



Welcome to your October Newsletter. In this issue: Adrian Long reports on Quarry Bank Mill - The MSCCH 50th Anniversary - A Classic and Fine Art Collection A Morgan was Shipshape - and more ... Hope you enjoy!



Let's go Dutch!

I'm now well into my second year of producing your Newsletter, and geared, just like the windmill, to keep on turning round more editions to generate your interest, and I'm looking forward to receiving and including more of your contributions.

I enjoy editing and publishing them, in helping me to produce a series of Newsletters, designed to be interesting and enjoyable to read - and it's working together that makes it possible.

So keep on turning round and sending news and photographs, let's continue to go Dutch!

Les Burgess: les@lbacreative.co.uk



**Her Majesty
Queen Elizabeth II**

I'm sure that you all share my deep sorrow for the sad loss of a glorious Monarch.

Quarry Bank Mill, Styal

7th September 2022



Members enjoy a mid-week day out, and the experience, at this historic Mill, 1784 and all that!

Breaking with tradition, a mid-week Noggin on Wednesday 7th September proved to be popular with a group of our members. 7 Morgans (and a tin-top!) arrived and lined up, ready for their owners, Andrew and Lyn Brown, David and Sue Roberts, Stan Foxhall and Marian, Peter and Rosemary Murphy (in their new Plus Four) David and Una Haynes, Mike and Ruth Harris, Jay and Yvonne Hale and Dot and me, to enjoy an interesting day out at Quarry Bank Mill. On arrival, we parked near to the Mill, ensuring visitors could appreciate the display of our cars.



And in the midst of what was a rainy September it was a lovely sunny day, so it was hoods down as we drove to the Mill. Then after booking in, we all set off for a coffee in the garden cafe before the Mill experience began.

It started with 'how it all began' and a wonderful demonstration of hand spinning and weaving, including a demonstration of a spinning Jenny (invented by Hargreaves in 1764) which largely led to the mechanisation of spinning after 1000's of years.

We followed that by seeing mechanised cotton processing by National Trust guide Rex. Anyone who saw the recent episode of "Cleaning Britain's Greatest Treasures" on Channel 4 will recognise Rex - he is one of the country's foremost experts in cotton processing, and of the early days of the cotton industry generally. We were lucky to be looked after by him.

We then enjoyed experiencing the wonders of the Lancashire power loom, used throughout the Victorian era and into the 20th Century, and a demonstration of the amazing fully operational Crompton Spinning mule, invented in 1779. The statistics: 560 spindles with two passes produced 500 metres of thread, when it was only 40 years earlier

that the cotton industry was using hand spinning wheels, requiring 8 hours work to produce enough thread to keep one man on a hand loom going for one hour. It truly was an 'Industrial Revolution'!

After a break for lunch in the weaving shed cafe, our group was booked for a guided tour of the Apprentice House, to learn how child labour was recruited and used between 1790 and 1850, how they were given food and board in exchange for their labour. Our very own 'Mrs Shawcross' (she managed the house for 25 years with her husband in the early 19th century) guided us through the history of it all, while keeping in character brilliantly.

Afterwards some of us had tea, and Peter and Rosemary looked at the Mill owners house before we all departed. It was hoods down again, but one or two of us, including Dot and myself, were caught out in a thunderstorm...

... but that didn't dampen the pleasure of what was a great day out, at a very interesting venue.

Even Mrs Shawcross found it interesting, as she came to have a look at the Morgans!

Adrian Long



Members enjoying the mid-week get-together, and experiencing the demonstrations at Quarry Bank Mill.

MSCCH 50



Dave and Sue Roberts drive to The Netherlands to join the Morgan Sports Car Club Holland in celebrating their 50th Anniversary at Elspeet



Finishing the 4/4's rebuild in time to drive it to The Netherlands was a personal objective, and to say that Sue and I nearly didn't attend the event is an understatement.

Attending the MSCCH 50 event was a must. But the problem was the gearbox needed rebuilding for a second time and was in danger of not being ready. So I bought a second one, a Ford 2000e close ratio, and had it refurbished by another specialist who completed the task in four days (thank you Alistair Whitehouse). As it happened, the first gearbox was completed two days later but reinstallation of the engine and the second gearbox was well underway.

