



Welcome to your October Newsletter.



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Front cover pictures: Top: Morgan 3 Wheelers lined up at Peel Castle on the IoM.
Lower: Morgans queuing for the Mountain Run on the IoM.

Contributions to NorceMog News always appreciated.
Please send your articles to norcemog.sec@morgansportscarclub.com

Noggin News

By Andrew Threlkeld

[PLEASE book ASAP if you intend to partake in any of the following](#)

October 13th – Lunch & Privilege parking at Houghton Manor PR2 5SQ
A Brunner & Price establishment – Menu available soon to pre-order meals - **[Details](#)** –
Booking Essential by 30th September.

November - We still have a vacancy for the November Noggin if you have an idea.
Please contact norcemog.sec@morgansportscarclub.com to discuss.

December 8th – **CHRISTMAS MEAL & AWARDS** – Please note details have been updated on the web site. Please choose your meal from the menu and forward payment to the NorceMog account.

Click here for **[Full Details](#)**

Booking & payment required by 12th November

NorceMog Regalia

At least a couple of people have ordered NorceMog logo garments. Quality is excellent. Order from the **[MSCC regalia](#)** site.



Scarf



Polo shirt

NorceMog Christmas Lunch and Presentations

Sunday 8th December 2024

Norcemog Christmas Lunch & Presentation

Barton Manor Hotel, Barton, Preston PR3 5AA

Cost £35.00 per person inc gratuity

Full Payment & Menu choice is required by 12th November

Returning to the same venue we have used since 2017 we invite all members to The Barton Grange Manor Hotel for our 2024 Christmas lunch celebration. **Dinner has been booked for 1.00pm and we will meet from midday for a natter and catch-up.**

The cost includes a 3 course Christmas Lunch followed by Tea / Coffee. [Click HERE for MENU](#)

Menu Choice to Linda - lindafearn737@icloud.com

Bank Transfer

Account Name MSCC Northern Centre (Norcemog)

Sort Code 40-43-56

Account No. 01160427

Cheques - Payable to MSCC Northern Centre (Norcemog) and sent to **Linda Fearn, Treasurer, Little Poulton Hall, 32 Little Poulton Lane, Poulton -le-Fylde, FY6 7ET**

NB Closing date 12th November 2023

The Hotels foundation comes from the Lancastrian Topping and Mellors families and started as a manor house built in 1900 near Preston. Barton Manor is a gorgeous four star hotel, 5 minutes from J32 of the M6, nestled in between Blackpool, Trough of Bowland & Lake District. Fifty-one bedrooms, a lovely pool, gym and spa, fantastic function rooms and award-winning restaurant run by head chef Daniel Francis.

<https://www.bartonmanorhotel.co.uk/>



We include our annual Awards Presentation after lunch. Details of the awards can be found here - <http://www.norcemog.com/Awards/Awards.htm>

Full Payment & Menu choice is required by 12th November

A wonderful trip to Hanger 42: September 12th

By John Price with photos by Simon Westwood-Bate, Andrew Threlkeld and Roger Benton

The trip to Hanger 42 started off with us all travelling through horrendous rain and traffic to arrive at Blackpool Airport to be greeted with tea and coffee in the NAAFI.

We were given a friendly welcome and split into two groups for a marvellous guided tour of the hanger by an enthusiastic group of folk committed to preserving the wartime experience.

After the Ops Room we entered the Museum which was packed full of bits of aircraft and aero engines and parts relating to wartime Lancashire.

Then on to the Briefing Room and the Dispersal Hut. So much effort had been made to give us the authentic feel of a wartime airfield.

Then we were given a guided tour round the six Spitfires, a Hurricane and the dreaded Messerschmitt Me109 with stories of dog fights and heroism in the skies above Blackpool.



Many exhibits took our attention but many of us circled the Ford "Willys" Jeep always the favourite of car enthusiasts.



We all thoroughly enjoyed our visit and finished off with the required group photo. Then off to the pub for a well earned lunch.



Rosemary and Andrew demonstrating lifejackets.



