



A Morgan and Registration Mark symbolising Classic British Traditions

A symbol of success - pages 4 -5

Welcome to your November Newsletter. In this issue: Andrew Threlkeld reports on the Weekend in Warwickshire & Mersey Tunnel Tour - Peter Murphy on Morgans at Windermere Morgans have earned their wings - Dave Randall and Lifes Motors ... Hope you enjoy!



Remember - Remember...

... the 5th of November - and that unforgettable and sparkling evening, when annually, we gather around a bonfire to celebrate one of our classic British traditions.

As the sky lights up from a blazing fire and firework display, we enjoy jacket potatoes and parkin, together with spiced spirits. Then watching the fire burn to ashes, it concludes another November celebration for me, following my (**th) birthday on the 3rd.

Now, you can help me to reignite the celebrations, by sending your articles and photographs, for me to edit and publish in forthcoming Newsletters - so Remember - Remember!

* I approve of organised events.

Les Burgess: les@lbacreative.co.uk

Remembrance Day November 11th

I'm sure you will join me in not forgetting those to whom we owe so much.



Cars at the Spa

Leamington Spa - 25th September 2022



Three NorceMog cars spend a weekend in Warwickshire as we visit the Leamington Spa Classic Car Show.

A display invitation and an opportunity for a weekend away, I didn't need convincing this was a good idea, after all the Covid trauma of recent times. Four cars were originally booked for the trip, but unfortunately one didn't make it, as Roger Benton, having been deprived of his new Plus 4 for most of the summer, due to the brake fault recall, had to cancel this weekend through illness, possibly man flu. So please spare a thought for Roger - how unlucky can you be?



Nevertheless, the Grunners and Murphys accompanied Joan and I, and on Friday booked into the Chesford Grange Hotel, Kenilworth, just 10 minutes from the 'Cars at the Spa' classic car show, taking place on the Sunday.

What a fantastic area, with loads of attractions for the tourist to enjoy. The Morgan factory itself is not too far away, and with the added attractions of Warwick, Leamington Spa and Stratford upon Avon close by, there is a wealth of history and beautiful countryside to explore.

Steve and Viv, Peter and Rosemary, and Joan and I 'did our own thing' during the day on the Friday and Saturday, before meeting up at the hotel in the evenings, (in the bar of course), before dinner.

On the Sunday morning, after enjoying the compulsory English Breakfast, we proceeded in convoy to the show at the Pump Room Gardens in Leamington Spa, where we joined 4 other Morgans, all parked together. >

There was also an Aero parked in another area of the show ground, which completed an impressive display of 170+ classic cars that were of great interest on the day. (NB - a Porsche and BMW on display, didn't qualify as either a classic or a car of interest!).

We spanned 66 years of Morgan engineering with a 1955 4/4, 4 seater complete with Lawrence tuned engine, to the 2021 Plus 4 of Peter and Rosemary Murphy.



Viv checks all is ok, after Steve parked their Plus 4 with the other Morgans.

All the cars attending (or regrettably not, in Roger's case) were listed in the provided catalogue representing motoring from the 20's (a Ford A Roadster and Ford Tourer) through the decades up to 2021. It included a Bentley, a Riley 14/6 Lynx and MG's from the 30's, an MG TC and Armstrong Siddeley from the 40's and a plethora of 1950's cars including Austin, (Healey, A70, Sprite), MG, Daimler, Jaguar (XK140), VW Beetles, Jowett Javelin, Humber Hawk, Morris Oxford and the iniquitous Morris Minor (I had one of those - hated it!)



Cars from the following decades were also well represented by Ford Capri's and Escorts, Triumph Stags, a few TVR's, a Lotus Elite and Elise, E-Type Jags, a Rolls Royce Silver Spur, Jensens, Mercedes, Opel, Buick, Wolseley, Morris Minis and Marinas, a Beauford Tourer, plus lots of other classics, far too numerous to mention.



Additional entertainment at the show was provided in and around the bandstand throughout the day, including a Brass Band - a community music band (inspired by the TV programme 'The Choir'), plus a Rock Choir and a six piece Rock and Roll band playing music from the 50's and 60's - so it was 'Jive anyone'?

The event was organised by the Rotary club of Leamington Spa, hence all the proceeds raised were donated to Charity, and the weather was great for the weekend, hoods down all the time!

I'll keep in touch with them, and perhaps we can have another foray down there next year.

