



## A great get-together at Vale Royal Abbey

AGM Report on pages 2 - 3

**Welcome to your May Newsletter. In this issue: The AGM report from Andrew Threlkeld  
Countdown at the AGM - Vale Royal Abbey History - The Month of May - Drone Factory Tour  
An Unusual Morgan - A Dream and an Old Wreck . . . Hope you enjoy!**



### During the month of May my mind's all at sea!

It's that time of year when I anchored the Morgan in the garage, as Hilary and I headed to our beloved Greek island.

Regrettably, Athens is the first leg of the journey and I'm now unable to fly.

My poem opposite expresses emotions I had when we set sail for the island... now I'm set to express the sentiments of your article in forthcoming Newsletters.

Les Burgess: [les@lbacreative.co.uk](mailto:les@lbacreative.co.uk)

### Waves of Emotions

On boarding the ferry, my feelings then start, eager emotions, can't wait to depart.

Ferry ups anchor, heads out through the bay, relieved emotions, we're on our way.

Now we've set sail, the Aegean lies head, impatient emotions, as the decks I tread.

Then on the horizon, the island's in sight, joyous emotions, as feelings take flight.

As we dock into port, and I glance out to sea, waves of emotions, flood over me.

More island memories: Pages 7 & 13





# Morgan Sports Car Club - Northern Centre

## AGM - 10th April 2022

Vale Royal Abbey Golf Club, Whitegate, Cheshire



A record number attended the AGM and all managed to stay awake for the full 8¼ minutes of the formal proceedings

We were blessed with a warm sunny day, however the closing of 2 lanes on the M6 Thelwall viaduct presented a few problems for members travelling from 'up North'! Nevertheless, along with earlier arrivals, they lined up in a fine display of 21 Morgans adorning the lawn at the rear of The Great House, which caused much admiration and envious glances.

After the meeting many members took advantage of the invitation from Dave & Sue Roberts for tea and cakes at their nearby home in Little Budworth. Dave enthralled us with the progress of his Series 2 Morgan restoration and his ingenuity to get the car to its current state. It's one thing to read about it in Newsletters but quite another to witness first hand.

Our thanks to Dave & Sue and all those who attended the AGM. We look forward to seeing you again at future Noggins (See page 4) for the photo-countdown.

### Minutes of the Meeting

The Secretary welcomed members attending their first NorceMog AGM. Kate Robins & Donna lafrati, Duncan & Jen Cook, Simon & Mal Westwood-Bate, Andrew & Lynn Brown, Stan Foxall, and Hilary Burgess. Perhaps not the best one to attend as we have a lot to get through and it could take 6 minutes!

**1 Apologies** Received from: Dave & Jan Leonard, Steve & Viv Grunner, Jim & Trudy Robinson, Bryan Rawlinson & Ann Boyle, and Roger Benton.

**2 Present** 46 members were present and signed the attendance sheet.

**3 Acceptance of previous minutes – 11th July 2021**

Acceptance proposed by: Peter Moore. Seconded by: Linda Fearn.

Matters Arising: None.

**4 Secretary's Report**

Since returning to social functions post Covid, we have experienced more members than ever attending events which is great to see.

The Calendar of Events continues to have more events added as featured in Les Burgess's Newsletters and is available on the web site.

Although recent noggins have amounted to meeting for a Sunday lunch, we are striving to return to event-based meetings for example: visiting places of interest with, if possible, privileged parking to display our cars.

June sees us visiting Lytham Hall and Arley Hall (only 1 place left) and July visiting RHS Bridgewater Gardens. For this meeting we need a minimum of 12 members to assure the discounted rate of £8.50 (RHS Members Fee) and more details are available on the web site. Book early to avoid disappointment!

We are still relying on a few to arrange these noggins and we ask, once again, if other members will volunteer to include events in the calendar.

**5 Treasurer's Report**

A copy of the accounts was included in your invitation pack and will be included in the minutes. In summary

The financial statement for 2021/22, prepared by Bryan Fearn (Treasurer) and reviewed by Neil McArthur, showed an excess of income v expenditure of £188.34 for the year.

When we take out pre-payment for the Lytham Hall event and 2022 subscriptions, we will show a slight deficit over the year.

The current bank balance stands at £2864.99

Expenses to be covered includes web site hosting, web domain registration, subsidies on some events, trophies and engraving of annual awards. Covid permitting, pre-payment deposits for some events as required, pre-purchase of regalia items etc.

HSBC have introduced bank charges for this account and other banks are likely to follow suit. They are not taking on new clients for this type of account.

