



Welcome to your September Newsletter. In this issue: Reports from Andrew Threlkeld on the Oulton Park Gold Cup - David Roberts on the White Island Mediterranean Buffet Mog racing memories - The CX Recall saga - and more ... Hope you enjoy!

If only I could have included the island view above for the event at my Cheshire house



“Yiasou filee mou”...

... was the welcome at the White Island Buffet event at the home of Hilary and I. - And while I welcome editing reports (although on Andrews' Gold Cup almost none), it seemed self-indulgent editing our event, but I've not added any superlatives, they're all Dave's!

I want to thank all of you that made the journey to join us for the buffet, and from the feedback - if you'll excuse the pun - everyone appeared to enjoy the variety of authentic Greek dishes Hilary had prepared - I think she did the Greek Mama's proud.

And here's food for thought - send me your contributions to include in the forthcoming editions of the Newsletter - I'll greet them with **“efharisto”!**

Les Burgess: les@lbacreative.co.uk

The Historic Gold Cup at Oulton Park

29th - 31st July 2022



A fantastic weekend for Motor Sport fans and their partners!

A refreshed line up for the Oulton Park Gold Cup yielded the best event of recent years, despite it being moved from the traditional August Bank Holiday weekend to the last weekend in July. Nevertheless, action was packed over the 3 days with plenty of 'side attractions' to interest those not too enamoured with cars racing around the track!



NorceMog were denied their traditional spot near the Moss Fogarty Centre, as it was reserved for a Sunday display of 'Young Timers' – Ford Escorts, Capris and the like. We were however able to secure an area close by, setting up our display next to Austin Healey Owners Club, together with DevaMog members, a suitable comparison I thought!

You can imagine my horror therefore when the UK Kit Car Club then purloined the area the other side of our Morgans – what a cheek, such noisy neighbours! Not sure how the pre 2000 manufacture rule applied to them with obvious 'new builds' on display.

The racing comprised of practice and qualifying sessions on the Friday, enriched by live timing available through TSL Timing on-line. Spectators were able to keep up to date with who was vying for pole position in each of the 5 qualifying sessions ready for the races on Saturday.

Saturday started at 08.30 with further qualifying sessions followed by 8 races whose duration varied from 20 mins (5 races) 40/45 mins (2 races) through to 60 mins for the Masters Gentlemen Drivers 'Cheshire Historic TT' for pre-1966 GT cars. No Morgans in this race but plenty of Lotus Elans, TVR's Austin Healeys and E type Jags among others.

There were then a further 4 qualifying sessions from 4.30pm through to 6pm.

Due to the noise restrictions Sunday racing does not start until after midday, however they can still accommodate 10 races through to 6pm. Six of the races were another round of championships which also took place on Saturday whilst the other 4 races were unique to Sunday.



The Historic Gold Cup comprised of 2 races over the week-end for Formula 1 cars of the 50's and 60's. They encompassed the true spirit of The Gold Cup with many famous cars, e.g. Jack Brabham won the Monaco Grand Prix in this car, Graham Hill drove this car at Spa etc.

The Gold Cup Champion was Sam Wilson who finished 2nd in both races and recorded the Fastest Lap time (1:52.416, 86.2 MPH) in the second race. The race 1 winner did not finish the 2nd race and the Race 2 winner finished 4th in the 1st race. Fantastic cars driven by 'racing drivers' with manual gearboxes, narrow tyres and pace controlled by feel and touch rather than a computer. I rather enjoyed that race!

The other races were for GT and Sports cars, 1950's Sports cars, Historic Formula 2, Historic touring cars from the 50's and 60's, Formula 2 / Atlantic & Formula 5000, Historic Formula Junior (1960's), Special Saloons and Modsports, Pre 66 Touring cars (mainly Lotus Cortinas) and vintage, pre war sports cars.

NorceMog interest was epitomised in Race 13 of the calendar – The Egerton Cup, introduced by the Vintage Sports Car Club for ODM, Owner / Driver / Mechanic. Apparently it is not necessary to be all 3 and the cars ranged from a 1928 1.4L Alvis to a 1939 4L Talbot.