Andrew Threlkeld

Morgans have earned their wings

There are many car marques that feature wings for their badge identity but one has made its mark, symbolising success over 11 decades



Morgan Runabout – 1910

The Morgan winged symbol represents success for the company that took flight when its founder, Henry Fredrick Stanley Morgan (HFS) set up a garage in Malvern in 1905, servicing and selling automobiles such as Wolseleys, Siddeleys, Rovers and Darracqs. Together with his then business partner Leslie Bacon, the duo worked on creating a three-wheeled Runabout.

The prototype for the Morgan Runabout was built in 1909, before production started in 1910, a three-wheeler with a tubular steel chassis and a 7PS (5kW) Peugeot V-twin engine.

Steered with a tiller, it was relatively stable owing to the fact the single wheel was at the rear. It was also relatively inexpensive and had a power to weight ratio of 90 horsepower per tonne. Leslie Bacon pulled out of the partnership before production started, but that didn't stop HFS, and the Morgan Runabout was the start of the Morgan success.

Morgan Cyclecar – 1913

As the Runabout proved something of a hit, HFS started to look at other types of vehicle. One such was the 'Cyclecar', essentially a further developed Runabout but with luxuries like bodywork, a steering wheel and even a two-speed gearbox, and in Morgan's own words, the speeds were "fast and very fast".

Having won 10 British and world records for cyclecars by 1913, as well as 24 gold medals in reliability trials, the editor of Cyclecar magazine W.G. McMinnies won the International Cyclecar Grand Prix at Amiens in France, which gave Morgan a lot of publicity.

Although it could be said that Motorsport might not have been featured in Morgan's history in quite the same way as it has for Ferrari, nevertheless it has been a part of the company's history and success ever since.



Morgan 4/4 – 1936

In 1913 Morgan had established a new, additional workshop in Malvern on some farmland on Pickersleigh Road, and went about doing what Morgan had become renowned for: setting records.

At Brooklands, Morgans were required to start a lap down from other vehicles in the same class, because they were just too fast. In short, wherever Morgans competed they found success, and that success allowed the company to invest, not just in expanding the business premises, but growing the model range.

In 1936 the Morgan 4/4 was created, so called because it had four wheels and four cylinders. Initially with a flat radiator, it was the first Morgan to use the steel chassis that was used right up to 2020. It was then modified and updated along with other modifications and tweaks, including the now familiar curved radiator.

The two-seat 4/4 Roadster was followed by a four-seater, and in 1938 the 4/4 Drophead Coupe. It was the 4/4 that propelled Morgan forward into a new age of car production and success.



Morgan Plus 4 – 1950

The Morgan Plus 4 was developed from the 4/4 as a more powerful version, but it wasn't just all about power and world records. The company had a reputation for longevity and reliability, so what better race to enter than the Le Mans 24 Hours.

The first Morgan to compete at Le Mans was that of a 25-year-old novice, Prudence Fawcett. In 1938 she entered a works-prepared and tuned 4/4 together with co-driver Geoff White, and the duo didn't just finish but came home in 13th place overall.

Then, following a successful launch in 1950, twelve years later in 1962 the Plus 4 really accelerated Morgan's reputation. This time, at La Sarthe in a Plus 4 Super Sports, which possessed a healthy power jump over the standard Plus 4. At the hands of Lawrence and Richard Shepherd-Barron, the Plus 4 'TOK 258' covered 2,261 miles at an average speed of 94mph, securing a 2.0-litre class win. As if that wasn't enough, to demonstrate the reliability of the triumph powered Plus 4 (when 37 of 55 entries failed to finish), the car was driven back to the UK on public roads.



Morgan Plus 8 – 1968

As the Plus 4, introduced in 1950, whilst being popular and fast, by the mid-1960s it was starting to get just a little long in the tooth. The Triumph TR engine that powered it was also nearing the end of its life. Thankfully Morgan had the idea of squeezing a 3.5-litre Rover V8 into a Plus 4 chassis, creating the new Plus 8.

Introduced in 1968 the Plus 8 weighed 900kg, and while the Rover V8 unit wasn't the most sophisticated engine around, it certainly gave the Morgan a lot more grunt.

The Plus 8 became a major force in the Morgan range, and, with various tweaks, remained in production until 2004. So, together with the Plus 4, the Plus 8 with its powerful V8 engine, the Morgan success story continued for 36 years.

Morgan Aero 8 – 2000

Unlike the misconception, Morgans do not, nor have they ever had a wooden chassis. From the 4/4 in 1936 right up to the final Plus 4 in 2020, Morgan cars had a steel chassis onto which a wooden frame was then attached, and the body bonded on afterwards. Steel, however, is a heavy material, and having experimented with an aluminium chassis race car in the 1996 BPR series and '97 FIA GT series, Morgan pressed ahead with designing a new car with an aluminium backbone. That car was the Aero 8.