The 4/4 then passed its MOT in time to debut at Les and Hilary's Greek-themed buffet, then driven for 450 miles before re-torquing the cylinder head bolts and changing all oils and filter. Due to the gearbox delays, we hadn't booked a ferry and, when ready, the only ones available were from distant ports such as Harwich. Luckily, two days before we travelled, Sue found a place on the Hull - Rotterdam ferry - probably a cancellation. But the day before our departure, a front wheel bearing was failing and needed replacement, so on the morning of our departure I worked from 7 until 1pm finishing the service and check-over. This was the background to our trip to the MSCCH 50 - yes, it was really that pressured!



We set off for Hull with enough time for boarding the ferry. The 4/4 ran like a Swiss watch on the motorways at 3,000 RPM, close to 62 MPH - an appropriate cruising speed for a 62 year old car. The next morning, heavy congestion on the Dutch motorway challenged the cooling system - I didn't have enough time to resolve a problem with the radiator fan and associated relay. In addition, the speedometer was not working but this wasn't a problem as 4th gear at 1000, 2000 and 3000 RPM corresponds to 20 MPH, 40 MPH and 60 MPH (32 KPH, 64 KPH and 96 KPH) so not a big problem. The 4/4 ran sweetly and after five years of the rebirth project and a final two months of intense frustration, I could finally relax.

Stopping in a small town, Sue and I bought salad, sandwiches, fruit and yoghurt drinks for a picnic and, diverting from a busy main highway on to a minor road, parked up in the entrance to a potato field. Before long, a cyclist (there are lots of them) passing by turned around and asked us in very passable English, would we like him to take some photos of us as, in his experience, there is always someone missing from the photo - the one taking the photo! How kind was that! Naturally, we accepted happily!

On our arrival at the Mennoorode Hotel, we were greeted by the ultra-efficient and friendly MSCCH 50 team led by human dynamos Carla and Rob Veeger. Where did they get their energy from and keep their 'cool' despite the many challenges such a large event must create? Perhaps there was a local 'Coffee House' they visited? If there was one, they didn't share the information; perhaps there was a MSCCH 50 scenic run roadbook supplement for an 'extra special' scenic run?



The first friend I met was Hermen Pol who is the leading historian on matters Morgan and specialises in the sales of Morgan related badges and memorabilia. I also found time to wind-up a visiting Englishman who protested most indignantly when asked if his car had a wooden chassis! Positive result achieved!

A second 'friend' that I needed to meet was Dutchman and co-editor of the MSCC Holland's wonderful quarterly magazine FataMorgana, John Lamme. Every three months for over two years, John has translated and published the progress of my 1960 4/4's rebirth in FataMorgana. We had never met before, communicating by email only, and so finally, after two years, we met face-to-face; it was as if we had been friends for years!

Later in the weekend, it was an honour to offer the keys to the 4/4 to John and give him the opportunity to drive the car that he had translated so many words about into the Dutch language. It was fantastic to meet John and his wife Ingrid

Another person I needed to meet was Lukas Dyck. For four years, I have been keeping a sidescreen from his +4 Drop Head Coupe for use as a template to create new ones. So the sidescreen's return to Lukas was very overdue. I had to ask the MSCCH 50 team to find Lukas as I had no idea of his appearance. Soon, I was introduced to him and his wife Irene and discovered that we shared a similar sense of humour as well as enjoying the challenges of restoring Morgan cars. I suspect that Sue and Irene shared much in common living with obsessive and challenging spouses!



Thursday evening, the MSCCH 50 team had organised an Italian buffet supper for all those early visitors, mostly from outside of The Netherlands and, not only was the food fantastic but it was an ideal way to break the ice, start chatting and making new friends.

Breakfast the next morning, we chatted to a Swiss couple on the next table; they were from Lake Constance and were friends and neighbours of our Swiss friends Fredy and Anna Grenacher – small world. We discovered a shared passion for sailing and soon an offer to sail with Walter and Yvonne on their 37' yacht was on offer. Yes please!