The day was made extra special for me as it was my first trip out in my brand new Plus Four which behaved itself despite being held back as I tried to run it in with care.



John with his new car

Thanks must go to Jay Hale and Peter and Isobel Moore for organising such a special and informative outing which we all really enjoyed.





There was the opportunity to sit in a spitfire.



Parked outside the lunch venue.

Our Journey to a New Plus Four

By Simon & Heather Drew: August/September 2024

We have written this for the point of general interest, we love Morgans, and we wanted to share from a general interest point of view the process and the emotion of building a new Morgan Plus Four.

Some of you may recall that Heather and I acquired our first Morgan a little over a year ago, a beautiful 2004 4/4 in Indigo Blue that had only covered 4,500 miles we purchased "Molly" from Melvin Rutter in Hertfordshire.

A lovely traditional, quintessentially English sports car, which brought us many smiles everywhere we went.

However, two factors of ownership started to emerge (for me at least).

1. Pot-hole spotting. The art of constantly looking 20 yards ahead and weaving the car to avoid the "thud" of the rear suspension and the judder up ones back as a result and the cries of "ah" from both of us.
2. The fact that the older traditional Morgans are really an eight/nine month of the year car and avoiding the worst of the rain/wet roads etc. However, Heather and I did enjoy some brisk top-down drives last winter where there was a weather window in which to enjoy roof down winter motoring.

So, this got me thinking. Heather and I have for some time talked of semi-retirement; we are far too young to get the state pension btw :). We wanted to use the Morgan a lot more once we "semi" retire. As you know living in the NW of England brings some great day / weekend road trips. Lake District, North Yorkshire, Peak District and North Wales are all in relatively easy reach for a day or two in the Morgan.

With the weather and the road's a factor in my thinking, I became increasingly interested in the new CX chassis platform Morgans which were launched in 2019. These are aluminium bonded chassis with ash wood still being used as the frame in which to adorn the aluminium body over the chassis. They are called CX for the roman numeral for 110. 110 years since the start of Morgan down in Malvern (1909 to 2019).

The advances of modern technology allowed me to research the preowned Morgans, via the website at all the dealers around the country. I was looking at the Plus Six's and the Plus Four's for sale and quickly realised that in 2023 Morgan issued some important upgrades, traction control and airbags being two examples.....

I then started to dabble with the new car configurator. I knew that the Plus Six was going to be too big for the garage as we have a 2004 Land Rover County, 3 of my road

bikes and hordes of “other stuff”. So, the Plus Four was the favoured choice as being narrower than the “beast” that’s the Plus Six.

However, the Plus Four is far from being slow! having a BMW 2.0litre twin turbo engine that peaks at 255bhp with 0-60 in under 5 seconds (for the automatic).

Having played with the configurator for a few months (as you do) I came up with my final “dream” spec. Partly shaped by the cars that Krazy Horse have in stock in their Bury St Edmunds dealership but especially the 115 Club Sport and some of the bespoke styling that Krazy Horse have added – I decided to bespoke the build to make it very much uniquely our car. With specification in hand, I pressed the send button to our local dealer at Oakmere Morgan in Cheshire.



Configure.Morgan-Motor.com/PlusFour

The next decision was would it be a Manual or an Automatic? Having test drove both options via Oakmere Morgan it became obvious that the choice was going to be the Automatic.

The manual indeed gave the old sense and feel of driving an older traditional Morgan, but honestly it can do 90 mph in 3rd, so I found myself hardly getting out of 2nd or 3rd in the country roads in Cheshire. The manual has a 6-speed gearbox whilst the automatic has an 8-speed and the flappy paddles plus both had sports plus mode – which for me was more noticeable in the auto than the manual, especially with the flappy paddles. Then there is the suspension. Still sports car firm but without the banging and crashing.... a much more pleasant drive.

Returning to the dealership with a huge smile on my face told everything to Simon the Sales Executive at Oakmere Morgan.