We have re-introduced subscriptions of £10 p.a. for 2022 and they are due from 1st April. Please see our treasurer (Table 4) if you wish to pay today.

The members voted unanimously to accept the accounts as reported.

## 6 Proposed changes to The Constitution

Minor wording changes due to discontinuance of Centre Liaison Officer (CLO) role.

The members voted unanimously to accept the changes, previously reported to the Constitution.

## 7 Election of Officers

All officers agreed to continue in their role and were unanimously voted in by the members present.

The Secretary (and later Chairman) requested that other members considered joining the Committee to refresh it and bring in new ideas to the club.

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

Simon Westwood-Bate congratulated the Newsletter Editor, Les Burgess, on his production of the NorceMog Newsletter introduced in August 2021 "A damn good read!" Les Burgess expressed his hope for more input from the Committee and its members to be included in future editions.

Meeting closed.

[Andrew Threlkeld](#). Centre Secretary.

Post meeting: Chairman, Andy Bleasdale, wished to express his thanks to Andrew Threlkeld for his work as Centre Secretary, and re-iterated the need for volunteers to arrange the monthly events and to consider joining the Committee to bring fresh input and ideas.

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## NorceMog Accounts

### Income and Expenses Account for the Year to 31st March 2022

Income		Payments	
Subscriptions 2022-23	70.00	AGM Subsidy	100.30
Regalia	161.83	British Heart Foundation Donation	50.00
Christmas Meal	1450.00	Christmas Meal	1450.00
Lytham Hall	227.40	Web Renewal x 2	96.99
	<u>1909.23</u>	Bank Charges	<u>23.60</u>
			1720.89
Excess of Income over Expenditure	188.34		
Balance at 1st April 2021	2676.65		
Balance at 30th March 2022	2864.99		

Prepared by NorceMog Treasurer Bryan Fearn Reviewed by Neil McArthur.



# Countdown at the AGM - added up to a great get-together



## On Arrival

The members lined-up their Morgans on arrival with privileged parking on the lawn, creating an attractive display, then enjoy a coffee as they mingled, participating in Mog-talk prior to taking their table in the Abbey.



## The Carvery

After being served with a tasty salmon based starter, members were called up, table by table, to choose from a selection of roast beef, gammon and all the usual trimmings.



## Tucking in

Back at the group tables after choosing from the carvery options, members enjoyed tucking into the meal and share in catching up and exchanging views on all of the latest news, ahead of the AGM minutes that followed.



## The Minutes

For afters, the minutes were served up by Andrew, and kept short and sweet - 'minutes in minutes' with unanimous approval.

### - minutes later

To David and Sue Roberts house for tea & cakes and the chance to view Dave's restoration project.







# The History of Vale Royal Abbey



## Recent home of the NorceMog AGM

Vale Royal Abbey was originally a medieval abbey and later a country house. It was founded in 1270 by Edward I for monks of the austere Cistercian order. The King intended the abbey to be on the grandest scale however financial difficulties meant that these ambitions could not be fulfilled, and the final building was considerably smaller than planned. The project ran into other problems too; the abbey was frequently grossly mismanaged, relations with the local population were so poor as to result in large scale violence on a number of occasions and internal discipline was frequently bad.

Vale Royal was closed in 1538 by Henry VIII as part of the Dissolutions of Monasteries Act. Much of the Abbey, including the church was demolished but some of the cloister buildings were incorporated into a mansion by Thomas Holcroft, an important government official, during the 1540's.

Over subsequent centuries, this house was considerably altered and extended by successive generations. The building still contains some of the surviving rooms from the medieval abbey including the refectory and the kitchen. The foundations of the church and cloister have also been excavated.

It is a scheduled ancient monument and a Grade II listed building.

Nothing remains of the great church, though archaeological work has revealed many details of its structure. A stone circular monument, known as the 'Nun's Grave', traditionally commemorates a fourteenth century Cheshire nun, Ida, who tended a sick Vale Royal abbot, and on her death was buried at the site of the high altar. The monument was erected by the Cholmondeley family, possibly to lend credence to the legend of the nun.

The material in its construction comes from three sources: the head made from a medieval cross with four panels depicting the Crucifixion, the Virgin and Child, St. Catherine, and St. Nicholas; the shaft, made in the seventeenth century and made of sandstone; and a plinth made from reclaimed abbey masonry. The present country house on the site incorporates substantial parts of the south and west ranges of the abbey plus Holcroft's Tudor house.

