

We're gonna remember it, Down by the Riverside

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**Welcome to your March Newsletter. In this issue:
A report on the Noggin at The Riverside Inn - Back to the future Morgan
Peter's Plus Four in production . . . Hope you Enjoy!**



Hope 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!

Over the last year or so, I've planted the seeds for a host of articles that you can contribute to. They can be anything about your Morgan, or membership experiences, even non-Morgan related articles will be of interest, just refer back to the previous Newsletter editions, at the varied content that should give you ideas.

So come on - blow me away with your response.

Les Burgess: les@lbacreative.co.uk

The Riverside Inn, Acton Bridge

Sunday 12th February 2023



Members gonna remember enjoying a get-together for lunch, 'Down by the Riverside'

A group of members from NorceMog and DevaMog set out for Sunday lunch on the 12th February, and were gonna enjoy themselves 'Down by the Riverside'.

After driving to Acton Bridge and arriving at the Riverside Inn, those in their Morgans, weren't gonna 'lay down a heavy load', but make light work of parking, before gathering to catch up with their fellow members on all the latest news, and then enjoy lunch in the conservatory, right on the edge of the River Weaver.

Everyone arrived nice and early, so we were able to secure sufficient space in the car park to create an impressive, colourful line up of Morgans. This included Andrew Threlkeld's newly acquired Maroon 2019 Roadster, Roger Benton's Dark Blue 2021 automatic and Peter Murphy's Maroon 2022 Plus Four's with their latest advanced technologies. Together with all the earlier Morgans, they provided an added attraction at this popular riverside location.

The attraction of the Morgans had regular visitors to the Inn, eagerly admiring them, busy taking photographs.

The Riverside Inn also acknowledged the attraction and posted photographs of the cars on their facebook page with the caption "We're lucky to be hosting a Morgan group meet up for the North West - Stunning cars to fill the car park on a grey Sunday afternoon".

Of the 29 members who attended, Tim and Jane Hill came all the way from New Zealand! Tim was a past Centre Secretary and designed the NorceMog badge, so it was great for them to catch up with long standing members, Irene and John Anderson, David and Una Haynes and Bryan Rawlinson and Ann Boyle.



Whilst a lot of the members lived locally, just 1.6 miles for Andrew and Joan Threlkeld, Bryan Rawlinson and Ann Boyle travelled the furthest (excluding those from New Zealand!) 55 Miles from Cabus near Garstang, just a couple of miles further than Andrew and Lynn Brown - 53 Miles from Rhyl. Thanks to them for making the journey.

The members that had hoped to join us at The Riverside, but didn't make it, apart from Bryan and Linda Fearn, (sadly for obvious reasons we are all regrettably aware of) were David and Sue Roberts with David having tested positive for Covid, and Margaret Martin who woke up on Sunday morning with a heavy cold, possibly Covid!. John and Lynda Stephens unfortunately also had to cancel, due to John not feeling too well.

For those who attended, the Riverside Inn was a great place to meet and eat, and chew the fat on the latest news. We could choose from a large and varied menu or from the carvery of Sunday roasts.

For 19 of us, there was no need to order afters, with an invitation from the club secretary for a selection of cakes, specially prepared by Joan, along with tea or coffee at his home, only a short drive from the Inn.

Our thanks to Andrew for organising the event, and along with Joan for their hospitality, that enabled us to continue catching up with fellow members.



Les Burgess

A Morgan line-up - The Riverside Inn is gonna remember ...



A few of the members meet up, after arriving to line up their Morgans, providing an added attraction at the Riverside Inn.

... and not forgetting



The added attraction of a selection of cakes prepared by Joan, with tea or coffee, at our club secretaries nearby home.

March 2020 - It was back to the future with the Morgan Plus Four

No other car manufacturer is as adept at blending old and new as the Morgan Motor Company, with the Plus 4 mainstay of their range, introduced in 1950, to its all-new Plus Four launch in 2020.

