











## Welcome to your December Newsletter.



Santa said to his wife "The hood is down because there's no rain dear."

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Fat Lamb 2023, check the 2025 Diary for the latest info on the [2025 Fat Lamb event](#).

Contributions to NorceMog News always appreciated.  
Please send your articles to [norcemog@gmail.com](mailto:norcemog@gmail.com)

## **Noggin News**

By Andrew Threlkeld

**December 8<sup>th</sup>** – **CHRISTMAS MEAL & AWARDS** – The deadline has passed however you may be able to persuade Linda to include you if you act NOW! Please choose your meal from the menu and forward payment to the NorceMog account. [Click here for Full Details](#)

**January 12<sup>th</sup>** - To be confirmed – The Inn at Whitewell. Our traditional 1<sup>st</sup> event of the year and often the best attended. Full details to be confirmed.

**Diary 2025** – A draft copy of events so far arranged in 2025 can be found at this link - [2025 Calendar of Events](#) or via the “Calendar of Events tab on the home page of the web site.

We would appreciate all volunteers to ‘host / organise’ a monthly event, a list of ideas can be found in the November Newsletter but should not restrict you if you want to use a different venue.

## **Event Calendar 2025**

By Andrew Threlkeld



As 2024 rapidly draws to a close it is time to look at our events for 2025. January (Inn at Whitewell) and April (AGM) are taken however all other months are available.

Would you like to volunteer to organise an event? There is a list below with some ideas or if you know of another venue / event that would be suitable please let us know.

- Lancaster Canal cruise from Barton Grange
  - [Barton Grange Afternoon, Cream Teas, Lunch and Dinner Cruises \(kingfishercruise.co.uk\)](#)
- Steam Museum, Poynton
  - <http://www.enginemuseum.org/index.html>
- Bowland Brewery at Clitheroe
  - [Bowland Brewery | Clitheroe, Lancashire](#)
- The Carding Shed –
  - <http://thecardingshed.co.uk/>

- James' Places – Different venues
- JCB tour – mid week includes lunch.
  - [Factory Tour | JCB.com](#)
- RHS Bridgewater in Spring or Autumn
  - [RHS Garden Bridgewater / RHS Gardening](#)
- WWT Martin Mere
  - [Martin Mere Wetland Centre | WWT](#)
- The Mill at Conder Green – Meal or midweek break
  - [Mill At Conder Green -](#)
- Skipton Castle
  - [Skipton Castle, Superbly Preserved Medieval Castle, Yorkshire](#)
- Lancaster Castle
  - [Home | Lancaster Castle : Lancaster Castle](#)
- St Catherines Hospice – organise a car meet on some Sundays.
  - [St Catherine's Hospice | Quality of life to the end of life \(stcatherines.co.uk\)](#)
- Bancroft Mill Engine Trust & Museum
  - [Bancroft Mill Engine Museum | Bancroft Mill Engine Museum, Barnoldswick](#)
- Anderton Boat Lift
  - [Anderton Boat Lift & Visitor Centre, Cheshire | Canal & River Trust \(canalrivertrust.org.uk\)](#)
- Keighly & Worth Valley Railway
  - [Keighley & Worth Valley Railway - Keighley & Worth Valley Railway \(kwvr.co.uk\)](#)
- Bury Transport Museum
  - [Bury Transport Museum - The East Lancashire Railway \(eastlancsrailway.org.uk\)](#)
- National Trust property visit
  - Various locations [Home | National Trust](#)

