



## Welcome to your July Newsletter. **Headlines on ONE**



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## Noggin News

The Calendar of Events has recently been updated, please click here for the latest version.

<http://www.norcemog.com/Calendar%20of%20Events/2023Diary.pdf>

**Please Note** actions required for the forthcoming events.

**July 9<sup>th</sup> Speke Hall** – Closing date is Wednesday July 5<sup>th</sup> Contact = Andrew Threlkeld

[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)

**July 23<sup>rd</sup> Cheshire Motor Show** – Closing date = Wednesday July 19<sup>th</sup> Contact = Andrew Threlkeld

[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)

**July 28 – 30<sup>th</sup> Oulton Park Gold Cup** – Ticket applications close July 16<sup>th</sup> – see web site for full details.

**August 13<sup>th</sup> Lunch at Assheton Arms** near Clitheroe including optional Social Run. Limited to 26 Members so don't delay if you want to attend. Food to be pre-ordered.

Organiser Kate Robins, contact through [norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)

**September, October & November** – All now confirmed and latest details available on web site -

### Bryan Fearn Correction



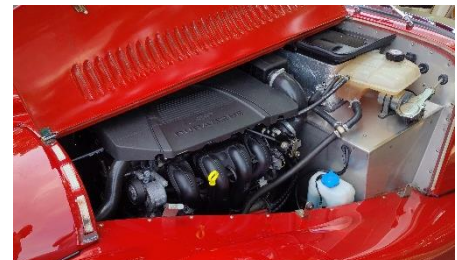
Our tribute to Bryan featured in the May edition of NorceMog News mistakenly reported that Bryan was born in Yorkshire. He was actually born in Derbyshire and very proud of his Derbyshire roots. We apologise to Linda and the family for this error and are happy to set the record straight.

**NorceMog Autotest & Concours**  
**10<sup>th</sup> June 2023**  
**British Commercial Vehicle Museum**  
**Leyland, Lancashire**  
**Motorsport UK Permit No. 131457**

With perfect weather all Morgans arrived 'sans roof' as competitors assembled for our annual Autotest at The British Commercial Vehicle Museum in Leyland. Where were you? A slightly disappointing 6 cars competed in the safe environment of the large car park which had been closed off with cones to prevent innocent locals accidentally entering the test area.



Inevitably the day started with under bonnet inspections and a carburetor / fuel injection comparison.



The innovation of the day went to Robin Askew as the strategic positioning of a tennis ball kept the oil filler cap dry within his engine cover.

With signing on complete and entry money collected the series of tests commenced with drivers demonstrating their competence on judging the height of their windscreen and reversing up to a plastic tube. Both tests were set on a slope just to add a little more difficulty to the judgement! Marshals measured the distance between windscreen and bar or plastic tube and rear of car assuming the competitors left a gap to measure!



*1 Martin Cocks at the height bar*



*2 Kate Robins reversing to the plastic tube.*

Each element was scored independently so a failure (e.g. height bar too low or hit the plastic tube) did not necessarily rule out a potential win overall. Mr Bleasdale is so proud of his individually specified, purpose built, windscreen it was such a shame that it did not fit under the height bar when a standard windscreen would have done! Nevertheless, Andy's hair remained unruffled throughout the day.



*3 Robin Askew through the slalom*



The second series involved driving up to the plastic tube, around a specified route and then reversing to park the near side front wheel onto a strategically placed plastic mat. The distance from the front of the mat to the wheel centre was the measurement recorded.



4 Andy Bleasdale parking on the mat



5 Stan Foxall approaching the first cone to deposit a tennis ball.

The final exercise was a prescribed route placing 3 tennis balls on 3 cones on the way out, park in a garage and return, by any route, collecting the tennis balls on the way back. There was a generous target time to meet hence a sedentary approach was more rewarding than trying to be as quick as you can. Robin Askew was within 5 seconds.

The non-drivers were each issued with a MSCC MOGNIFICENT scoring chart to assess the cars for the concours competition. Judges were not allowed to mark their own car and extra points were available for year (the older the better) and mileage (more miles = more points!). The key inspection areas were Interior – seats, belts, dashboard, carpets etc. and Exterior – paint, windscreen, tyres and wheels, lights and trim. The scores for each car were averaged to determine the winner.

An added attraction at the Autotest was a unique class when Bryan Rawlinson introduced us to his mobility scooter, delivered via a winch in the back of his car. Not to be left out, Bryan also completed each of the Autotest challenges whilst refraining from the Concours!



