluctantly have to retire, I'll be well past driving by then, not knowing just what I'd have missed, the sheer pleasure of driving a Morgan.

In choosing the Morgan it had to be red. All my previous cars, going right back to my teens, except for a Brooklands Capri, the MGB Roadster, Lotus Elan Plus 2, TVR Cerbera and latterly Volvo 850R have all been red, and including the current tin top, an Audi A6 Avant. It's nothing to do with Manchester United or Liverpool, I just like the colour.

I also liked the Plus 4, having a slightly wider body and wing arches than the 4/4 and giving more room for the passenger, so the search was on to find a good low millage model in pristine condition. Apart from the early Brooklands Capri I've never bought a new car, I realised it doesn't make sense, drive it out of the showroom and immediately suffer depreciation. Stick a private plate on it and who knows the difference. (It's less relevant to a Morgan, but I was impatient to get one)



At Lifes Motors with Dave Randall, admiring the Plus 4 over a coffee.



Pulling back into Lifes Motors from a test drive with Dave Randall.

After trawling through mags and surfing the net, I found what I was searching for at Lifes Motors in Southport, a red Plus 4, black leather interior, chrome spoked wheels and bumper bars with only 8000 odd miles on it's back. And the bonus - not a bad plate: L200 MOG.

Off to Southport then, and there it was, bright red and gleaming chrome, I couldn't wait to drive it. So hands on for a spin round Southport with Dave Randall, who had his hands full getting me to turn back to his garage, Then after a cup of coffee, a bit of haggling, a deal was done.

That was it, everything appeared perfect except for a slight modification I wanted before taking delivery, a centre rod on the windscreen that houses the rear view mirror and allows you to slide it up and down to suit. Its not only functional, but looks a lot better to me than a rubber suction pad on the windscreen which is also in a fixed position.

The mod completed, back to Southport to bring it home, and apart from the test drive, my first real taste of the driving pleasure of a Morgan. Hood down, side shields off, no aerodynamics, just the full force of the wind. The closest to it was in the MGB, but this was something else.

And whilst the power of the Lotus and TVR was exhilarating, like the proverbial s*** off a shovel, it may be due to the fact I'm a bit older, but in its own way, even doing 40, the Mog is an exhilarating driving experience - long may it continue!.

**1994 Morgan Plus 4: Rover T16: 4 Cylinder: 5 Speed.
Rosso Corsa: Black Leather: Chrome Spokes.**

**Tell us about your Morgan, how you came
to choose and cherish it. Send story and photo/s to:
les@lbacreative.co.uk**



Harvey Postlethwaite

From a Northern Centre Founder Member - to Formula One

**March 4, 1944, saw the birth of a club legend.
Nicknamed 'The Doc' Harvey will be remembered
for his talks to members on improving Morgans.**

The early years...

When The Northern Centre was formed in 1967, now known as NorceMog, Harvey Postlethwaite who then lived in Marton, Cheshire, became a member of the club in 1969. Having previously graduated from University with a BSc and doctorate in mechanical engineering, he joined ICI as a research scientist, but as a keen follower of motor sport, soon got bored with this and began to pursue a career as a racing car engineer, joining the March team in 1970.

At March, Harvey progressed to work on the company's Formula 2 and Formula 3 cars but was lured away to join the Hesketh Formula One team who were a March customer. The Hesketh team was known for an unconventional approach to Formula One and Harvey was himself considered to be 'eccentric': His explanation for the move to Hesketh was "They got me drunk".

...on to Formula One

Harvey soon made his mark in Formula one, modifying the team's March 731 chassis and re-designing the car, elevating them into serious contention. His 1974 Hesketh 308 (pictured opposite) secured a number of podium positions. The following year he developed the cars unusual rubber spring suspension which then took victory at the Dutch Grand Prix in the hands of James Hunt.

By 1976 Lord Hesketh could no longer afford to run the team and sold out. The Doc went with his cars to the newly founded Wolf-Williams Racing, headed by Walter Wolf and Frank Williams, but the results were poor and the owners soon went their separate ways. Harvey remained with Wolf, designing the team's 1977 challenger, the WR1. Success was immediate with Jody Scheckter taking victory at the season's opening race. Two more wins and a number of podium results followed and Scheckter eventually finished second in the Drivers' Championship. Although Harvey remained with the team until 1979 they were never to repeat their 1977 success.