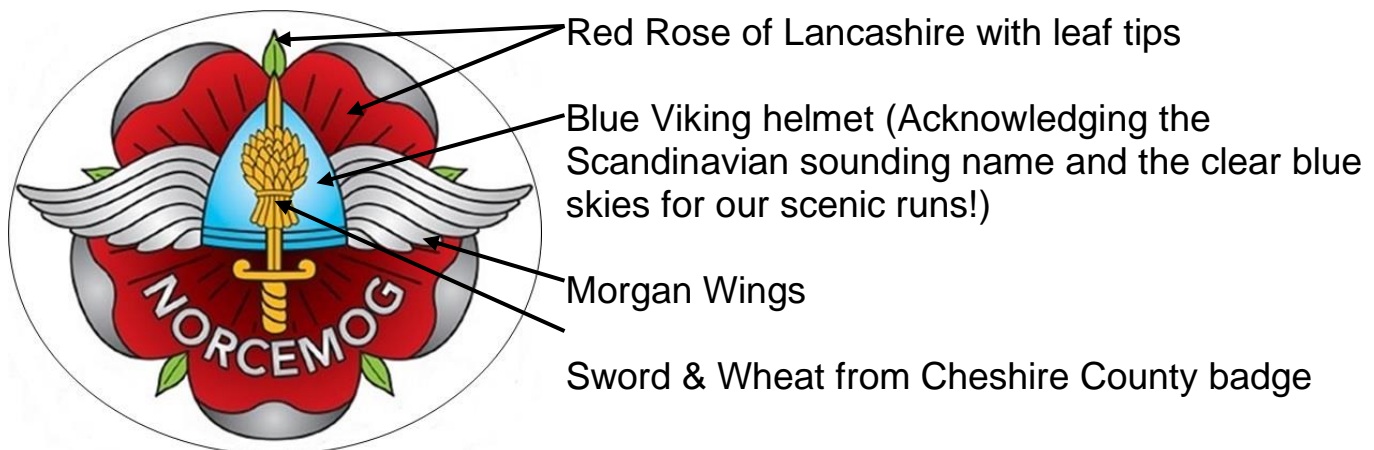
Please contact Andrew at [norcemog@gmail.com](mailto:norcemog@gmail.com) if you are available to volunteer.

## The **NOR**thern **CE**ntre – **NORCE**Mog

By Andrew Threlkeld

Although our Centre title sounds a bit Scandinavian it is most annoying when people spell it with an S instead of the C. We recently had 5 cars at the Festival of Motoring – Best of British – on the Isle of Man and the same mistake was in evidence on our 'Welcome' sign on the Douglas promenade from Scenic and Continental Car Tours. Their otherwise excellent organisation of the event was marred by an offending S however, little did we know when we pointed it out to one of their marshals that he was in fact the CEO of the company! He merely replied I'll note that, we like to get things right. Top man!

Our badge was designed in 1997 and the various elements are described below.



We recently re-stocked our car badges and they are available from Isobel Moore at £42 plus P&P if required.





## **Audis from Venus, Morgans from Mars**

A member's introduction to the wonderful world of Morgans by Andrew Threlkeld

I'm a self-confessed Audi man, "Vorsprung durch Technik" and all that jazz. My last company car was my 1<sup>st</sup> Audi, a 1.8Turbo A6 Quattro which still brought a big smile to my face 3 years and 75,000 miles later. A brief foray into the world of Jaguar proved hazardous to my health (it was boring me to death!) hence my last 5 tin tops have all been A6 Quattro's with the 3.0L diesel engine.

So why did we buy a Morgan? We had just celebrated our 40<sup>th</sup> wedding anniversary with family and friends and visited our local pub for an evening meal. Parked outside was a Morgan and Joan happened to mention in passing "I've always liked them!" What an invitation! The next day I'm on the internet looking at what was available for the price of our endowment insurance policy that was just about to mature. (Of course, the car price exceeded the policy!).

I'd like a dark body colour, British racing green is fine, a light interior, wooden dash and stainless wire wheels. Our nearest agent at that time was Life's in Southport and they had the perfect car as specified. A 'phone call to Dave Randall informed me that car had been sold. "What about the 2003 4/4?", "that's sold as well", "the 2001 Plus 4?", "I'm taking that to show somebody tomorrow, but they might not buy it". Blimey I thought, these cars don't hang around I'd better get down to Life's and try one.



Our visit to Life's, a truly traditional Morgan dealer was enlightening. No corporate image makers here, just a dedicated team who love their Morgans. ("Would you like a coffee?" – "No thanks, I've seen the state of your cups!"). Nevertheless, we were educated to some of the finer points of Morgans, the mohair easy up roof for example, and the benefits of tonneaus and luggage racks etc. In the showroom was a dark green Morgan, light interior, wooden dash and Stainless wire wheels, PERFECT? Not quite, the roof was PVC and not easy up.



"I LIKE THAT ONE" Senior Management declared, pointing to a Royal Ivory body, dark interior, painted dash and painted wire wheels. A 2008 model (just less than 3 years old) and one of the first 4/4's to be fitted with the 1.6L Ford sigma engine. (Producing 110Bhp it was more powerful than the Audi when taken as Bhp per tonne!) The rest is history.

Talk about 'kids at Christmas', I couldn't sleep the night before we collected it and Ruby (40<sup>th</sup> Wedding anniversary present!) was our pride and joy for the next 11+ years.