Next came the delight of running through the specification and the price list. Simon (the Sales Executive) was really helpful in some of the guidance he gave on the specification, added to which and by luck, he had a Plus Six in both the interior and exterior colours that I had specified. Which helped us no end when it came to finally signing the order sheet for the Plus Four.

So, with deposit paid, the car was ordered on the 17th August 2024, with delivery apparently in October. That's mighty quick for a Morgan – however they are gearing up for launch in the US market, which could well mean a 6-week build might become a thing of the past.

To say I am beyond excited about this, the very newest of the Morgan family would be an understatement. Sadly, though we must say goodbye to our 4/4 “Molly” and hope that she will go on to find a new home and give others as much pleasure as it gave Heather and me. One thing Molly did give us both and that's the sense of fun and adventure in a Morgan, joining the MSCC and Norcemog opened our world in meeting other supporters of the brand and the sense of community that being a member brings.

Yes sure, we could have specified another “cabriolet” from another manufacturer but where is the fun in that, nothing quite come close to the sense of a handmade British sports car with everything that goes with that – including watching it being made in Malvern, which we intend to do.

For those that might feel the new CX platform cars are not true to Morgan, I probably agree with you in a traditional sense. However, evolution moves us on, and for us the new Plus Four gives Heather and me at least 25years+ driving fun (health permitting of course) in a car that we don't really have to worry about corrosion and will in no doubt open us up to a whole host of new adventures.

Which is why we all love a Morgan!

Hopefully the next instalment will be a date to Malvern to see her being built, and then onwards to a collection day at Oakmere.

How exciting.

Isle of Man Festival of Motoring: Sep 18th to 23rd

By Roger Benton with additional photos by Andrew Threlkeld

What an amazing week, unlike some parts of the country we were blessed with dry and occasionally sunny weather with just a few drops of rain on the very last day.

The organisation of the trip by Scenic Tours was simply first class, every car had a bespoke folder giving detailed information on the events with maps including Google and 'what3words' references. As I arrived at the hotel (Sefton) a rep from SCT was there to take my bag so I could then go and park my car (which was in secure parking).

Briefly the week looked like this:

Wednesday: Fun run following a route round the IoM defined by SCT. SCT provided detail maps including 'Tulip' directions but to make it easier I programmed the route into my Apple Maps.

Thursday: Car display over at Peel at mid-day.

Friday: Sloc closed road run, Jurby Motor Museum, Pie in the sky evening meal with transport on the Snaefell Mountain Railway.

Saturday: Car display and Sporting Bears (charity where people pay for a ride in the car of their dreams)

Sunday: Escorted motorcade, TT Mountain closed road run, Afternoon tea at Creg-Ny-Baa, TT pit lanes, Gala dinner.

Monday: Steam train with afternoon tea from Douglas to Port Erin and back.



Andrew parked at the Sound looking towards the Calf of Man. 10 minutes later the car park was nearly full.



The IoM has some lovely scenery with a quite varied landscape.

As you might gather it was a packed programme so here are two of my highlights.

Top of my list is the Sloc closed road run on the Friday. One of the 'features' of the IoM is that a de-restricted road means just that so for the Sloc runs there was no speed limit other than common sense. All the cars were asked prior to the event which group would they like to be in for the Sloc run with those in the 'red' group preferring a more spirited drive. The cars were sent off at 30s intervals so with no traffic coming in the opposite direction and nothing in front and no pot holes it was a real pleasure to drive the 4 miles (approx.) along this route.



NorceMog cars all parked in a nice neat row waiting for our run over the Sloc.



Waiting at the start of the Sloc run.



View along the Sloc route, click on the image for a DropBox video and yes, it is ok to be on the wrong side of the road on this occasion.

My second highlight of the week was the Sporting Bears on Saturday. Sporting Bears raise funds for local charities at car events by offering people, for a fee, a ride in the dream car of their choice. All takings going to a local charity, in this case [Looky's Aid](#).

I volunteered for this along with 12 other cars, there were 4 Aston Martins, 2 Stags, 4 Morgans, a TVR, E-Type Jag, and a Porsche. A route of about 20 minutes was suggested including a section of de-restricted road.