Launched at the 2000 Geneva Motor Show, the Aero 8 was the brainchild of Charles Morgan and engineer Chris Lawrence, the same man who drove the Plus 4 TOK 258 at Le Mans in 1962. It had an aluminium tub, a wooden frame and aluminium body panels, and a positively raucous 4.4-litre BMW V8 engine. Production ran until 2018,



Morgan Plus Six - 2019

Along with a new Plus 4, the Plus Six was introduced in 2019, and like the Aeromax and Aero 8, it uses an aluminium chassis. This one is different, however. The new Plus Six is constructed with the all-new CX-Generation bonded aluminium chassis, which isn't just lighter than the old Plus 6 chassis, but twice as rigid too.

While the looks aren't too dissimilar from previous Morgans, with the aluminium chassis covered with an Ash frame and aluminium bodywork, the mechanicals are much more modern.

Lift the bonnet and you'll see the same BMW 3 litre, twin-turbo straight-six as the Z4 and Toyota Supra and the same eight-speed automatic gearbox. The difference is that the Plus Six weighs 1,075kg, around 400kg less than both the Z4 and Supra. The price is a little more than those, but does it reflect the difference? For sure it does, with all the experience and success, a Morgan has earned not just its wings, but its value too.

[Les Burgess](#)

Edited with acknowledgment to Sean Ward, Goodwood Road News.

Morgans at Windermere

2nd - 4th September 2022



Members from 17 centres enjoy a weekend in the Lakes

Morgans at Windermere, the annual event organised by Fellmog in the beauty of the Lake District, was this year attended by 47 Morgans, with their owners and passengers representing 17 centres.

From the centres that attended the event, there was a couple from Norway, and NorceMog was represented by Roger Benton and ourselves.



We met up with Roger on route at the Buck Inn, Paythorne for lunch on Friday, and then took a scenic tour via Ribbleshead Viaduct to the Crooklands Hotel where we joined the rest of the group. We then had a short trip over to Arnside for a walk on the 'beach', and were lucky enough to see the tide in, before returning to the hotel for supper and a fun quiz.

On the Saturday three scenic tours had been planned by Fellmog, two into the Dales, one including a walking treasure hunt around Clapham and a tour into the Lakes. Roger, Rosemary and I decided on the lakes tour which covered some 120 miles, with one of the group telling us a similar tour had taken him six hours last year.



We headed off for Windermere, Ambleside and Grassmere passing Rydal Water on the way. Once past these honey pots the traffic quietened and we made good progress to Keswick passing Thirlmere on the way. Directions provided by Fellmog were excellent, we only went wrong once, when I decided to follow the signposts instead of the directions and we circled Keswick at least three times.

We then headed for Derwent Water and up Honister Pass to Buttermere and Crummock Water, followed by the Whinlatter Pass, back through Keswick (only once this time) and onto Ullswater, the Kirkstone pass, back into Windermere and to Crooklands via Kendal, and yes it did take us six hours.

After days of touring and taking in the beauty of the Lakes, we then had the pleasure on Saturday evening of attending a gala dinner at the Crooklands Hotel.

On Sunday morning after breakfast, we set off for home, though a few of the group stayed to complete the treasure hunt, followed by a cream tea in the afternoon.

Overall, a lovely weekend in the lakes.

Peter Murphy



Mersey Tunnel Tour

8th October 2022



NorceMog and DevaMog members meet up under the Mersey!

15 members from both NorceMog and DevaMog attended the Mersey Tunnel Tour, kindly arranged by Andrew Brown who is a member of both MSCC centres. Our guides for the 2½ hour tour were 'typical Scousers' complete with the Liverpool wit, banter and repartee, further enhancing our enjoyment of the visit.

There are 2 tunnels under the River Mersey, Queensway, which was opened by a King, and Kingsway, opened by our recently departed Queen. This tour concentrated the building and operation of the Queensway tunnel.

Two pilot tunnels were started in December 1925, one above the other, and excavated by hand using picks, small explosives and pneumatic drills. The tunnels started from both the Liverpool and Birkenhead sides of the River Mersey and by 3rd April 1928 there was a holing through ceremony as the initial diggings met. The tunnel takes a curved route as the councils on both sides did not want excavation under their office buildings – just in case...!

By 1930, after incidents in Pittsburgh, USA, it was realised that Carbon Monoxide poisoning from the exhaust fumes could be a problem and the designs were re-vamped to include an increase in ventilation capacity. Consequently, there are 3 ventilation stations on each side of the Mersey.



Our tour started in the building at Georges Dock, just behind the Cunard building and unofficially christened 'The 4th Grace', which is a Grade II listed, Art Deco Egyptian styled building and is the most ornate of all the ventilation stations.