Vale Royal was purchased by ICI in 1947. The chemical company initially used the abbey as staff accommodation and then, from 1954 to 1961, as the headquarters for its Alkali Division. ICI moved out in 1961 and for some years the future of Vale Royal was in doubt. There were abortive schemes to use the abbey as a health centre, a country club, a school, even a prison (this latter proposal was resisted by local inhabitants as strongly, though less violently, as the original foundation of the abbey had been, and did not occur).

The building fell into disrepair as the photos opposite show until an application to build the golf course and new houses was made. Permission was given to build the golf course on condition that The Great House was also restored. The golf course was officially opened in October 1998 and then permission was granted to build the houses that line the driveway to Vale Royal Abbey. All these houses display the Vale Royal Abbey crest, either etched into a window or as a plaque mounted on an exterior wall



Above: the south /west wings of the Abbey in 1911  
Below: the Abbey in disrepair prior to restoration





## Take Flight around the Factory

### A Drone gives you a New Perspective on the making of a Morgan

For the first time ever, a drone has taken flight to guide you around the historic Morgan 108-year-old factory, which welcomes around 30,000 visitors each year. Famed for being home to the production of the new Morgan Plus Four and Plus Six, and now where the company's all-new three-wheeled model will be produced.

You will be transported with roving views of the production line, moving through the Chassis, Assembly, Sheet Metal, Wood, Trim and Paint shops, before then finishing in the Pre-Delivery Inspection department. Eagle-eyed viewers will spot a special project or two...

**View the Video  see for yourself.**



... but there's no substitute for a real-life visit and tour of the factory.

Just ask **Jay & Yvonne Hale** or **Peter & Rosemary Murphy** featured in articles on pages 8 & 9 or **Dave & Jan Leonard** featured in the October Newsletter last year.

After you've viewed the video, you can book a tour here: <https://www.morgan-motor.com/factorytour/>



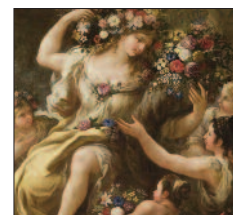
# The month of May

## Greek Mythology, Celebrations, and Poetic Memories of a Magical Island

In Greek mythology the month of May takes its name from Maia, the eldest of the seven nymphs of the Pleiades, daughter of Atlas, the Titan god, and mother of Hermes, messenger of the gods. Born on Mount Kyllini in Arcadia, she dwelt alone in a cave as an earth goddess, a nurturer, a mother and celebrated grandmother of magic.

In reverence to Maia, the month of May has a special significance on the islands and has been celebrated since ancient times. One of the oldest celebrations is the Anthesteria, a Greek flower festival where flowers are collected and carried to various sanctuaries and temples.

On the first of May, the tradition is for families to picnic in the countryside and collect flowers, said to represent the beauty of God, bringing health and happiness. They gather the flowers for their May wreaths, calling out to each other, "Kali protomagia"- have a good May Day,



It was in the month of May, in the early seasons, ahead of main tourism, when Hilary and I spent many wonderful years visiting the Cyclades White Island of Paros in the Aegean sea. Visits that evoked unforgettable memories and inspired me to write a book on our travels (link below)... the places, the people and a collection of poems - just four featured here.



### White Island

White Island, in the Mediterranean blue,  
The island of Paros, where dreams come true.

White Island, with beauty of great renown,  
the sparkling jewel, in the Cyclades crown.

White Island, blessed by the god of light,  
with brightness by day and dazzling at night.

White Island, shine bright in the Aegean sea,  
this magical island, keeps beckoning me.



### Amazing!

The streets of Naoussa, winding and narrow,  
a maze of discoveries, of places to go.

Fashion boutiques, full of colours and flair,  
beautiful styles, that you'll only see there.

Tavernas with tables, laid out in the street,  
traditional Greek food, delicious to eat.

Cafés and Bars, for a drink and a snack,  
meet up with friends, and keep going back.

Gift shops galore, to browse as you roam,  
full of the treats, you want to take home.

Every twist, every turn, a surprise it will bring,  
it's a maze of delights, it's amazing!



### The spirit of Paros

It gets into your system, into your blood,  
an intoxication, that feels so good.

It penetrates the senses, right to the core,  
craving for, wanting, more and more.

This addiction I crave, in the Aegean sea,  
takes repeated visits, to satisfy me.

I'm hooked on this island, in every way,  
the spirit of Paros, is with me to stay.



### The last night

My White Island days, have flown by so fast,  
the dream I've been living and wanted to last.

Days of sheer pleasure, basking in sun,  
nights that I treasure, with friends having fun.

But down on the harbour, it's all drifting away,  
the pleasure, the friendship enjoyed every day.