There were a number of scenic runs on offer and for Friday, we chose a visit to the Kröller-Müller art museum in the middle of the Vulwe national park where, as part of a vast art collection, there were some fifty paintings by Vincent van Gogh. We stayed a couple of hours but could easily have stayed longer. There were, unfortunately, a number of road closures and diversions due to road on-going repairs and resurfacing and so we repeated our drive through the national park; it was not exactly a hardship. Our UK highways authorities should take note of the quality of the roads in Holland as, by comparison, UK roads are definitely third-world.



After the drive, we arrived back at the hotel and conference centre after entering under the 50th anniversary arch where there was a professional photographer on hand to take photographs. Two TaffMog cars arrived with the drivers and passengers bravely wearing 'daffodil' head-gear!

Late in the afternoon, heavy rain arrived and there was a mad rush to erect hoods. Friday night was the official start of the weekend's event and although eating outside, we were all sheltered thankfully, under two massive marquees.

The Dutch entered the marquee area wearing orange tee-shirts, but were up-staged by the French who entered wearing berets, Breton shirts, black trousers and singing their national anthem, the Marseillaise with great gusto – fantastique!

That evening's cuisine was a barbeque, not just any old barbeque but with a range of different quality meats and wonderful deserts. We sat with another Swiss couple, Werner and Gabby from Zurich and, guess what, yes we made firm friends with them. The chairman of MSCC Holland gave a welcome speech as Steve Morris, representing the Morgan Motor Company also spoke and presented various prizes including one to the French for their stunning entrance.

Saturday morning saw us breakfasting with Lukas and Irene Dyck when I was able to pass the +4 Drop Head Coupe sidescreen into his safe keeping. Once again, we got on like a house on fire with genuine offers of accommodation should we visit. The focus of the scenic run was the Putter steam pumping engine, one of a special few that still exist although their role in pumping water out of Holland's low-lying lands has been taken over by electric pumps. The steam pump, of which there were hundreds in operation, superseded the wind-dependent windmills - the iconic Dutch emblem.

Saturday afternoon, I crept up behind John Lamme, dangling the keys of my 4/4 stating that after more than two years of translating and editing my words into Dutch, it was time for him to drive the 4/4 so, off we went on a 20 kilometer drive.

Saturday evening, there was whisky tasting, traditional Dutch delicacies to eat, wandering around taking in the variety of Morgans and viewing those on display by the Dutch Morgan dealer Louwman who brought three old 3 Wheelers, a range of current CV-chassis'd cars as well as the limited edition off-road Morgan and the new electric powered Super 3.



Once again the food on offer was wonderful both in quantity and quality and the wine and beer flowed freely; there were even waiters with trays offering oysters! In addition to a jazz saxophonist and singer there was a DJ with a catalogue of 'vintage' 45s to choose from as well as a pub quiz.

We elected to keep the DJ busy and, by browsing some two thousand 45s, we fed our selections thereby negating any excuses not to dance - we had much fun with Werner and Gabby, keeping both the DJ and dancefloor occupied until later, when we were joined by even more revellers and the dancefloor became busier.

Sunday dawned and with a return journey to Rotterdam that afternoon, we elected to visit a local windmill with Walter and Yvonne and make a photoshoot of our own. An early lunch was taken sitting in the sunshine outside a beautiful thatched restaurant adjacent to a lake. The weekend's celebrations ended officially in the afternoon with a High Tea and once again, wonderful food comprising a range of fantastic sandwiches, bites, desserts and chocolate and cream sweets were on offer.

Sadly, and all too soon, 4pm had arrived and it was time to bid our farewells to the MSCCH 50 organising team and our newfound Dutch and Swiss friends, then start the 4/4 and head back for Rotterdam and the ferry.

Our abiding memory is of the relaxed atmosphere, organised with much preparation, dedication and extremely hard work, of the MSCCH 50 team led by Carla and Rob Veeger, the friendliness of the Dutch people, the beautiful countryside and the numbers and range of Morgans, circa 250 of them from 1920s Three Wheelers through 1960s 4/4 and +4 cars, 1970s +8 and 4/4 cars, Morgans of the 1980s including a rare Fiat DOHC 2 litre engined +4, as well as Morgans of the 1990s, 2000s both traditional steel chassis'd, to Aero 8 and CX chassis'd cars; and of equal interest and variety -their owners!