The tour continued to the now redundant control rooms where operators would monitor and control ventilation fans, power supplies and water pumps. NB the tunnel does not leak, however water does seep through and must be pumped away.

The giant ventilation fans were visited and they were demonstrated so that we could experience the air input to the ventilation system.



Initially the tunnels were designed with the roadway laid across the centre of the tunnel and the possibility of a tramway underneath the roadway. After objections from ferry operators the tramway idea was discarded and the void beneath the road now offers refuge points, should a vehicle catch fire in the tunnel, and ventilation shafts. I would imagine a road tunnel in 1930 was not considered a threat by the ferry operators as not that many people could afford a car.

Just think... had the tramway gone ahead forcing the ferries into obsolescence we may never have had to suffer Gerry Marsden's dulcet tones of "Ferry across the Mersey" and perhaps better still, "You'll never walk alone"!

The tunnel was officially opened on the 18th July 1934 by King George V, some 9 years after commencement of the first excavation. Over 1700 men had been involved excavating 1.2M tons of rock and working 364 days a year. They were granted Christmas day off – unpaid!



The final part of the tour was a visit to a roadside platform within the tunnel. We were warned that this area can affect your eyes as two of our members discovered! A few members at a time stood on the platform, and photos were fine if we switched off the flash on the camera. We didn't want the drivers thinking they had just been caught speeding.

Our thanks go to Andrew Brown for organising such a thoroughly interesting and enjoyable experience.

[Andrew Threlkeld](#)



One of Life's fond memories

Recalling the pleasure of both purchasing my Morgan and meeting the late Dave Randall.

It was back in June 2002 that I met Dave Randall, when I visited Lifes Motors in West Street, Southport, to look at purchasing a Plus 4, where a welcome plus was Dave himself. Unlike most car salesmen, who have no brand loyalty, Dave demonstrated a natural love of the marque. As I looked over the car, there was no leaning on me with the usual sales pressure, as he offered assistance, from extensive years of experience and all round knowledge of Morgans.

When I decided that I must have a Morgan, it had to be red with black leather interior, chrome spokes and bumper bars. And as with my previous cars, and current one, a top quality, low mileage, dealer approved model - (maybe a problem).

Then the search was on, trawling motoring magazines and surfing the internet to find one with this exact specification. This led me to Lifes, who were advertising a red Plus 4, so it looked like for Dave Randall - (maybe not a problem)

Having located what appeared to be the car I was looking for, with only 8,273 mileage, and the bonus of a MOG plate, after an informed telephone call with Dave, it convinced me to drive to Southport. Thanks to Dave, there it was!.



After looking it over, I couldn't wait to go for a spin, and Dave was a reassuring passenger in my maiden drive of a Morgan. Then back to Lifes, and over a refreshing cup of coffee, Dave agreed a deal at a very fair price.

I now have the pleasure of Morgan ownership, together with fond memories of meeting Dave Randall.

When Andrew informed us of the sad news, I'm sure that with all the members, your thoughts were with Dave's family for their sad loss.

Dave was one of Life's fond memories.

[Les Burgess](#)

The beginning, and memories of Dave, at Lifes Motors

The dealership was founded in 1923 by Billy Life, who started in business selling motorcycles. By 1926, as three-wheeler Morgans became popular, Lifes were one of the first official Morgan agents to sell them alongside the motorcycles.

The business changed hands in 1934 when Gerry Hoyle, who had previously worked for Billy Life, bought the business from him. Hoyle raced Morgans in sprints and hill climbs, including events on Southport beach, a famous venue for speed records. He then sold the business to George Randall in 1960 before retiring. George had established a close relationship with Hoyle and an affinity with the cars, through this association, the family bond with Morgans was formed.

At that time there was a six or seven-year waiting list for a new Morgan, rising to ten years in the 1980s. Fortunately for both the brand and Lifes, the decade-long waits was to become a thing of the past. The official waiting period for a new model was reduced to within 12 months, this was needed as a Morgan became more and more desirable.

In 1991, George sold the firm to his son Dave, who had become interested in the brand in the 1970's. Back then Dave said: "People often ask us who our competitors are, but it's not a case of choosing between a Porsche and a Morgan, It's more likely to be between a Morgan or a house in France. It's a lifestyle choice."

After 30 years in business, Dave attributed his enthusiasm for Morgans as the reason for the firm's long life. "If you're not keen on them yourself, you've got no chance".

"We come up against some pretty demanding people" Dave said. "If you stuck me in a Ford showroom I probably wouldn't have a clue what to do. With these cars, you know the customer wants to buy it and the interest is already there".