Just sitting and longing, but can only pretend,  
the night's going to last, it's not going to end.

So just for a moment, I'm best left alone,  
deep in emotions, I don't want to go home.

But time's running out and the toast is I fear,  
"Yiasou" Greek friends, "ta lemee" next year.

Finally embracing, that wonderful sight,  
wishing it was the first, not the last night.



**Read the story of my Greek island visits  
including a series of Poems ...**

Les Burgess

... Recollections of Paros and The Greek Islands: <http://www.amazon.co.uk/dp/191109050X/>

## More than your usual Mog

### Jay and Yvonne expected an eye-catching Factory Tour - as usual but what they didn't expect to see - was unusual

When Jay and Yvonne Hale went on the Morgan Factory Tour recently, not only did they have the pleasure of seeing for themselves, the unique mix of rare craft skills and the latest modern technology that goes into the making of a Morgan sports car. As they were guided through all the workshops in the production line, viewing the various stages and variety of models in production, they came across a Morgan in the making that they never expected to see...



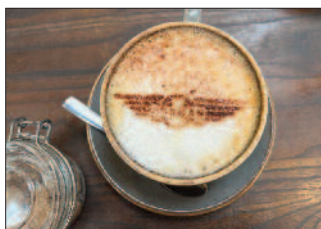
#### ... a Morgan being built for some of it's life off-shore

This unusual Morgan under construction, was being prepared to spend part of it's life on a yacht. With no doors, it features a winged folding roof for ease of access and handles on the sides of the car to hold onto when getting in and out, with the back seats yet to be fitted. The tailgate hinges down ready for laying on the food for a picnic when its off the yacht on-shore and another piece of the special striped wood for this was under preparation in the wood shop. This was being specially made to match with the decking of the yacht that this Morgan will eventually live on.



#### ... and a Morgan that was built for a life off-road

Jay and Yvonne also saw one of the new customised off-road Morgans nearing completion. A Morgan designed and engineered with features that will take on the toughest terrains. They could see the sand mats above the extra fuel cans and the tow bar to the right at the back of the car, for if it should ever really get stuck in the sand.



#### Topping off the tour with a coffee, not served up as usual either!

After enjoying the experience of the Factory Tour, Jay and Yvonne loved the finishing touch at the cafe, who were serving Barista coffee, topped off with a sprinkling of the new winged Morgan logo.



# More to Members than a Mog

## Peter Murphy realises a dream - and restoration of an old wreck

### The dream

Having always dreamed of driving a Morgan, my children bought me a 'Morgan Experience Day' for a significant birthday, which was to comprise of a morning drive followed by a factory tour and then afternoon tea. Unfortunately that special day had to be postponed several times due to lockdown, but eventually happened on a bright and sunny day in July 2010. It was perfect - being able to drive a Morgan, after being shown the ins and outs of the car, that didn't need to include how to put the hood up, as thanks to the weather, we wouldn't need it.

We set off from the factory heading for the Cotswolds and after about 10 miles, realised we had no sat nav or indeed a paper map, so we just followed road signs for towns in roughly the order we remembered them. One of the things I remember was an old boy leaning into the car at some traffic lights in Evesham and remarking how good Rosemary looked in it.

We eventually found our way back to the factory after several tours round Malvern and were only 20 minutes late for the factory tour, but unfortunately just ran out of time for afternoon tea. The 'Experience' was unforgettable and as we headed back home in our Kia, the seed was sown ...

... I just had to have a Morgan - and in realising the dream, because I have very few mechanical skills, it had to be a new CX model, though with the teething problems in the first few months, it has meant that visits to the garage have not been unknown. But I also know - the dream has now become a rewarding reality.



### The old wreck

As an architect, many of the projects I worked on were the restoration of old wrecks and the biggest was the worlds first passenger railway station on Liverpool Road, in the Castlefield area of Manchester. The passenger waiting rooms were opened in 1830 and carriage shed in 1831 to coincide with the opening of the Liverpool to Manchester railway. Prior to this the passengers had to hail down a passing train to board and services were not scheduled.

The heralding of the opening was sadly marred with the first death on the railway, when the engineer Mr Huskisson became overexcited and stepped in front of the train.

The waiting rooms and carriage shed were built on a strip of land between the track at first floor level on brick arches on Liverpool Road. In true Victorian style the tunnels created by closing off the arches were used for storage, and we found large quantities of sea shells when we opened them up, with oysters being a staple diet at this time.

By the mid 1970's the buildings had become derelict and but for large timber props in Liverpool Road would have collapsed. It is difficult now to appreciate how quickly the railway system grew from the first passenger service in 1830 to a global industry by the middle of the century, much as the internet has expanded recently. But along with this rapid growth came poor construction standards, with the station taking only four months to build.