When Walter Wolf closed the team down at the end of 1979, The Doc transferred, along with the Wolf cars and driver Keke Rosberg to the Fittipaldi Automotive team. He produced a new design, the F8, for the latter half of 1980 but left to join Ferrari in early 1981. At the time the Italian team were considered amongst the best engine builders in the sport, but amongst the worst chassis designers. Harvey was selected personally by Enzo Ferrari to rectify this problem and by the following year everything was in place for success. The 1982 126C2 Ferrari took the Constructors' title despite several serious setbacks, including the practice crash at Zolder which claimed the life of Gilles Villeneuve. Despite the loss of their inspirational driver, Harvey's updated design, the 126C2B, took the Constructors' title again in 1983.

Harvey remained with Ferrari until 1987 and his cars took several more wins, but were unable to compete with McLaren and Williams for title victory. He was eventually replaced by John Barnard and moved to Tyrrell, where he worked for four years. During his tenure as technical director Tyrrell's results improved noticeably, culminating in the 1990 season opener in Phoenix, where Jean Alesi was able to challenge Ayrton Senna's McLaren for victory and finished second in a Tyrrell 018. Alesi then repeated the feat in The Docs novel 019, the first of the 'high nose' Formula One cars. At the cars launch he was to prove the structural integrity of its unusual front 'gull wing' by standing on it. While at Tyrrell he then employed Mike Gascoyne, who became his assistant and protégé.

In 1991, Harvey was signed as technical director of the Sauber team who planned to enter Formula One in 1993. Taking Gascoyne with him, he relocated to Switzerland and designed the team's first car. Despite leaving Sauber before the start of 1993, his car went on to success in the hands of JJ Lehto and Karl Wendlinger regularly scoring points.

Harvey moved back to Tyrrell in 1994 and remained until 1998 when the team was sold to become British American Racing. By the late 1980s and 1990s Tyrrell was a small, and largely uncompetitive team, but he remained well respected within the sport and was hired as technical director of the abortive in-house Honda F1 project in 1999. Although Honda had not committed to race in Formula One they produced an evaluation car, designed by The Doc and built by Dallara. It was during testing the car in April 1999 at Barcelona, that regrettably, Harvey suffered a fatal heart attack.



Harvey 'The Doc' Postlethwaite: March 1944 -April 1999. A club legend



Diary of NorceMog Events

Enjoy meeting up with your fellow members

Please note: Events are subject to Corona Virus restrictions

2022

Highlighted events organised by NorceMog. **Items in Red** to be confirmed/finalised. Check Website for Updates.

Jan 16

The Inn at Whitewell

Contact Andy Bleasdale Tel 07973 315676

[Full Details](#) 40 MEMBERS MAX



Feb 13

The Clink Restaurant, Styal, Wilmslow

Contact John Stephens Tel 07845 938493

jrstephens@talktalk.net

[Full Details](#) 20 MEMBERS MAX BOOKING ESSENTIAL



Mar 13

The Leigh Arms, Little Leigh, Northwich

Contact Andrew Threlkeld Tel 07912 494768

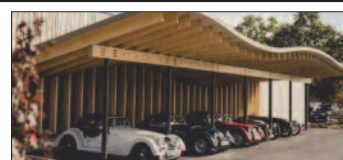
norcemog.sec@morgansportscarclub.com

[Full Details](#) 40 MEMBERS MAX BOOKING ESSENTIAL



April 9

MSCC AGM - MMC, Visitor Centre, Malvern



April 10

Lunch & AGM, Vale Royal Abbey, Whitegate

Contact Andrew Threlkeld Tel 07912 494768

norcemog.sec@morgansportscarclub.com

[Full Details](#)

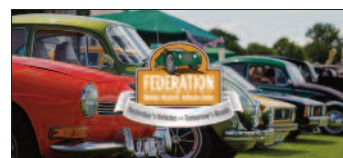


April 24

FBHV Drive it Day

The Federation of British Historic Vehicle Clubs, with events to uphold the freedom to use historic vehicles on the road.

secretary@fbhvc.co.uk



May 2

Gawsworth Hall Car Show, Macclesfield

Contact Martin Cocks Tel 07973 488504,

martincocks@btinternet.com

[Full Details](#) [Download Entry Form](#)