Of particular interest to NorceMog members was the 1938 V12 Lagonda driven by member Mark Butterworth who bore the number 7 and finished 7th!

Also in the race was David Saxl driving a 1933 Roesch Talbot. David may not have made the race however, he had stayed overnight with NorceMog member Dave Roberts and spent most of Sunday morning diagnosing a mis-fire on the Talbot. He arrived at the track with barely 30 minutes to spare, took part in the race and finished last.

Dave Roberts was heard to say "but not as last as he could have been!"



Away from the track the entertainment included a Vintage Music Festival with live acts performing tributes to the 1920's through to the 1950's. Hampson car auctions were selling cars on the Sunday including a 2003 Bentley Arnage, 6.7L twin turbo V8 producing 450BHP - guide price £18,000 to £22,000.

There was also a Maserati which received a bid from the wife of our member Chris Webb. Apparently it was below the reserve, but you never know if a subsequent 'phone call took place?

Cheshire Concours D'Esprit also took place on Sunday with a good mix of cars on display, including a Morgan! With other attractions including Artisan Market selling locally sourced luxury products and freshly made food, a fairground and a light steam railway offering railway rides around Oulton Park – but not the track!



If you add all this to the cars that were being displayed from the many car clubs and the friendliness of exhibitors and classic car owners across the site, plus the drivers and mechanics in the paddock, it really is a most enjoyable social occasion – oh, and there is always some racing as well.

Make a note for next year - and we'll see you there!

Andrew Threlkeld

White Island Mediterranean Buffet

Sunday 7th August 2022



A special celebration of the Cyclades Island cuisine in the heart of Cheshire



The Greek Sun God Helios certainly looked after us, with his powers shining down from above, as a group of 30 members gathered for the August Noggin at the contemporary Cyclades style house of Les and Hilary Burgess, to enjoy a Greek themed event, with traditional Cycladic cuisine at their White Island Mediterranean Buffet.



And for those of you who were unable to attend, you really did miss out on what was a unique and outstanding event.

The location in Higher Wincham, Cheshire was at the house that was designed by Les personally in a contemporary, cubist style of Cycladic houses on the Greek island of Paros, where on arrival, Greek flags and bunting greeted the members together with the sound of traditional Greek Bouzouki music:

<https://www.youtube.com/watch?v=-V6CXGmy--l->

Andrew and Joan Thelkeld and Steve and Viv Grunner arrived early to erect, efficiently, without the use of any choice language (including Greek), two identical gazebos for members to sit in the shade and avoid the strength of the brilliant sunshine.

Les gave a welcome speech in Greek that nobody, other than perhaps Andy Bleasdale's partner, Maggi Spyrou could remotely decipher, and it's possible that she was only able to understand just the occasional word, due to Les' heavy Paros island accent - Not surprisingly, it was all Greek to me! This was followed by a very more-ish Greek style shnapps aperitif, mixed from ouzo and a dash of lemon juice accompanied with a lemon and herb olive, which was offered with a welcoming toast from Les, to get everyone entering into the spirit of the occasion.

Drinks were then laid out with carafes of red and white wines, and a couple of bottles of the traditional Retsina wine, for those with the acquired taste (not many it seems - as a bottle was left full), but all the lager beers that were imported from Greece were consumed throughout the event by those who wanted a longer drink.

Then there was the food: the choice of traditional Greek island Mediterranean dishes, including some vegetarian, that Hilary laid out on the tables to follow, really was something special - so where does one even begin to start?

There was Moussaka (meat and vegetarian), Keftedes (lamb meatballs), Soutzoukakia (pork and beef meatballs), Kolokithokeftedes (zucchini fritters), Spanakopitakia (spinach and feta pie triangles), Dolmades (stuffed vine leaves) Gigantes Plaki (beans in tomato sauce), Pastitsio (vegetable pasta), Horiatiki (greek salad) – all prepared by Hilary's fair hand!

