



## Delivering my Seasonal Best Wishes for a Cracking Christmas - page 11



**Welcome to your December Newsletter. In this issue: A report on the Noggin at Blakemere Village - Mog Restorations and Mods - Mogs out - in Mid Winter All things Morgan - Your 2022 Diary of Events . . . Hope you Enjoy!**



### Delivering Christmas Cheer!

It's that special time of year, when like a kid, I get excited looking forward to greeting family and friends, popping the champagne, gathering round the Christmas tree, tucking into the turkey, and joking that old chestnut - 'who wants stuffing!' Then the really exciting bit - exchanging gifts, courtesy of Santas' delivery of course!

If Santa hasn't delivered, and you're trawling the shops, surfing the internet, wondering what to get for everyone, mine is easy, your articles and photographs, with no fancy wrapping, plain word documents and Jpegs will deliver me Christmas cheer.

**Cheers for this years contributions.**

Les Burgess: [les@lbacreative.co.uk](mailto:les@lbacreative.co.uk)



# Noggin at Blakemere Village

Sunday 7th November 2021



**NorceMog members get together  
to enjoy more than just a 'mere' outing  
at Blake'mere' Village**



Another enjoyable outing as thirty six NorceMog members got together for Sunday lunch at the popular Blakemere Village, set in the heart of Cheshire. It was great that everyone arrived nice and early, so we could secure a large section of the car parking areas to enable us to display our usual impressive line up of Morgans.



Prior to lunch in the Village Restaurant and Coffee Bar, we were able to enjoy the attraction of browsing around the collection of independent shops selling everything from furniture, gifts, traditional sweets, fashion, kitchenware and golfing equipment, plus the experience of Segway and Birds of Prey.

Then it was in for lunch, and what a lunch, as most members lined up for the popular all-you-can-eat Sunday Roast Carvery. On looking around at the piled up plates, it was certainly taken full advantage of, I hadn't realised that a pre-requisite of NorceMog membership was having an enormous appetite.

Then it appeared an added plus for membership was accountancy skills, as the tables were presented with what looked like toilet roll lists of bulk bills to split up and calculate who had what - so for most, it was out with the smartphones!

All in all it added up to a great day out, dampened only by a very slight drizzle as we departed for home.

[Les Burgess](#)







# Mog Restorations and Mods

## Members work on Morgans



Major restoration projects - and minor modifications

### Restorations

**Andy Bleasdale**

#### Plus 8 to 1972 Specification

The restoration project for this Plus 8 was motivated by an article in an early 1953 copy of 'The Motor' magazine that I was given, once I read it, a seed was set!

I'm now in the process of creating this Plus 8 to a 1972 specification after the project was originally advertised on eBay as a kit of parts. After some negotiation, along with Martin Cocks and Dave Roberts I arrived in Telford to 'empty a garage' and with a 7.5 tonne flat back wagon fully loaded we then headed back to Cow Ark and the adventure began.

There was a couple of chassis - the one that I used was an un-drilled original factory chassis, plus a body, wings, a pair of engines, two gearboxes and boxes upon boxes of spares.