Launched in March 2020, the all new Morgan Plus Four may have the famous and familiar elegant shape of its predecessor, the Plus 4, that had been in production with minor modifications for an incredible seventy years, but under the bonnet it is an advanced, modern vehicle. Outwardly, it looks much the same as it's been over the years, the same classic roadster styling which is built on the famous handmade ash frame supporting the sleek aluminium panels. But underneath it's a car that is designed to take Morgan into the future.

Morgan recognised they needed to ensure they had a strong future ahead in terms of emissions compliance, crashworthiness and the new GSR safety regulations. That meant that they needed a new vehicle platform, but a key requirement was to maintain the flexibility of coachbuilding with a separate body.

With this in mind, Morgan then decided to switch to a bonded aluminium monocoque design for the chassis, while retaining the traditional coachbuilding techniques for the body. It was a tried and tested approach that has proved itself with the company, and has been used on its range-topping models since 2000.

Here, the majority of the structure is formed by folding sections out of sheet aluminium. The bonding surfaces are then pre-treated with adhesive and assembled on a jig before being baked at 180 deg C to create a single structure. Morgan refined this concept for the CX platform that would underpin the new Plus Four.



Above: A 1950's Plus 4. Below: The 2020 all new Plus Four.

One thing that was set in stone from the outset was that the new Plus Four had to occupy the same footprint as its predecessor, This presented numerous challenges. For a start the Plus Four's compact dimensions and low-slung running boards only left a narrow centre section for the main structure. And while the old Plus 4 used a live axle at the back and a sliding pillar on the front, the new car used double wishbones all round.



Part of the design brief was that the car had to be capable of running wire wheels. This posed its own challenge, as wire wheels use spokes triangulated around a central hub, which leads to a larger offset than you'd find on an alloy wheel. Morgan developed its own low-offset wire wheels in response to this, but it also necessitated extensive development work on the wishbones, uprights and brake components.

Morgan was keen to futureproof the Plus Four against emissions requirements, both to safeguard its position in existing markets and to open new opportunities where the previous car was unable to meet the legislation. A deal was struck with BMW, which had supplied the V8s used in the Aero 8 and the later versions of the Plus 8, to supply a new generation of direct injection turbocharged engines – an inline four for the new Plus Four.

The majority of the powertrain electrical architecture is also shared with BMW, as are the transmission options. Much of the calibration work has been carried out at BMW's test facility in Aschheim, near Munich. Packaging this powertrain would bring its own challenges, with complex control and aftertreatment systems and the constant temptation to open up the packaging volume, but Morgan dug in and resisted.

Back at the Morgan factory on Pickersleigh Road, the familiarity is easy to accept. You're still greeted by the sound of panel beaters' hammers and the smell of fresh timber wafting through the air. In fact, there's more wood used in the body frame of the CX generation Plus Four than in its predecessor.

Modern technology is used wherever it can offer an efficiency benefit without detracting from the traditional craftsmanship that lies at the very heart of Morgan's production philosophy. Laser cutting, for instance, is now used to create the blanks that will later be hand-shaped into the Plus Four's elegantly louvred bonnet. Likewise, 3D printing is used to create jigs and fixtures that are used in the wood shop.

One of the reasons for sticking with traditional ash and aluminium coachbuilding is that it provides plenty of flexibility for Morgan's small production runs, typically around 800 cars a year. The wings are formed using the Superform process, which heats a sheet of aluminium to around 500 deg C and then blows it into a mould to create a complex 3D shape. But the remainder of the bodywork is sculpted by hand, just as it's always been.

The results are exquisite, particularly as other cars typically get bigger, heavier and more generic. Morgan has managed to retain the elegance of its original pre-war designs, despite bringing in a host of new technology.

There's undoubtedly more to come. Although the company says it has no specific plans for electric or hybrid models on this platform, it has been designed to provide sufficient flexibility should that be required.

Whatever the challenges that lie ahead in the future, you can be sure that Morgan will be well-placed to tackle them in its own inimitable style.



Above: The BMW powetrain. Below: Plus Four in production.

With acknowledgement to Chris Pickering, The Engineer

The future is driven by these members Plus Four's.



Roger Benton. 2021 Plus Four Auto: 2L Turbo BMW.



Peter & Rosemary Murphy. 2022 Plus Four. 2L BMW.