## The Results

### **Concours**

Winner – Donna Iafrati – Blue Roadster. – OK. So it's Kate's car but Donna is the one that washes it!  
Second – Robin Askew – Red Plus 4

### **Autotest**

Winner – Martin Cocks  
Second – Robin Askew

Best Lady entrant – Kate Robins

Best 3-Wheeler – Awarded to Bryan Rawlinson for a sterling effort on his scooter!

**Glendower Cup** – Awarded to best Autotest / Concours combined and presented at the Christmas Meal and Awards ceremony in December. - Winner – Robin Askew



NorceMog Chairman Andy Bleasdale presents awards to



Donna Iafrazi – Concours Winner



Martin Cocks – Autotest Winner



Robin Askew – Runner up  
Autotest & Concours



Kate Robins – Best Lady



Bryan Rawlinson – Best 3-Wheeler!

A brilliant day enjoyed by competitors, marshals, judges and spectators rounded off with a picnic and, in some cases, a visit to the museum with a discounted admission charge.

Among the spectators was our own Godfather - previous NorceMog Chairman – John Anderson



We thank the British Commercial Vehicle Museum for the use of their car park – again - and we donated the entry money to their charity fund and upkeep of the premises.

Andrew Threlkeld



# A Fine Display of Morgans Arley Garden Festival – 25<sup>th</sup> June 2023

Cheshire is blessed with a number of historic houses, some owned by the National Trust and some, such as Gawsworth Hall and Arley Hall being privately owned. The chance to display ten Morgans at the front of Arley Hall at their Food & Garden Festival is, therefore, not to be missed especially as

aspects of the festival touch my personal interests - the range of food and the most excellent jazz saxophonists. My 'other half' Sue is much more into gardening than I. By the way, my 'scorched earth' method of gardening would not find favour with Arley's Lord Ashbrook.



With thunderstorms and rain forecast for the day, my 4/4 and +8 Morgans were prepared for the worst meaning that ancient five and six decade old and tattered hoods were packed as vain protection against whatever precipitation was in store for us. Why take two Morgans, you rightfully ask. Well, because I have two MoT'd and running Morgans, because there were vacancies and it allowed us to invite past Morgan owners Jill and Roger Maher.

The day was great as was Norcemog's display of Morgan's including some invited interlopers from DevaMog and Tormog. Some members, trusting in the accuracy of the mobile phone weather apps foretold that the rain would arrive at 13:56 British Summer Time precisely and so there was a flurry of activity erecting hoods in anticipation of the impending thunderous deluge. Those a tad more relaxed continued to 'shoot the breeze' with anyone prepared to engage in conversation, answered questions about the cars and, some even allowed persons and children to sit in the pilot seat to have their photographs taken. Personally, I think that there is self-interest in this seeming display of kindness as I suspect that the real motivation is to generate interest and support or even increase the resale value of their Morgans when time arrives to sell.



The heavens opened around two thirty pm producing further hood erecting activity whilst collapsible seats, umbrellas and essential victuals were moved into the conveniently close portico entrance to Arley Hall thereby becoming Norcemog' Operations Centre for the duration. An hour later, it was announced that stallholders and displays were excused from the 5:30 pm deadline and rapidly, the sounds of engine exhausts and departing Morgans was heard.



Hoods Up – Awaiting the Rain!

Report by David Roberts. Photos courtesy of David Roberts, Mike Skelhorn & Roger Mayer



# Jay and Yvonne go up the hill after going down to the Cotswolds to join the Classics at Prescott



**The Classics at Prescott celebrated its 20th anniversary this year, the annual hill climb event for classic cars, run by the Winchcombe Rotary Club.**

Jay and I drove down to the Cotswolds to spend the weekend in Prescott to experience driving up the famous hill and meet up with like-minded classic car enthusiasts.



On Saturday we enjoyed a picturesque tour around the Cotswolds along with a convoy of individual classic cars including about 8 Morgans from various parts of the country and groups representing many other classic marques. The tour started at the Royal Oak in Gretton and took in a circular route, returning to Winchcombe. The distance was about 80 miles and the tour guide that was provided by the club offered suggestions about the many suitable stop off points along the way. This created the opportunity for us to pause at a number of interesting beauty spots and take in some refreshments.