The accompaniments and dips included Feta, Halkadiki Olives, Yogurt, Tarama (taramasalata), Tzatziki, Hummus, plus Pita bread. And for desserts, a selection of the Greek Patisseries, Baklava, Bougatsa and Makapons.



The food was an absolute delight to the taste buds, tempting a number of members to ask Hilary, if this Buffet could be an annual event. She was flattered, but the thought of facing all that preparation again - maybe not!



The event, with its Greek theme, provided the perfect occasion to debut and unveil my 1960 4/4 following its four year rebuild. It was exported when new to the Greek side of the island of Cyprus under the ownership of the Royal Air Force, and its unveiling at Les and Hilary's event was a perfect coincidence. I then took the car, with Steve Grunner in the passenger seat, for a short spin.

Another car making its debut was Andy Bleasdale's 1971 Plus 8, again following a four year rebuild. The car looked resplendent in British Racing Green and the sound of the exhaust was glorious!

Les then turned up the Bouzouki volume with Sirtaki music (featured in the film 'Zorba the Greek' with Anthony Quinn) hoping to get everyone dancing, but no one was up for it (except maybe Una) we were all too full of the fabulous food.

So while we were all sitting relaxing, the prize draw was made for the bottle of Metaxa, as Andrew Threlkeld revealed the winning registration number NIL 990, of Geoff and Brenda Goodman's 4/4 4 seater. Les then presented the bottle to the lucky winners - really lucky, as they were last minute bookings for the event.

All too soon the event was over, as farewells and thanks were exchanged, with special thanks to Hilary, who was presented with a well deserved gift from Andrew on behalf of NorceMog. So with appetites satisfied, the gazebos were collapsed and stored in Morgans ready to depart.

It was, quite simply, a unique and fantastic event. Thank you Les and Hilary

Efharisto! [David Roberts](#)



A few of the Morgans parked at the rear of the lawn, including Andy's Plus 8 next to Dave's 4/4, prior to its unveiling.



Richard and Jill arrive in their Plus 4 on a bright sunny day - to join some of the Morgans lined-up on the front lawn.



Members begin to gather in the grounds of the house, with greetings and Mog updates, before buffet tables were laid.



A group of the members enjoying the traditional cuisine - before Dave returns from a spin in his 4/4 with Steve.

**If my introductory speech was 'All Greek' to you
here's the basics, in phonetically spelt translations, of my expressions**

Signomi e filee mou	Excuse me my friends
Kalispera	Good Afternoon
Heromenos bou sas	It's good to see you
Kalo see gomass Boufess	Welcome to our Buffet
Schapps yen e seek apen	Shnapps to start
Yiamas	Cheers
Solia thee fon	So Enjoy

Enjoy viewing the real thing <https://www.youtube.com/watch?v=t4EzZK8Ew1o> Telame meta (See you) Les Burgess

The Golden Hour - Captured on Camera



Creating Golden images in the window of time that occurs twice a day, at sunset and sunrise, at the sun's lowest point on the horizon.

The golden hour, as we referred to it in our ad agency, is a special time of day when the sun's position in the sky gives the photographs a look of bewitching beauty. The picture above of Peter and Sheila Barnfield's Plus 4 illustrates it perfectly, with projected sunlight casting a warm golden glow on the image. This window was a golden opportunity to create warm glowing images when I was working with *photographers in creative direction for fashion shoots on location abroad.

Compared to any other time in the day, the golden hour generates a softer, more flattering, and diffused light, creating a warm glow. These characteristics make the golden hour special for photography and can elevate the results of the shot.

For capturing shots in the golden hour, remember that the sun rises in the east and sets in the west. Keep that in mind when deciding on where and when to shoot. You'll find some places offer far better sunrises than sunsets, and vice versa dependant on where they are located.

So before you go to take photos, figure out exactly where the sun rises and sets, and scout the best locations to shoot from. Handy phone apps such as Sunrise Sunset help you pinpoint where the sun will rise and set in a particular location.

Remember, It's called the golden hour, but in reality, there's much less time than that. The golden hour doesn't start until approximately after thirty to forty minutes before the sun rises or sets, leaving you a small window of time to shoot.