Then In 1979 The Greater Manchester Museum Trust was founded and acquired the buildings for the establishment of the Museum of Science and Industry, following which I was the architect for the restoration project.

Much as is applicable in all the restoration projects that we undertook, after first conducting extensive studies into the structure of the buidings, we had to decide to what extent it would be possible to restore applicable sections and what would have to be replaced.

One of the main constraints being that the buildings were Grade 1 listed, meaning they were of national importance, so we had to take into consideration preserving as much as possible, and contend with a lot of interested parties who had different priorities that had to be satisfied.



Ultimately the project would only be viable if a new use was to be found which would generate funds for the restoration and importantly future maintenance of the buildings.

The eventual use of the buildings was to be as exhibition space for the Manchester Story and Underground Manchester along with a design studio for the museum. This however meant substantial changes to the buildings including power, lighting and air conditioning along with the required loading standards for exhibition spaces.

The buildings were in such a poor condition that eventually an agreement was reached to carefully dismantle them, recovering and being sure to record as much of the material as possible including the bricks, slates timbers etc, and then to reuse them in the new construction.



One particular problem that had to be solved was to supply air into the buildings, this had to be pressurised to prevent contaminants entering and affecting the exhibits. The solution was to pump filtered air down the chimneys and into the rooms. A means of escape in case of fire was a further issue and use was made of the adjacent tunnels to provide staircases so that any outbreak of fire could be contained.

The restoration works were completed in 1989 at a cost of £1.25 million and resulted in the buildings retaining their Grade 1 listing and in addition, receiving a civic trust award upon which I was named. It was a very challenging, and complicated project, but it was all very exciting. I believe that the buildings are now undergoing some further updating and maintenance and that they should be reopening in the near future.

Peter Murphy



Photographs:

Page 8: The 'Morgan Experience' drive car. The original platform level in the 1960's - and restoration in 1989.

Page 9: The rear - and frontage of the completed restoration project in 1989.





# 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](mailto:jrstephens@talktalk.net)

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



**Mar 13**

## The Leigh Arms, Little Leigh, Northwich

Contact Andrew Threlkeld Tel 07912 494768

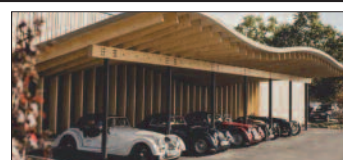
[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)

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

[Full Details](#)

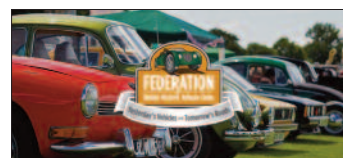


**April 24**

## 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](mailto:secretary@fbhvc.co.uk)



**May 2**

## Gawsworth Hall Car Show, Macclesfield

Contact Martin Cocks Tel 07973 488504,

[martincocks@btinternet.com](mailto: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](mailto:isobelpeter@gmail.com)

[Full Details](#)

Please Note:  
BOOKING  
AND PRE-PAYMENT  
ESSENTIAL



**June 19**

## Arley Hall Garden Festival

Contact Andrew Threlkeld Tel 07912 494768

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

[Full Details](#) 10 CARS MAXIMUM



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

For updates on any of these Events, please Check the Website  
[www.norcemog.com](http://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](mailto:norcemog.sec@morgansportscarclub.com)





## Days in the Jeep

May 2005 - Alyki, Paros.

After days in Naoussa, enjoying chilling out,  
there's days in the jeep, getting out and about.

So round to Dimitris, for the jeep that we get,  
then it's down with the top, and off we set.

To Nea Chrysi Akti, embracing the breeze,  
the windsurfers there, showing skills with ease.

Then Piso Livadi and a favourite spot,  
enjoying lunch on the harbour, we visit a lot.

Driving up to Alyki, is the furthest we go,  
lunch on the beach, as the waves gently flow.

A stop off at Drios, we make on the way,  
as we head up the coast, for another great day.

Then inland to Lefkes, panoramic views to see,  
the gleaming white houses, and a monastery.

Down to Parikia, browsing streets one by one,  
then back at Kolymbithres, to laze in the sun.

Round to Santa Maria, another great beach,  
getting out and about, to places easy to reach.

After days in the jeep, on the island we tour,  
it's days in Naoussa, to chill out some more.



**Imagine Greek Island memories - being 'Days in the Mog'.**

**Cheers - Les [les@lbacreative.co.uk](mailto:les@lbacreative.co.uk)**