The future was shaped from these members Plus 4's.



Arwyn Williams. 1955 Plus 4-4 Seater. Rebuild project - 1968 Plus 4-4 Seater. TR4. Rebuilt 2018-2023



Margaret Martin. 1990 Plus 4. 2L Rover M16 - 1997 Plus 4. 2L Ford.



Les & Hilary Burgess. 1994 Plus 4. 2L Rover T16

Brian & Linda Corbett. 1995 Plus 4. 2L Rover T16



Chris & Sheridan Webb. 1995 Plus 4-4 Seater. 2L Rover T16

Martin & Vivien Cocks. 1996 Plus 4-4 Seater. 2L Rover M16



Vince & Gina Atherton. 2008 Plus 4-4 Seater. 2L Ford



Chris & Carol Bennion. 2015 Plus 4. 2 litre Ford GDI



Paul & Margaret Johnson. 2015 Plus 4. 2L Ford GDI



Mal & Simon Westwood-Bate. 2016 Plus 4. 2L American Ford



Adrian & Dot Long. 2017 Plus 4. 2L Ford GDI



Richard & Jill Hough. 2017 Plus 4. 2L Ford GDI

The future was put on hold, then cancelled for this new model, The Morgan Eva GT.

The Morgan Eva GT was a proposed 2+2 grand tourer, a project that became known as MagMog, 'Magnificent Morgan' which was designed to take the company into the future, powered by a BMW bi-turbo straight-six.

The prototype was launched in 2010 with deliveries proposed for 2012. A delay in delivery was announced pushing it back until 2014. However the production of the Eva GT was then cancelled in 2013.

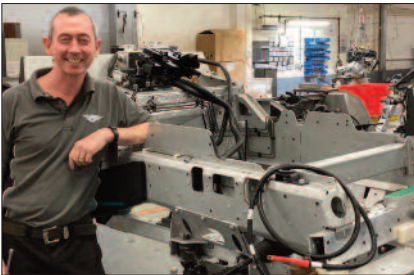


Peter's Plus Four in production

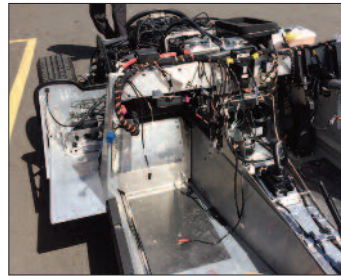
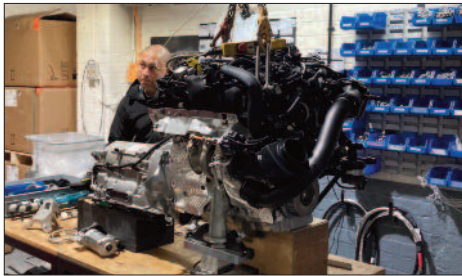
From the start of the build on 22nd Oct, to delivery on 19th Nov 2021,
Peter Murphy's photo record of his new CX Plus Four.



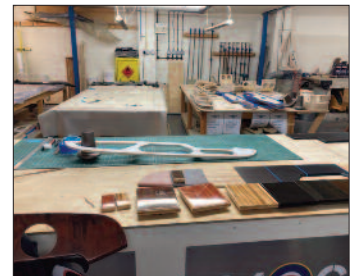
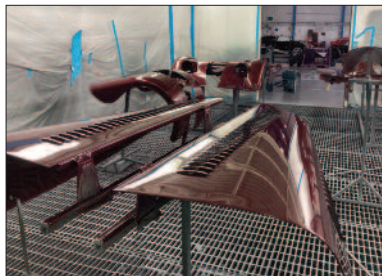
The chassis delivery, before Peter and Rosemary attend to see the build in progress, which commenced fitting the Ash frame.



Peter and Rosemary meet the man working on the build, with work on the chassis and fitting of the aluminium body panels.



The order details for continuing the build, with rolling chassis completed, engine and gearbox prepared and fitted to the chassis.



Body panels in the paint shop, for Peter and Rosemary's choice of colour to be applied, then the dashboard to be veneered.