Adapted and edited with acknowledgement to Motor Trader



Diary of NorceMog Events

Enjoy meeting up with your fellow members

Check Website for Event Updates www.norcemog.com

2022/3

Highlighted events organised by NorceMog. **Items listed in Red & TBC** to be confirmed/finalised.

Nov 6

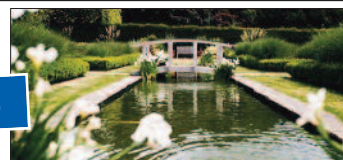
The Great British Car Journey Museum
Ambergate, Derbyshire (Organised by DevaMog)
Contact Kevin Osborne kevin@kevinosborne.co.uk
Museum Details <https://greatbritishcarjourney.com/>



Nov 14

Abbey Wood Estate & Gardens, Delamere, Cheshire
Contact David Roberts Tel 07768 216305
david.roberts@harboursa.com
[Full Details](#)

LAST FEW PLACES AVAILABLE



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.



Jan 8

The Inn at Whitewell, Clitheroe, Lancashire
Contact Andy Bleasdale Tel 07973 315676
bleasers@hotmail.com
[Full Details](#) **BOOKING ESSENTIAL**

LIMITED TO 40 MEMBERS



Feb 12

TBC

Mar 12

TBC

April 15

MSCC AGM - MMC,
Visitor Centre, Malvern



April 16

Lunch & AGM, Vale Royal Abbey, Whitegate
Contact Andrew Threlkeld Tel 07912 494768
norcemog.sec@morgansportscarclub.com



April 23

FBHV Drive it Day
The Federation of British Historic Vehicle Clubs, with events
to uphold the freedom to use historic vehicles on the road.
Contact secretary@fbhvc.co.uk



May 1

Gawsworth Hall Car Show, Macclesfield
Contact Martin Cocks Tel 07973 488504,
martincocks@btinternet.com



May 7

Cheshire Candles Charity Run
Organised by West Cheshire MG Car Club
[Full Details](#) **MORGANS WELCOME**



May 14	TBC	
June 11	Autotest & Concours the British Commercial Museum, Leyland Contact Brian Rawlinson Tel 01995 604716	
TBC	Arley Hall Garden Festival, Arley, Cheshire Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com	
June 30 July 2	MOGFEST 23 & Annual Dinner Windsor & Brooklands Museum, Surrey Bookings will open in November 2022 and can only be made through MSCC Travel Club	
July 9	100 years of Blackpool Carnival Details to follow	
TBC	Oulton Park Gold Cup 3-day race weekend Contact Andrew Threlkeld Tel 07912 494768 norcemog.sec@morgansportscarclub.com	
Aug 13	TBC	
Sept 1-3	Morgans at Windermere Contact Les Ellis Tel 07900 962348 les2mog@gmail.com REGISTRATIONS OPEN 1st April	
Sept 10	TBC	
Sept 14-17	FolkMog week-end at Woodhall Spa Several NorceMog members are going on this trip. Although Closing Date was June 2022 Contact wilson.steve12@googlemail.com for any cancellations	
Oct 8	TBC	
Nov 5	TBC	
Dec 10 	Christmas Lunch & Annual Awards Presentation Barton Manor Hotel, Barton, Preston Contact Bryan & Linda Fearn Tel 01253 891539 bryanfearn@hotmail.co.uk	

We are looking to add to our schedule of events for 2023.
If you have an idea for an event, we would welcome your proposal.

Contact Andrew Threlkeld your Club Centre Secretary.
 Tel: 07912 494 768 norcemog.sec@morgansportscarclub.com



Bonfire Night

It's bonfire night, as the fire's burning bright,
the blaze and the sparks, long into the night.
Stacked way up high, with timber and waste,
an annual tradition, that's warmly embraced.

It's bonfire night, as it burns up the guy,
spitting sparks and hot cinders, into the sky.
All gathered around, feeling the heat,
enjoying jacket potatoes, and parkin's a treat.

It's bonfire night, as the fire's burning fast,
lighting up fireworks, the boom, crackle, blast.
Sparklers in hand, rockets soaring the sky,
why must it all end, it's sad how times fly.

It's bonfire night, as fires smoulder away,
then doused to extinguish, in ending the day.
With fires left in ashes, down to an ember,
celebrations are over, 'till next November.

Les Burgess

**Enjoy Celebrating on the 5th
and enjoy Morganeering in your 4/4 - Plus 4 - Plus 8**

Cheers - Les les@lbacreative.co.uk

* I approve of organised events.

NORCEMOG NORTHERN CENTRE



THE MORGAN SPORTS CAR CLUB