I had a great start to the day with my car being selected for the first ride. My passenger had won the ride as a prize on the local radio station and it was indeed his dream to ride in a Morgan. So, the hood was down, the side screens were off and as we hit the de-restricted section the car was put in sport+ mode and off we shot to the absolute delight of my passenger. Over the day I had about 5 or 6 passengers including one young man who screamed with delight (at least I think it was) as we accelerated down the de-restricted road.



Sporting Bears area

One of the things I love about the Morgan is the ability for the car to put a smile on people's faces and this day was all about that. It was a long but enjoyable day, started at 9, finished at 4:30 and I was just a bit tired at the end but it was well worth it. £1700 was raised which was matched by SCT making a total of £3400.

Here are some pictures from the rest of the week.

Pictures from the Car display on Saturday.



Queuing up for the display.



Cars on display on Douglas Prom.





Triumph Stags on display on Douglas Prom.



Lots of MG's on display

Pictures from Jurby Motor Museum

Nice museum with a fairly eclectic selection of cars and motorbikes on display.





Of course, there were quite a lot of motorbikes on display.



This was a great exhibit to show the workings of a car with every part of the car cut away to reveal the inner workings.



Pictures from Mountain Run



Cars gather at the grandstand ready for the Mountain Run on Sunday.



Morgan's at the grandstand



NorceMog waiting at the Grandstand prior to the Mountain Run.



Waiting at the start of the Mountain Run. Click on the image for a DropBox video of the run. Try to download and watch in 4K if you can. It's about 12 minutes long but the audio is just wind noise.



In the Pit Lane after the mountain run.



Andrew and Joan in the pit lane.



That's me on the right parked in the Pit Lane.

Here are some links to various videos:

[Motorcade](#): This is a YouTube video of 12 minutes of classic cars driving past but fast forward to 7:10 and you should see the NorceMog cars.

[Post Sloc drive](#): Another DropBox video. After the second Sloc run we had a great drive along another section of the TT course so this is a video of me trying to follow Andrew. Again, the audio is just wind noise.

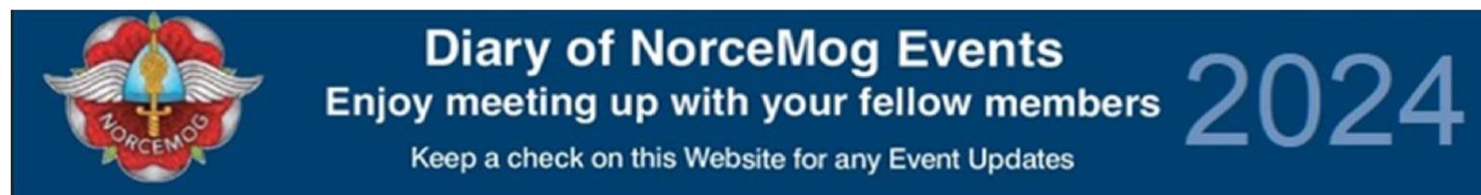


One of the 3 Wheels with a rather distinctive paint job.



There were some fine examples of Morgan 3 Wheelers at the event.

NorceMog Events 2024



Highlighted - Events organised by NorceMog. **Dates/Events listed in Red** - to be confirmed/finalised

Oct 13

Haighton Manor, Haighton Green Lane, PR2 5SQ
Lunch & dedicated parking area at this Brunner & Price establishment
Contact David Sims
[Full Details](#)



Pre order
Meals

Nov 3 TBD

Dec 8

Christmas Lunch & Annual Awards Presentation
Barton Manor Hotel, Barton, Preston, PR3 5AA
Contact Linda Fearn at lindafearn737@icloud.com
[Full Detail](#)



And Finally

Thanks for all the contributions. Not many people know this but apparently there is a NorceMog rule, according to our secretary, that the person with the youngest car at a meeting has to write the visit report!

As always, I would encourage members to submit articles and/or photos.

All the best

Roger
roger.benton@icloud.com