To make every minute count, you'll need to get to your chosen location early. After all, the more time you spend preparing at your location during the golden hour means the less time you'll have for shooting.

Aside from working within a limited period of time to capture the golden hour light, another point is how the light rapidly evolves. At sunset, the sun will start to fall quite quickly, meaning the light will change quickly too. It's best not to spend too much time setting up the perfect shot and just shoot continuously while the light is falling.

If you photograph against the sun, it means your subject is lit from the back and presents a challenge if you don't want your subject to be cast entirely in the dark. A reflector can come in handy in low-light situations by bouncing the light back onto the areas of the shot that needs it. A flash with a diffuser can also do the trick.

Aim to keep these points in mind to capture those golden images in the golden hour.

Les Burgess

With edited acknowledgement to Maria Bailey



From an early 80's catalogue shoot in Rome



*Stefano Massimo, is an Italian fashion photographer, who I had the pleasure of working with on photo-shoots in Rome and Sicily. His work appeared in many of the world's most notable style magazines, including Conde' Nast publications such as Tatler. Others included fashion magazines, Marie Clair, Elle, Harpers and Queen. He also photographed for advertising campaigns for Revlon, Max Mara group, Versace, Boden, Selfridges, Next, M&S, and appreciatively, campaigns for my Littlewoods fashion catalogue project 'Select'

Mog Memories come Racing Back!

Richard Cressey's posting on 'Morgan History Info' Facebook group with photographs of Morgans racing at Oulton Park, brought memories back for David Roberts, as he recalls his last race at this wonderful circuit.

My preparation for the new 1993 season, other than the usual changes of oil and brake fluids and checking of brake system was to replace the over-riders at the rear with a full width aluminium bumper; this and the front air dam/spoiler I painted in what has come to be my car's trademark – yellow bumpers! My reasoning was that should another car, when racing, give the remotest 'nudge' to the rear of my Morgan, that it would cause considerable damage to the rear bodywork with attendance expense. Bright yellow bumpers, I thought, would help ward off over-enthusiastic drivers.

The 1993 Morgan Challenge race at Oulton Park was in a decidedly cool March. It wasn't a large grid, only 12 cars with the Fosters (short) circuit in use for this meeting.

There were four Class A runners including the previous championship winner Matthew Wurr in his extremely quick full-race Plus 8, Chas Windridge in his rapid turbocharged Rover T16 Tomcat engined Plus 4 and myself with my road-legal Plus 8 with Grahame Walker and Patrick Lund in their full-race though 3.5 litre Class B Plus 8s. The rest of the grid was made up of Plus 4s and 4/4s.

Practice was uneventful and was spent re-familiarising myself with Oultons braking points and fast, sometimes blind corners. Matthew Wurr and Patrick Lund qualified first and second occupying the front row of grid with myself and Chas Windridge on the second row. The race itself, if I remember, was late in the afternoon.

Lining up on the grid is always an exhilarating and tense moment; quite a few minutes is spent with the marshals making sure that all the competitors are in their correct positions on the grid.

Then it's off on a warm-up formation lap with everyone weaving about trying to get heat into their tyres to generate increased grip. After one lap we're reducing speed as we approaching the start/finish line before lining up in our respective positions ready for the lights to change from red to green and, in the words of the immortal and sadly missed Murray Walker "It's go go go!".

I don't remember the start particularly except that I managed to 'jump' Patrick Lund and tucked in behind Matthew Wurr through Old Hall Corner and down The Avenue. A photographer captured us as we arrived at Fosters and this photo was featured in the Morgan Motor Company's brochure for the following year!

Photo opposite: At Fosters corner: Matthew Wurr (+8) followed by Yours Truly (+8), Chas Windridge (+4 Turbo), Grahame Walker (+8) and Patrick Lund (+8)

With his more modified car, Matthew Wurr gradually drew ahead of us and I was doing my best to maintain 2nd place; but Grahame Walker had other ideas...