Sue and I cannot thank sufficiently everyone involved, especially the MSCCH 50 team, but also the entertainers, photographer, painters and caricaturist (who captured us here) and the Mennorode Hotel staff. Everyone was friendly and efficient. As with all those who attended this great event, we have many happy memories and new friendships. Thank you Morgan Sports Car Club Holland and the Lustrumcommittee! Happy 50th!

Apparently, the Morgan Club Denmark are celebrating their 50th anniversary next year ... just a thought!

David Roberts



In a Classic to a Fine Art Collection

Jay and Yvonne Hale visit Barnard Castle in their Plus 8 and take in a tour of the Bowes Museum.



The Classic

During Mogfest on the 26th June 22, we drove in our classic Plus 8 to Durham and enjoyed a wonderful weekend, visiting Barnard Castle, which included a tour of the Bowes Museum. Our Morgan is pictured here outside the Museum, a magnificent historic building where we were treated to a great viewing, arranged by Scenic Car Tours.

Although located in the English county of Durham, the Bowes Museum was built to resemble a French Chateau by wealthy businessman John Bowes who was married to the French actress Josephine Benoitte Coffin - Chevalier.

Jay and Yvonne Hale

The Fine Art Collection

The Bowes Museum is the jewel in the historic Barnard Castle, set in the heart of the beautiful Durham countryside.

Housing an internationally significant collection of fine and decorative arts, the origins of the Museum, built on the romantic story of John Bowes and his French actress wife are revealed as you wander around this graceful and elegant Grade I Listed building.

The diverse collections begun by this amazing couple are constantly being added to and currently span over three floors. Whether its paintings by Van Dyck, Canaletto or Goya, porcelain produced at Sevres, or fashion icons from the 16 to 20th centuries, it can all be found at The Bowes Museum, which received Designated Government status in recognition of the quality of its outstanding collections.



Visitors to the museum can not only learn of John and Josephine's wonderful story and marvel at the fascinating objects on show but can also enjoy an exciting programme of exhibitions – including fashion, photography and fine art – plus events, with guided tours and gallery talks by specialist's curators enhancing the experience. A recent £12m makeover which has spawned the opening of new galleries and the delivery of enhanced visitor facilities has pivoted the museum into the 21st Century.

The magnificent legacy that John and Josephine Bowes left to the people of Barnard Castle and beyond has been transformed in a sympathetic way, to retain its charm and intrigue, while protecting collections for future generations. Set in over 22 acres of parkland that includes formal gardens, a woodland walk, and a picnic area, the Bowes Museum, surrounded by rolling countryside, is the perfect destination for a day out.

A Morgan was shipshape for Paul and Margaret after they set sail on a cruise.



Now, they enjoy the pleasure of cruising around in their Plus 4.

For years, we have enjoyed cruising round the world, and our first trip was in 2008 when we went on a cruise to the Canaries on a Royal Caribbean ship. Displayed in all its glory on board was a Morgan, and it was the first time that I had got up close to one. I knew the history of the cars, but standing next to one, as the picture above shows, taken on a formal night on board the ship (Independence of the seas) was the start of our future affair with a Morgan.

After deciding we would get a Morgan, It was not until late 2014 when we visited Oakmere that we realised we could actually get a new one within months and, what's more, we could actually afford one. As retirement was on the horizon, why wait, so we ordered our plus 4 there and then, collecting it in May 2015.

During the years of our cruises from 2008, we met an American couple on a cruise around Australia and New Zealand and we got on famously, so they invited us to join them, on a cruise around the Baltics, setting off and returning to Amsterdam.

We called at Copenhagen, Talin, St Petersburg, Helsinki, Stockholm then Skagen. We did a two day tour in St Petersburg which was amazing and so glad we did it. Even then, our tour guide was so very aware not to discredit Mr Putin in any form whatsoever.