The build completed, ready for the pre delivery inspection.

After undergoing a rigorous road test, every body panel is inspected, followed by a 3 stage polishing process to ensure the Plus Four has a flawless finish, ready to be delivered to the Oakmere Motor Group, main dealer for Morgan in the North West, as Peter and Rosemary are delighted to take delivery.



Diary of NorceMog Events

Enjoy meeting up with your fellow members

2023

Check Website for any Event Updates www.norcemog.com

Highlighted - Events organised by NorceMog. **Dates/Events listed in Red** - to be confirmed/finalised.

Jan 8	The Inn at Whitewell, Clitheroe, Lancashire Contact Andy Bleasdale Tel 07973 315676 bleasers@hotmail.com Full Details	
Feb 12	The Riverside Inn, Acton Bridge, Nr Northwich Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	
Mar 12	The Dalton Arms at Glasson Dock, Lancashire Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details BOOKING ESSENTIAL	 LIMITED TO 40 MEMBERS
April 15	MSSC AGM - MMC, Visitor Centre, Malvern	
April 16	NorceMog AGM/Lunch, Vale Royal Abbey, Whitegate Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	
April 22^{or}23	FBHV Drive it Day: Pipes in the Peak, Derbyshire Date to be confirmed Full Details BOOKING ESSENTIAL	
May 1	Gawsworth Hall Car Show, Macclesfield Contact Martin Cocks Tel 07973 488504, martincocks@btinternet.com Full Details	
May 7	Cheshire Candles Charity Run Organised by West Cheshire MG Car Club Full Details MORGANS WELCOME	
May 21	Windermere Jetty - Museum of Boats, Speed & Steam Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details BOOKING ESSENTIAL	
June 11	Autotest & Concours the British Commercial Museum, Leyland Contact Brian Rawlinson Tel 01995 604716 Full Details	
June 25	Arley Hall Garden Festival, Arley, Cheshire Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	 MAXIMUM 10 CARS

June 30 -
July 2

MOGFEST 23 & Annual Dinner
Windsor & Brooklands Museum, Surrey
[Bookings open](#) and can be made through MSCC Travel Club



July 9

100 years of Blackpool Carnival
[Details to follow](#)



July 24 - 27

Fat Lamb Tour: Yorkshire Dales / Cumbria
Contact Adrian & Dot Long Tel 07831 377255
adrian.long@icloud.com
[Full Details](#) **DON'T DELAY TO RESERVE A PLACE**



July 28 - 30

Oulton Park Gold Cup - 3-day race weekend
Contact Andrew Threlkeld Tel 07912 494768
norcemog.sec@morgansportscarclub.com
[Full Details](#) of what is racing and anticipated prices



Aug 13

To be confirmed

Sept 1 - 3

Morgans at Windermere
Contact Les Ellis Tel 07900 962348
les2mog@gmail.com
REGISTRATIONS OPEN 1st April



Sept 10

To be confirmed

Sept 14 - 17

FolkMog week-end at Woodhall Spa
Several NorceMog members are going on this trip.
[Although Closing Date was June 2022](#)
Contact wilson.steve12@googlemail.com for any cancellations



Oct 8

To be confirmed

Nov 5

To be confirmed

Dec 10



Christmas Lunch & Annual Awards Presentation
Barton Manor Hotel, Barton, Preston
Contact Linda Fearn Tel 01253 891539
lindafearn737@icloud.com
[Details to follow](#)



Check Website for any Event Updates www.norcemog.com

If you have an idea for hosting a vacant monthly event, we welcome proposals.

Contact Andrew Threlkeld Tel: 07912 494 768 norcemog.sec@morgansportscarclub.com



March of the Morgans

Morgans passing Peachfield Common in Malvern.

'Convoy' (Adapted)

**'Cause we've got a Morgan convoy
Rollin' on from day 'til night**

**Yeah, we've got a Morgan convoy
Ain't she such a classic sight**

**Come'n join our Morgan convoy
Ain't nothin'll get in our way**

**We're gonna roll this Morgan convoy
'Cross the highways every day!**

Convoy!

Cheers - Les les@lbacreative.co.uk