We were running very close and on lap 8, he nudged me in the rear going through Old Hall Corner at 80mph putting me in a spin - and to add insult to injury, he t-boned me on the right hand side. I could see the resulting damage to his Plus 8 - the lefthand wing, bumper and cowl, and due to the low position of my race seat, the damage to the front of my car was invisible to me.



Grahame Walker, despite his deranged car, sped off and Patrick Lund overtook me; from 2nd I was relegated to 4th! I regained the track driving a tad more gingerly than previously; however, nothing appeared untoward with brakes, steering or handling and I was quickly able to overtake Patrick thereby regaining 3rd. Continuing at a very slightly reduced pace I kept an eye for anything that might hint of damage; neither was I black flagged by the marshals and so I continued to the chequered flag finishing in 3rd.

Driving back through the paddock, I observed the state of Grahame Walker's car and yes, it was a mess. Removing my helmet and balaclava and releasing the safety harness I climb out with trepidation and walked to the front of my car. Amazed, I struggled to see any damage! Close inspection revealed some stress cracks in the gel-coat of the righthand front wing as well as the corner of the front air dam/spoiler and some minor paint damage to the rear bumper from the nudge. Aside from this, the wing stay had been lifted an inch or two and this was easily corrected. I have to admit to feeling a tinge of poetic justice when comparing the damage between my Plus 8 and that of Grahame Walker's.

Incidentally and if I remember correctly, Mr Walker 'punted' another competitor during the meeting's practice session as well as myself in the race. This, I understand, was repeated at the practice for the next race at Brand Hatch whereon, I believe he quietly disappeared from the ranks of the Morgan racing community. I couple of years ago at an Oulton Park event laid on for locals, I was introduced to my co-driver/instructor who went by the name of Tim Walker who asked me about my day-to-day car and other driving experiences – yes, Tim was Grahame Walkers son and I had to suppress a chortle as I could and would not recount my experiences of his father. Sadly, Tim Walker revealed that his father Grahame had died of prostate cancer a few years previously; it was obviously one of those more rare moments when I exercised, appropriately, a level of tact and diplomacy that some might say does not come naturally to me.

David Roberts

The circuit racing heritage of the Morgan reached an early peak with first place in the French Cyclecar Grand Prix in 1914. In the present day there are two successful Morgan race circuit championships running in Great Britain and Germany.

The Morgan Motor Company Challenge offers an opportunity for Morgan owners to drive their cars at Silverstone, Donnington and Brands Hatch, and the German series is held at racetracks on the continent. There is always a friendly atmosphere at these popular events. Newcomers receive helpful information on the art of preparation of a successful racing car and the races are structured in such a way to allow the beginner every chance of success, with the level of modification in some classes kept to a minimum. This enables people to compete with standard cars and drive them to and from the circuit.

As well as circuit racing, a Morgan driver can enter a hillclimb and sprint championship taking in the famous hillclimbs of Prescott and Shelsley Walsh, two of the oldest competitive motor racing venues in the world.

There is something to tempt everyone who owns a Morgan with regular competition and social events organised by the British Morgan Sports Car Club and its sister Morgan Clubs in countries all over the world. The feeling of being part of a large family of Morgan owners is synonymous with owning a Morgan.

Our international network of Morgan agents exists to



help you in the process of becoming and being a Morgan owner. While the service facilities they offer vary from agent to agent the warmth of the welcome is universal. We are sure you will find one that suits your needs in terms of geography and facilities. Please let us know if you would like advice or assistance on finding the right one. When you do decide on your final specification you will also notice that we have revised our specification sheet to make the process easier and to help us plan the build of your bespoke Morgan more efficiently.

Right: Michael Turner's painting shows Rob Wells driving the first Plus Eight, MMC 11, built in 1968, at Mallory Park.

Left: MMC 11 as equipped for The Tour de France where it ran in the FIA Historic Class, driven by Charles Morgan and Mark Baldwin.



A section of a page from the Morgan Motor Company's 1994 brochure.

Let's hear about your Morgan Memories - send details and photographs les@lbacreative.co.uk

The CX Recall saga!