May 8

Autotest & Concours, British Commercial Museum, Leyland

Contact Brian Rawlinson Tel 01995 604716

[Full Details](#)



June 12

Lytham Hall, Private Dining, Lytham

Contact Isobel Moore Tel 01253 738201

isobelpeter@gmail.com

[Full Details](#) BOOKING ESSENTIAL



June 19









Arley Hall Garden Festival

Contact Andrew Threlkeld Tel 07912 494768

norcemog.sec@morgansportscarclub.com

[Full Details](#) 10 CARS MAXIMUM



June 24-26	MOGFEST 22 and Annual Dinner, Beamish Museum, Durham. https://www.morgansportscarclub.com/news/article/mogfest22bookingsopen Bookings can only be made through MSCC Travel Club	
July 10	To be Confirmed	
July 29-31	Oulton Park Gold Cup 3-day race weekend Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	
Aug 14	Speedboats at Windermere To be Confirmed	
Sept 2-4	Morgans at Windermere Contact Les Ellis Tel 07900 962348 les2mog@gmail.com	
Sept 11	Gymkhana – Farmer Parr’s Animal World Fleetwood	
Sept 16-18	Isle of Man Festival of Motoring Contact www.mscctravelclub.com	
Oct 9	To be Confirmed	
Nov 6	To be Confirmed	
Dec 11	 Christmas Party & Annual Awards Presentation Barton Manor Hotel, Barton, Preston Contact Bryan & Linda Fearn Tel 01253 891539 bryanfearn@hotmail.co.uk	

For updates on any of these Events, please Check the Website
www.norcemog.com

If any member has an idea for a future event, we welcome proposals
 Contact Andrew Threlkeld, Club Centre Secretary
norcemog.sec@morgansportscarclub.com

Notification of The Northern Centre Annual General Meeting - 2022

The AGM for NorceMog will be at Vale Royal Abbey Golf Club on Sunday, April 10th, 2022. The draft agenda is included below and will include a slight change to the constitution which will be voted on at the meeting.

Nevertheless, our Centre Secretary is committed to the formalities being as brief as in previous years and completing business in less than 10 minutes!

The change is shown below and is due to the role of Centre Liaison Officer becoming redundant now that so much communication and actions are performed remotely on-line and through the MSCC web site.

Constitution

Current Format

12.5 The Centre Secretary shall notify the MSCC Centre Liaison Officer of any alterations to the constitution.

14.4 The Centre Secretary must inform the MSCC Centre Liaison Officer when the Centre has been closed and how any assets of the Centre have been disposed of.

Proposed Format

12.5 The Centre Secretary shall notify the MSCC Company Secretary of any alterations to the constitution.

14.4 The Centre Secretary must inform the MSCC Company Secretary when the Centre has been closed and how any assets of the Centre have been disposed of.

Agenda Items

If you wish to raise an item for inclusion in the agenda please notify the Centre Secretary by 27th March 2022
norcemog.sec@morgansportscarclub.com



Morgan Sports Car Club - Northern Centre AGM – 10th April 2022 Vale Royal Abbey Golf Club, Whitegate, Cheshire CW8 2BA



AGENDA (Draft)

1 Apologies

2 Present

3 Acceptance of previous minutes - 11th July 2021

Minutes available in August 2021 Newsletter on web site

4 Secretary's Report

5 Treasurer's Report

6 Proposed changes to the Constitution

7 Election of Officers

Position

Current Officer

Chairman

Andy Bleasdale

Secretary

Andrew Threlkeld

Treasurer

Bryan Fearn

Regalia Officer

Isobel Moore

Newsletter Editor

Les Burgess

Competition Secretary

Martin Cocks

General Officer

Bryan Rawlinson

General Officer

Neil McArthur

General Officer

Steve Grunner

8 Any Other Business

hgAGM Agenda Notes

Election of Officers

To keep Norcemog attractive to, and enjoyable by, its members we need to keep a steady flow of new ideas for our events. This can be assisted greatly by a regular turnover of committee members. Several of the current committee have been officers for approaching 10 years one or two even longer.

Our constitution requires that all the Officers of Norcemog need to be elected each year, we therefore require volunteers to fill ALL the various positions.