The main hill climb event, which Jay and I had been looking forward to, took place on Sunday when from 10am the paddock entries started their hill runs. When they were not on the hill, the cars were parked in the paddock and could be viewed at close quarters. Prior to and during this time there was a large display of classic cars in the orchard where you can see in the photo above, our Plus 8 parked alongside other Morgans with Jay taking time out to relax. Then at lunchtime following the hill runs, a more sedately driven cavalcade of the parked orchard cars went up the hill so that those who were just viewing could admire them all in motion.

The Classics at Prescott provided a great weekend of activity for Jay and I, and we can recommend it to any of our fellow NorceMog members that have not been there before. Participating in the event is great fun, or if you're just viewing, there's good vantage points across all parts of the track. There's plenty of parking space that is ideal for picnics and on-site catering is available from the Bugatti Clubhouse.

**Yvonne Chadderton**  
Edit by Les Burgess



## More to members than a Mog

Added to Duncan and Jen's Limited Edition Brooklands Roadster  
the pleasure is unlimited with the Harley Davidson



The enjoyment I get from owning a classic isn't limited to the Morgan Brooklands Roadster, the Harley Davidson adds to the experience of power and pleasure. I experienced the pleasure of being on a motorbike when I was just 6 or 7, riding on the back of a relative's Triumph for a relatively gentle trip up the road, and I loved it.



Motobikes have been a passion of mine that started when I was 16 and I got a moped; an Agratti Garelli, pictured opposite, and then as I turned 17 it was replaced with a 1975 Benelli 250 2c. For me the Benelli's claim to fame was that it was an early Italian motorcycle venture into electronic ignitions and I had a little black box, whatever could go wrong? But if you happened to miss a gear and over rev the engine you blew a fuse in the speedometer, which also affected the headlight, so if you missed a gear at night you were riding in darkness.

Back then, for fun, my friends and I were busy, and badly, rebuilding old (even then) British motorbikes. I still have a 1960 Royal Enfield 350cc Bullet which I bought in 1977 and a 1958/9 Royal Enfield Constellation 700cc twin which I've had since 1978. In its day the 'Connie' was one of the fastest, if not the fastest 700cc twin around, reaching 114 miles per hour. Alas, Royal Enfield might have reached this amazing speed but it wasn't for long because the engine is two 350cc cylinders stuck together which at great speed tend to separate. Ooops. These two bikes, after having given me lots of fun, are now in boxes in the garage awaiting yet another rebuild. Jen looks disapprovingly at these rusty bits of metal and I go all defensive - ah, the joys.

Then, in 1995 I was able to make a motorcycle dream come true; I purchased a 3-year-old Harley Davidson 1200 Sportster. It was before secondhand Harleys often cost more than new ones, because there were so few of them, with a limited supply and long waiting lists. I rode this bike until 2013 when I very happily bought the Harley you see in the pictures.

This motorbike is a 2013 Harley Davidson Street Bob with the Dyna frame. It has a 96 cubic inch engine (1573 cc) and has a special Harley custom paint finish called 'Hard Candy Custom' paint. It's a sparkly nail varnish red and Jen can paint her nails to match.







The bike has undergone a Screamin' Eagle Stage one upgrade and remapped with a Dynajet Power vision and Vance & Hines slip on mufflers (exhausts). The luggage is quick release, but even though it's official Harley equipment, you still have to relocate the rear indicators.

Since 1995 I've been a member of the Northern Harley Club - members have dwindled from our heyday of over 130 to just a small happy band who ride all over Europe. We have an unofficial method of rating a rideout; how many times we keep going round the same round-a-bout as the Road Captain tries to establish the correct exit. The record stands at a round-a-bout in Portsmouth when we were catching the ferry to Santander. We went past a Farmfoods 5 times - round and round and round.....

As well as my love of motorcycles I also have, running alongside, an affection for motor cars. Morgans had already made a big impression on me, but as a teenager owning one was a distant dream. However, in my early 20's I got an MG Midget which I was able to enjoy for over 20 years, but then it had to go because either it got restored or the kids got fed. The children won. Fortunately, MG TF's are comparatively inexpensive, and great fun, and I was able to enjoy running around in one, and then I got another one to go with it - I bought my daughters from her. She decided she wanted a more average, popular sort of car. But I still like MG's and now have a tatty MGF.

Then, in the winter of early 2021, I was in the position of being able to fulfil my dream, but we were in lockdown, so I spent many long hours on-line looking at Morgans for sale. I didn't want to buy one unseen so a lot of wishing and hoping was done. I saw a couple of models I liked, but unfortunately, they were purchased by others.