Peter Murphy reports on the recall of his CX Plus 4 following a potential brake failure issue.

At the time of writing (early August) the work on recalls is still in progress with very few cars having been repaired. We're one of the few lucky ones to have had our Plus 4 fixed and are now happily back on the road.

The saga started for us on the 7th June. It was a lovely day and we were at our holiday lodge in the Ribble Valley, when we set off on a run in the Morgan up to Arnside, for a walk on the beach, pub lunch overlooking the estuary followed by a trip up towards the Knott. About 4pm, walking back from the Knott, Rosie received a phone call from Glen at Oakmere saying they had received a letter from Morgan, the upshot of which was not to drive our Morgan. She explained it would be quite difficult to abandon the car and get back home, confirmed after checking with the roadside assistance who said they wouldn't pick us up as we hadn't actually broken down!

After some debate and Glen doing some research, he instructed us to drive carefully and to keep a good distance from other cars back to our lodge. The journey back was uneventful and the next day we contacted Oakmere to see about getting our car back home. We were told not to drive it as the DVLA and insurers had been informed that Morgan had issued a 'Stop Driving Notice'. Fortunately we had our second car with us and when it was time for us to return home later that week we had to leave the Morgan behind. A few days after getting home we received a letter from Morgan confirming the do not drive notice because of premature degradation of rubber seals in the brake master cylinder may result in ... brake failure".



On the DVLA website the safety recall was shown to affect 1274 cars, ie all Plus Four and Plus Six CX chassis cars. No further information was forthcoming from Morgan Motor Company (MMC) about what alerted them to the problem or if there had been any actual failures.

Following the lack of any firm information from MMC, speculation on social media was rife, what was the problem, were the brake cylinders some cheap import, were they fitted to other manufacturers cars, could you drive the cars etc? Problems on the radiators were also reported on social media, some owners saying they were up to their eighth radiator because of leaks. By the 15th June comments appeared on social media indicating that the problem was porosity of the master cylinder casting but this has never been confirmed as far as I am aware.

Martin Rickerd, chair of MSCC contacted members by email asking for comments to present to MMC at a meeting on 16th June. They received 120 responses and reported back that a solution was a matter of days away and a service action would be issued to dealers.

On 24th June we received a copy email from MMC via MSCC to the effect that they were close to validating a solution and would be shipping parts to dealers in the coming days. A further email was forwarded on the 8th July from MMC saying they were close to a fix, some dealers reported they were expecting parts the following week.

On the 15th July a further email was forwarded by MSCC saying a solution had been validated and parts were to shipped to dealers in the next week. MMC were offering a three month extension to the warranty as compensation. Whilst this was very good news the consensus seemed to be that the three month extension didn't start to address the problems owners had experienced of cancelled holidays, expenses incurred and lack of use along with a drop in confidence in MMC.

In the meantime I had remained in contact with Oakmere, but they knew no more than I did and were aware that our car had been left at our holiday lodge. Fortunately on the 7th July Oakmere sent a trailer to our lodge and picked up the car and took it back to their dealership.

By the 20th July Oakmere were expecting 5 kits that week, speaking to them they had 11 cars on site awaiting repair and about 50 in total to deal with. At the end of that week they had only received 3 kits with the instructions following. They planned to do one car the next Monday to see how long it would take. Hence I called Oakmere on Tuesday who reported it had taken 5 1/2 hours but that mine would be next : Hooray!

On Thursday the 28th we received a call to say that our car was ready for collection, needless to say we were at Oakmere by 10.00 the next morning. On collection Oakmere confirmed that along with the brake fix they had installed a swirl pot to alleviate the problems with the radiators (which we had never experienced). When they had started to assemble the kits they discovered they only had two complete kits and that ours would be the first to driven out, MMC had closed for their holidays that week and no further kits had been received. They also learned of all the different permutations of master cylinder which are specific to auto / manual and LHD / RHD.

Having now completed the journey I can try to look back on the experience being fully aware that many could be some way off a resolution. A few points now occur to me about the experience: To go from a standstill to solution, including identifying and sourcing replacement parts in a little over seven weeks is pretty good, particularly for such a small manufacturer such as MMC.