Please consider volunteering to join the committee in any of the positions and help by bringing some new blood to the organisation. If you are prepared to help (or know another member who is), please use the form below to make a proposal. (be sure to confirm the person is willing to stand if you are proposing another member).

OFFICER PROPOSAL FORM

Position	Name of Proposed Person	Signature of Proposed Person
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Person / Position Proposed By

Proposal forms must be returned by the 27th March 2022

Post to:

Andrew Threlkeld, Grasmere, 38 Milton Rough, Acton Bridge, Northwich, Cheshire CW8 2RF.

Or email

norcemog.sec@morgansportscarclub.com

Subscription Renewal

After two Covid affected years of free subscriptions, we are now inviting members to renew their subscription for 2022. A full review of our accounts is available at the AGM.

Subscriptions of £10 (per couple / family) are due on 1st April 2022 and may be paid by bank transfer (Details below) or by cheque (made payable to MSCC Northern Centre) and posted to our Treasurer, Bryan Fearn.

Submitting payment to Bryan at the AGM is also permissible!

May we remind you that membership of the Centre is subject to primarily being a member of The Morgan Sports Car Club.

Bank Details

HSBC Bank
Sort Code: 40-43-56
Account No: 01160427

Treasurer's Address

Little Poulton Hall,
32 Little Poulton Lane,
Poulton-le-Fylde,
FY6 7ET

Thank you for your continued support



NorceMog Club Classified

Morgan and Misc Items Wanted and For Sale



For Sale



Leather/Sheepskin Flying Jackets

£100.00 each plus p&p.

Dark Brown Leather/Genuine Sheepskin
Flying Jackets

1 x Mens: Size: Chest 44"
Length - shoulder to cuff 23"
Length - nape of neck to hem 30"

1 x Ladies: Size: Chest 34"
Length - shoulder to cuff 21"
Length - nape of neck to hem 27"

Both Feature:

Embroidered Morgan Logo/Badge
Brass oval with unique jacket number
1289



Mens Racing Green Sweatshirt

£10.00 plus p&p.

Size: Large

Features:

Gold embroidered Morgan Logo/Badge



These items are official Morgan garments
preowned, worn and cleaned.

Available either by post, or can be collected from BB4 4EA

Contact: Dawn Haworth 07818 840 841

dawn@lifedesignsandmore.co.uk

Advertise your items Wanted or For Sale. Send Photo/s and Details to: les@lbacreative.co.uk

For Sale



MSCC MOG06 Mug

Produced for the MOG06 Morgans at Mallory Park event and the 70th anniversary of the four wheeled Morgan.

£5.00

New, unused



Morgan Driven at Heart Mug

Produced by the Morgan Motor Company.

£5.00

New, unused

Rare Morgan Car Badge

A rare and sought-after MOG84 badge celebrating 75 Years of Morgans. Produced for an event by the Morgan Motor Co. around Malvern, Prescot and Eastnor Castle with Mark Aston appointed to organise it by Peter Morgan. Event was attended by enthusiasts from the UK, Europe, US and South Africa.

Including a stainless steel badge **£100.00**

All Items posted at cost, or collection from Little Budworth, or I can bring to a Noggin.

Contact: David Roberts 01829 760 251. Cellphone: 07768 216 305

david.roberts@harcoursa.com



Morgan 4/4 Series II Model

Limited Edition 1961 Morgan 4/4 Series II Vitess 1:43 scale diecast model in Bright Red. 2002 vintage, with clear plastic display box. Front Bumper needs attaching.

£43.00



Royal Scot 4-6-0 Locomotive and Tender

Early Dapol 00 Gauge 1:76 scale model in LMS Maroon Number 6127. Boxed, inc: insert with brief Locomotive History. 1997 vintage in Mint Condition. Box slightly aged.

£127.00

Either Item, contact: Les Burgess 07711 165 775

les@lbacreative.co.uk



Advertise your items Wanted or For Sale. Send Photo/s and Details to: les@lbacreative.co.uk



In March 1969, Concorde, the supersonic aircraft took to the skies, the first of flights that were to end after twenty seven years.

This March as ever, Morgan sports cars will take to the highways and remain a driving force for endless years to come..

Enjoy your Morganeering - this March - and every month of the year.

Cheers - Les les@lbacreative.co.uk