When lockdown lifting was imminent, I saw one I really liked the look of and rang the dealership, Revolutions in Perth, who were great with me. I paid a small reservation deposit to ensure they would hold it for me until I could come and see it to decide. My friend, who is a Morgan owner and I drove up to Perth in his Roadster. It was certainly a bracing drive from Romiley to Perth with the hood down all the way there and back.



Once there, we took the car for a test drive, the deal was done and I arranged to collect the car the following weekend. This time, Jen and I got the bus from Southport to Preston, then the train to Edinburgh and another train to Perth, then a taxi to the hotel where we were staying the night. The excitement was palpable when we arrived at Revolutions the next day, to see the car that was ready and waiting in its shiny glory, with the hood down. Then followed my first proper distance drive in a Morgan along with Jen's very first ride in one.

If the weather the weekend before had been bracing, it now seemed balmy in comparison, as it was now Baltic. As our first proper expedition in the car it was a must that we kept the hood down unless we drove into a monsoon, so Jen had a plug in heated blanket. It was put to good use on the 5 hour (including a stop) 250+ mile journey home in minus temperatures. This was an epic experience for us both, but possibly for different reasons.

The car is a 2014 Brooklands Edition Roadster 3.7l of which 50 were made along with 50 3 wheelers. It comes with uprated suspension and according to the official blurb a black bonnet strap. The ones I know of came with a brown bonnet strap; typical Morgan I guess. The silver bonnet is to give the impression of being aluminium, and some cars had them produced in polished aluminium. I don't envy the owners the joys of polishing them.

The link is to the official brochure that Morgan were going to print, but never did - as they had sold all the cars.

<https://autocatalogarchive.com/wp-content/uploads/2017/01/Morgan-Roadster-V6-3-Wheeler-Brooklands-Edition-2013-UK.pdf>

The Morgan and motorcycles have been a wonderful and rewarding part of my life, dreams that have been realised as Jen and I now get to meet great people, enjoying interesting and rewarding times in NorceMog.

Duncan Cook  
Edit by Les Burgess



## Les Burgess Resigns



On 5<sup>th</sup> June Les informed our Chairman, Andy Bleasdale, "that I am resigning my position, as your newsletter editor with immediate effect". During his 2-year tenure Les transformed the Newsletter into a 'Norcellany' magazine in addition to re-formatting the Calander of Events and designing a new home page for the web site which will be published shortly. We would like to thank Les for his creativity and endeavour over the last 24 months and wish him well for the future.

## Vacancy – Newsletter Editor

The notification above leaves us without an editor until we have another volunteer to produce our monthly communication. If you are interested in this role, please contact our Centre Secretary at the email address below.  
[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)

## And Finally,

A last word from Les

### July 29 – International Tiger Day

Every year the world celebrates International Tiger Day, to show their collective support for this magnificent yet endangered big cat.

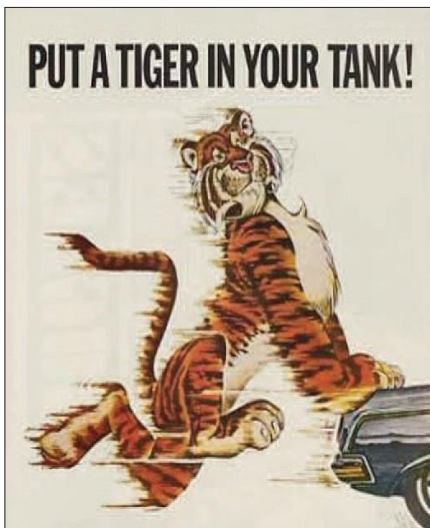


From the early 60s, motorists all over the world were tying fake tiger tails to the caps of their petrol tanks and sporting bumper stickers that declared: "I've got a tiger in my tank."

The fact that some 2.5 million tails were sold in the US alone - and that they're still in demand - is testimony to the durability of the campaign that convinced drivers that Esso fuel was so powerful that it was the equivalent of having a huge beast in their petrol tanks.

"Put a tiger in your tank" was a slogan created in 1959 by Emery Smith, a young Chicago copywriter who had been briefed to produce a newspaper ad to boost sales of Esso Extra.

The ad campaigns for so-called eco-friendly EV's, can't plug into slogans as good as this!



Just like the late 50's- 60's  ad campaign slogan said 'Put a Tiger in Your Tank'... and get Your Morgan 'Roaring down the Road'!