Dave Randall did warn us that "we weren't buying a car, it's a hobby" he said and how true that has turned out to be. Joining MSCC resulted in a 'phone call from Geoff Mizon, the then NorceMog Centre Secretary, and before we knew it we were displaying Ruby at the Bury Transport Museum with other NorceMog members, a very welcoming group which we hope we have reciprocated as new members join us. (Did you notice that Bury is an anagram of Ruby?).



Some 11 years later 'Junior Management' is hankering after a bit more power. I love the exhaust note of the V8's however, they tend to be older cars and not befitting of my 'lazy man's classic' attitude. These Roadsters look quick and on the internet there was a dark bodied, light interior, wooden dash car with stainless wire wheels on display at Ledgerwoods near Scunthorpe. PERFECT?



A test drive was arranged, and we crossed the Pennines to view and try the Roadster. Joan was extremely reluctant however, apparently, the smile on my face when I came back from the test drive was enough to convince her that she could not deny me the opportunity to have a Morgan that was a bit quicker to say the least. A deal was negotiated, and it was a very emotional part exchange as our Ruby wedding gift to ourselves was passed on for other owners to enjoy.





Regrets, I've had a few, but then again, too few to mention (apologies to Frank Sinatra). One of the regrets was a rubbing noise coming from the rear of the car especially when decelerating.

A return to Ledgerwoods during the warranty period and 'little Ian' (think Matt at Life's) identified it as diff noise. A special oil treatment was added and "give it 500 miles or so and it should be fine"! Conferring with other Morgan owners confirmed this could be a problem however the oil additive had worked for them. 500 miles later the noise is still a problem for me so back to Ledgerwoods it went for more detailed analysis.

Ledgerwoods were great, the whole rear axle was removed and sent to a specialist who identified that the original axle had been assembled incorrectly, (Morgan probably buy them ready assembled), Some spacers had been inserted the wrong way round meaning there was excess pressure on the wheel bearings which were effectively 'seizing' in the shells, hence the noise. All sorted by Ledgerwoods and their contacts however it did earn me The NorceMog Layshaft Award for 2003.

The Roadster is now referred to as 'His' car rather than 'Our' car and I'm not allowed to give it a name, so it is 'just' The Morgan. However, we still enjoy the celebrity status of owning / driving these wonderful machines.

Enjoy your Morgan - Andrew Threlkeld

## **Our Journey to a New Plus Four: Part 3**

By Simon Drew

The day finally arrived for the collection of the MY 2025 Plus Four from Oakmere Morgan in Northwich, Cheshire. On Friday 18th October, Heather and I drove our 4/4 "Molly" down the M6 to Oakmere for the final time, a reflective moment as Molly got us into Morgan motoring and we had some great trips in her in the year that we owned her. A little later I have undertaken a personal opinion of the comparison between the two (old & new).

So we arrived at Oakmere for about noon, and the sun was shining. We were greeted by Simon as I made a beeline straight to the new Morgan sitting in the showroom, and my first impression, was a very enthusiastic "YES" !. Imagine the difference between the photos of the



factory build on the 13th September to the finished car right in front of us. Molly II was here :)

After the paperwork was done, Simon drove the Plus Four out of the showroom and I managed to get some pics of Molly and Molly II together, one in and one out..... a fitting reminder.

I took it easy driving home up the M6, very protective of the new car, as you do. I drove straight into our garage literally 5 mins before the rain started !!! Very very chuffed at the finished article.



So what have I learned through this process?

1. I was pleased that I had spent about 3 months playing with the configurator tool on the Morgan website. Whilst it's not a true representation of the physical vehicle it does give a really good feel and guide as to the options and the finished output. It's worth spending time getting the specification right over a few months.
2. I am glad we spent a few hours working through the specifications bit by bit with Simon at Oakemere Morgan - his advice around certain things was invaluable.
3. I am glad that we gave a high specification to the Plus Four. All of the added options all work really well, eg the black A pillars and side panel surrounds make the hood (when up) in black all look like its one piece. The dynamic handling pack is absolutely brilliant, the Nitron adjustable dampers combined with the rear antiroll bar just make the car go around corners very flat and is pin point accurate. The comfort heated seats are just perfect. I am also glad we had the sports exhaust - the pops and bangs are great fun !
4. We opted for the stainless polished wire wheels x5 which look absolutely fantastic and is very much a nod to the traditional Morgans
5. On the advice of Simon, we added a black stripe at the back of the bonnet instead of the union jack badges which help to make our Plus Four one of a kind
6. Even though we don't need air con, we did add it. Simon said you really should as we were adding pretty much all the other options. I am glad we did as we are driving the NC 500 next year in her, and I think given the mix of wet weather, damp clothing the interior might well mist up, the air con will counter that (yes we do have heated windscreen as well).
7. I am so pleased we saw her in build in Malvern. Nowhere else in the world can you touch your car in build and get the guy who assembled the chassis to sign it!