The picture opposite of the blue Morgan was taken on the quayside in Skagen (I think it was a plus 8) and was photographed in May 2019. The picture below was taken at the portside in Albany, (Western Australia) at a car festival. This was at the very start of Covid in 2020. We remember it very well as covid measures were in place when we stopped off on our flight to and from Australia.

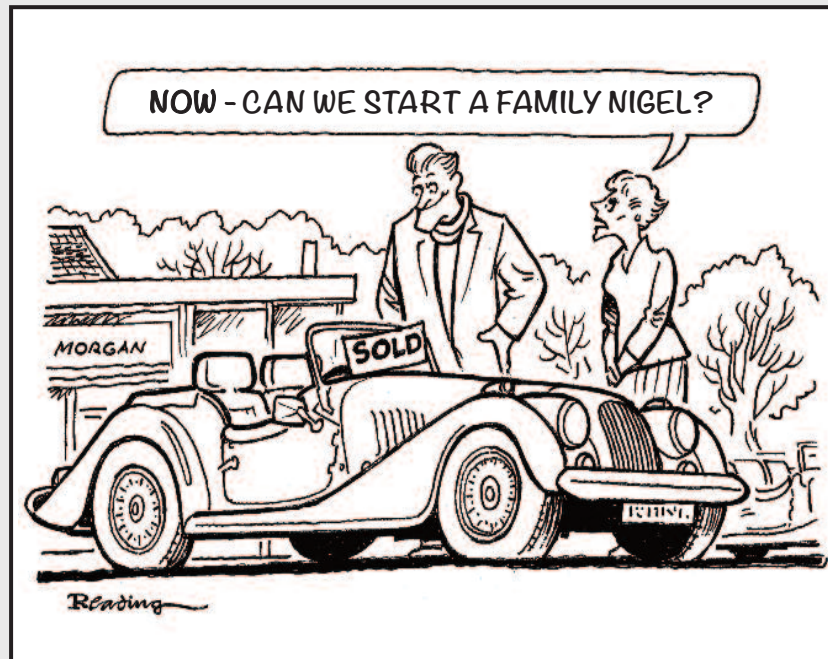
On a previous trip to Australia, we had a cruise booked taking us around the top of Australia departing from Perth. The day previous to sailing, the cruise ship we were to travel on, called into Albany and we were to follow it up to Perth (via land of course). The following day we boarded the ship.

Although we still enjoy our cruises, Margaret and I now enjoy just cruising around in our Morgan.

Paul Johnson



Taking the Mickey out of owning a Morgan!



The comments in these cartoons appeal to my sense of humour, and I'm sure that you also find them amusing.

But a police officer wasn't amused by the joking comment I made, when I was questioned, back in my youthful past.

(See page 12)



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

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](#)



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**

**DON'T MISS THE
CHRISTMAS LUNCH
& PRESENTATIONS
CLOSING DATE
19th NOV.**



Nov Noggin - We are looking for a volunteer to arrange a November Event

Contact Andrew Threlkeld, Tel 07912 494768 norcemog.sec@morgansportscarclub.com



**October 9th 1967 - a sobering date in the diary
when Transport Minister, Barbara Castle brought into force
the Roadside Breathalyser.**

**Drink-driving is a serious - no joking matter,
but back in 1978 as a young and spirited creative ad-man,
I regret to admit - maybe not so.**

After our agency had won a major marketing project, celebrating with a drink in the boardroom,
we decided we would savour the success, at our favourite Italian restaurant in Manchester.

Driving to get there meant going down Oldham Street, and on through Piccadilly,
but I hadn't noticed, turning down, the 'One-Way' had recently been reversed to going up, not down.

Stopped by the police, I was asked **"didn't I see the arrows"**

I muttered thoughtlessly, joking... **"I didn't even see the Indians"**

The officer heard and wasn't amused. Suspecting I'd had a drink, I was asked to take a breath test.

To my relief, I was just under the limit, 'but only just', and although negative, a positive lesson,
it taught me to take drink-driving seriously, and these days I do - no joke!

**Let's keep enjoying our Morganeering
within the bounds of the drinking and driving limits**

Cheers - Les les@lbacreative.co.uk