However we don't know when or how MMC first identified the problem, or indeed what had caused it - the communication has been woeful. Without MSCC input I wouldn't have had any communication other than the initial letter. The lack of information has led to considerable speculation on Talk Morgan (currently up 56 pages of comment) along with other social media. Dealers have been left in an invidious position having to deal directly with customers with little information given to them, having to resource transport for cars and a significant unplanned repair on top of their usual work.

The rectification work to the brakes has improved them but not to the high standard that has been common in any other car I've bought over the last fifteen years, you still have to lean on them quite hard particularly when you're stationary at traffic lights or at a junction, though this may be partly from the auto clutch, I was not as aware of the problem in the manual.

Whilst the issue has been expensive for Morgan, a 3 month extension to the warranty is poor compensation and does little to restore the good name of the brand. Maybe MMC need to think through the new market they are now entering as a luxury brand, with customers who may be younger and not want to fiddle under the bonnet at weekends instead of just driving them.

But do I still love the car?, of course, and as a long term commitment I am sure that this unfortunate episode will fade in time when we will be back to having fun, enjoying our Morgan motoring.

Peter Murphy



Photographs

- 1 The new brake master cylinder, note the name on the servo has been erased
- 2 The master cylinders in the factory waiting fitting, showing the permutations needed (Oct 21)
- 3 The original master cylinder fitted.

Below: My Plus 4 with brakes rectified, and now enjoying being out and about with Rosemary.















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 bleasers@hotmail.com Full Details	
Feb 13	The Clink Restaurant, Styal, Wilmslow Contact John Stephens Tel 07845 938493 jrstephens@talktalk.net Full Details	
Mar 13	The Leigh Arms, Little Leigh, Northwich Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	
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 the	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	
June 26	Arley Hall Garden Festival Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	

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	RHS Bridgewater Gardens, Worsley, Salford Contact Steve & Viv Grunner steve.grunner@hotmail.co.uk Full Details	
July 29-31	Oulton Park Gold Cup 3-day race weekend Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	
Aug 7	White Island Mediterranean Buffet, Nr Plumley Contact Les Burgess Tel 07711 165775 les@lbacreative.co.uk Full Details	
Sep 2-4	Morgans at Windermere Contact Les Ellis Tel 07900 962348 les2mog@gmail.com Full Details	
Sep 7	Quarry Bank Mill Styal - National Trust Property Contact Adrian Long Tel 07831 3772565 adrian.long@me.com Full Details	
Sep 16-18	Isle of Man Festival of Motoring Contact www.mscctravelclub.com	
Sep 23-25	Week-end in Warwickshire & Classic Car Show Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com Full Details	 <div data-bbox="917 1332 1204 1444"> ROOMS AVAILABLE </div>
Oct 8	Mersey Tunnel Tour - Pier Head Liverpool Contact Andrew Brown Tel 01745 343851 brown2deva@aol.com Full Details	
Nov 6	The Great British Car Journey Museum Ambergate, Derbyshire (Organised by DevaMog) Contact Kevin Osborne kevin@kevinosborne.co.uk Museum Details https://greatbritishcarjourney.com/	
Dec 11	 Christmas Lunch & Awards Presentation Barton Manor Hotel, Barton, Preston Contact Bryan & Linda Fearn Tel 01253 891539 bryanfearn@hotmail.co.uk Full Details BOOKING ESSENTIAL	 <div data-bbox="917 1825 1204 2027"> DON'T MISS THE CHRISTMAS LUNCH & PRESENTATIONS CLOSING DATE 19th NOV. </div>

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



Photos with acknowledgement to Talk Morgan

**As the Gold Cup is setting standards in motor sport,
a Morgan sets the Gold Standard on the road!**

**Since the introduction of the 4/4 in 1936, Morgan sports cars
have been the model of excellence, by which all others are measured,
culminating in this Golden example of a 2021 Plus 4.**

Steer the standard and cherish those golden Morganeering moments!

Cheers - Les les@lbacreative.co.uk