Any down sides ?

The short answer is no not really. I think Morgan will end up upgrading the USB socket in the glove compartment to a USB-C, oh and it's missing a heated steering wheel (well I am a southerner :))



So the comparison of the new MY2025 Plus Four v my 2004 4/4

Clearly 20 years of automotive progression is clear to see, and more importantly feel. Yes ok I have a 2.0ltr 255bhp engine v 1.8 Zetec 120bhp is obviously a huge difference. But the ride, the handling, the comfort are night and day different. We have more room at an additional 150mm (6 inches) makes a big difference, our shoulders aren't rubbing together for one ! I am 6'3"" and in the new Plus Four I have to bring forward my seat 1 notch in order to sit comfortably with the pedals. I bet if you are 6'5"" you would still fit in comfortably.

Pot holes are no longer feared, the new Plus Four drives just like a normal modern car in that regard, which makes driving around the B & C roads much more enjoyable. The chassis being of a bonded aluminium construction is of course much stiffer than the ladder chassis of my old 4/4. Which again just makes road holding around the bends much more sure footed.

We have done already 300 miles in Molly II after owning her for 2 weeks, with many more miles expected as the weather turns more to winter. If the roads are wet, but the sky is clear we can still go out for adventures ! The heater combined with heated seats just allows us to use the Plus Four in all but the worst of the weathers. If we do get caught in some rain I am now not so bothered.

So, final thoughts.

As you can tell, we are both very happy we upgraded to a new build Plus Four. We will have many years of driving fun ahead of us with a car much more suited to modern day driving and that can be used pretty much all year round. All Morgans are Morgans, be that built in 1970s or 2024, a 4/4 or a Plus 4 or a Plus 8 or a Plus Four or a Plus Six or even a Super 3, each model has a place in the stable and everyone can choose which experience of Morgan ownership they want. The important thing is to do just that, own a Morgan and enjoy driving it and enjoy seeing others driving their choice of a Morgan.



Providing the weather is kind on the 8th December, Heather and I will be bringing Molly II to the Christmas Dinner at Barton. If you would like to take a look at her, I would be more than welcome to show you.

Best wishes and enjoy your Morgan motoring.

## NorceMog Events 2024



### Diary of NorceMog Events

Enjoy meeting up with your fellow members

Keep a check on this Website for any Event Updates

2024

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

**Dec 8** **Christmas Lunch & Annual Awards Presentation**  
Barton Manor Hotel, Barton, Preston, PR3 5AA  
Contact Linda Fearn at [lindafearn737@icloud.com](mailto:lindafearn737@icloud.com)  
[Full Detail](#)





## NorceMog Events 2025



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2025

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

<b>Jan 12</b>	<b>The Inn at Whitewell, Clitheroe, Lancashire</b> Contact - Andy Bleasdale Tel 07973 315676 Email: <a href="mailto:bleasers@hotmail.com">bleasers@hotmail.com</a> <a href="#">Full Details</a>	
<b>Feb 9</b>	TBD	
<b>Mar 9</b>	TBD	
<b>Apr 4 - 6</b>	<b>MSCC Spring Dinner Dance &amp; AGM Week-end</b> <b>Burn Hall, Huby, Nr York</b> Contact - Jan Lawson Email: <a href="mailto:jan.lawson@janmail.co.uk">jan.lawson@janmail.co.uk</a> <a href="#">Full Details</a> <a href="#">Booking Form</a>	
<b>Apr 13</b>	<b>NorceMog AGM/Lunch, Vale Royal Abbey, Whitegate</b> Contact Andrew Threlkeld Tel 07912 494768 Email: <a href="mailto:norcemog@gmail.com">norcemog@gmail.com</a> <a href="#">Full Details</a>	
Pre order Meals		
<b>May 18</b>	<b>Haighton Manor, Haighton Green Lane, PR2 5SQ</b> Lunch & dedicated parking area at this Brunner & Price establishment. Contact David Sims    Email: <a href="mailto:simswasindubai@gmail.com">simswasindubai@gmail.com</a> <a href="#">Full Details</a>	
<b>May 11</b>	<b>Cheshire Candles Charity Run</b> Organised by West Cheshire MG Owners Club - <b>Morgans welcome</b> Details to follow      Limited to 150 cars	
<b>Jun 15</b>	<b>Gymkhana &amp; Concours</b> <b>The British Commercial Vehicle Museum, Leyland</b> Contact Bryan Rawlinson Tel 01995 604716 <a href="#">Full Details</a>	
<b>Jun 27 - 29</b>	<b>MOGFEST - New Forest, Hampshire</b> <a href="#">Full Details &amp; Booking Form</a>	
50% Discount Ends 29 Feb		



<b>Jun 29</b>	<b>Arley Hall Garden Festival, Arley, Cheshire</b> Contact Andrew Threlkeld Tel 07912 494768 Email: <a href="mailto:norcemog@gmail.com">norcemog@gmail.com</a> <a href="#">Full Details</a>	
Free Admission maximum 10 cars		
<b>Jun 29</b>	<b>Lancashire Classic &amp; Performance Car Show</b> <b>At Hoghton Tower Nr Preston, PR5 0SH</b> Organised by Great British Motor Shows <a href="#">More Details &amp; Tickets</a>	
<b>Jul 13</b>	TBD	
<b>Jul 22 - 25</b>	<b>Fat Lamb Tour: Lakes &amp; Dales</b> Contact Adrian & Dot Long Tel 07831 377255 Email: <a href="mailto:adrian.long@icloud.com">adrian.long@icloud.com</a> <a href="#">Full Details</a>	
<b>Jul 26 - 27</b>	<b>Oulton Park Gold Cup</b> Contact Andrew Threlkeld Tel 07912 494768 Email: <a href="mailto:norcemog@gmail.com">norcemog@gmail.com</a> Full Details to follow	
50% Discount		
<b>Aug 10</b>	TBD	
<b>Aug 31</b>	<b>Cheshire Classic &amp; Performance Car Show</b> <b>Venue to be confirmed</b> Organised by Great British Motor Shows <a href="#">More Details &amp; Tickets</a>	
<b>Sep 5-7</b>	<b>Morgans at Windermere. A FellMog Event</b> Contact Les Ellis Tel 07900 962348 Email: <a href="mailto:les2mog@gmail.com">les2mog@gmail.com</a> <a href="#">More Details</a>	
<b>Sep 14</b>	TBD	
<b>Sep 14</b>	<b>Southport Classic &amp; Performance Car Show</b> Victoria Park Rotten Row, Southport PR8 2BZ Organised by Great British Motor Shows <a href="#">More Details &amp; Tickets</a>	
<b>Oct 12</b>	TBD	
<b>Nov 2</b>	TBD	
<b>Dec 14</b>	<b>Christmas Lunch &amp; Annual Awards Presentation</b> Barton Manor Hotel, Barton, Preston, PR3 5AA Contact Linda Fearn at <a href="#">Full Details</a>	

If you have an idea for hosting one of our monthly events, we welcome proposals.

Contact Andrew Threlkeld, Centre Secretary Tel: 07912 494 768 Email: [norcemog@gmail.com](mailto:norcemog@gmail.com)

## And Finally

Well, that's it for 2024 but I have to pay tribute and say a big thanks to all those who contributed this past year by way of words, photographs and turning up at the various events. Your support has made the role of editor an enjoyable one so please, please continue to contribute to your newsletter.

Most of us wouldn't dream about taking our cars out in the snow, seemingly not so in Switzerland, the pictures below are from good friends in Switzerland at one of their Morgan meetings. I can understand the hoods being up but the side screens off!!



Just one final thought. I was visiting the Morgan Factory a few weeks ago (actually having my Morgan upgraded with Nitron shocks) and wanted to take a few more pictures of Jane Morgans' car in the museum there. I was escorted by Andy who remembered seeing this car in the early 70's so I asked if he would jot down his recollections for me, this is what he sent me:

*"Jane lived just outside Kemberton just outside Tewkesbury she used to drive in on a Saturday to collect her shopping, it would have been early mid 70's."*

*"I fell in love with the car it was the first Morgan I saw; she looked brilliant going up and down the Bredon road scarf on blowing in the wind."*



Jane Morgan and her Drop Head Coupé

Merry Christmas

Roger

[roger.benton@icloud.com](mailto:roger.benton@icloud.com)