#### [View the Video >](#)

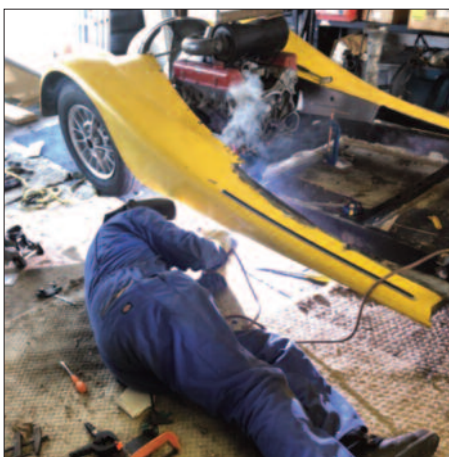
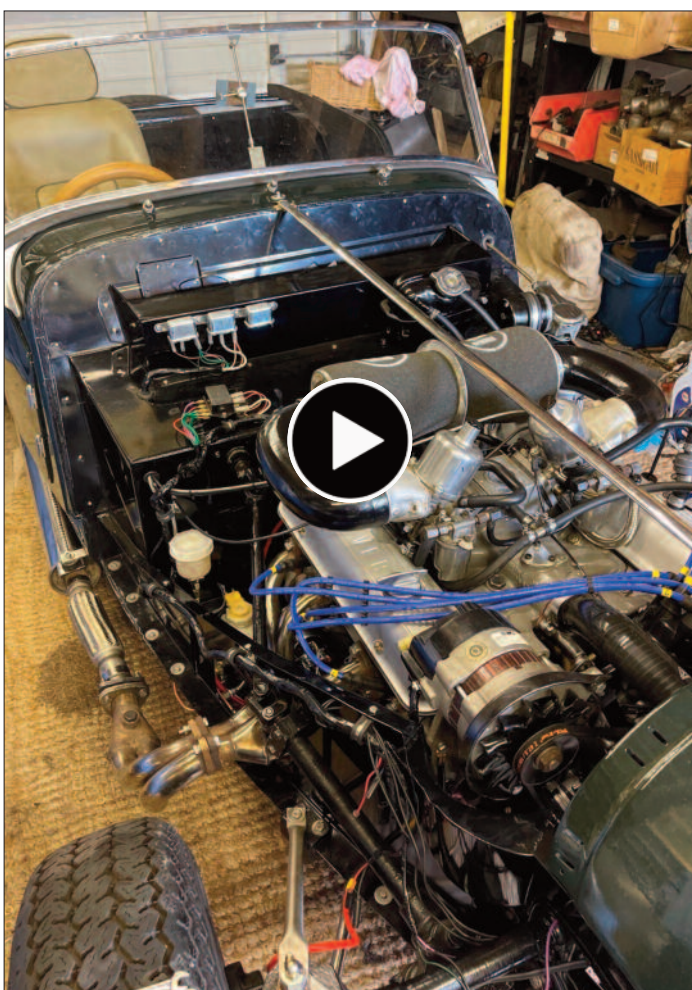
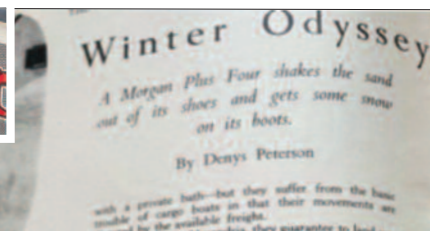
An initial inspection of the body showed it was going to take lots and lots of work and then a chance phone call with Steve Barnes about a cancelled order he had led me to secure a new body from Vintage Sheet Metal and a new cowl from Manchester Wings. Once I had trial fitted the body, together with Dave Roberts we worked out where the engine should sit and then set about drilling the very first holes in the chassis.

With the goal of European travel, a 5 speed box was acquired (thanks to Arwyn) and the front crossmember needed to be cut together with a new one fabricated and welded in, so Martin Cocks upside down welding skills were utilised.

From afar as Denmark, Florida, Norway, Germany, Holland, Philadelphia, Cyprus, China, Hong Kong, then more locally, Bolton and Wales, are just some of the places where I've sourced the 'bits' mostly made from unobtainium to enable us to complete the restoration.

Old shipping containers, old Morgan dealers long since closed, eBay and countless phone calls and emails have secured bits and pieces from 50 year old vehicles.

After much soul searching the engine was trusted to John Eales, the gearbox went to a local specialist and the mass prop shaft purchase (co-ordinated by DR) allowed the drive train to be built. So a quick strip down to the bare chassis and a 2 pack paint including the cross head, the build started.





The next stage progressed with relative speed, rear axle installed, prop, gearbox connected, engine bulkhead and inner wings fitted, floor boards in, It was getting closer.

Brake and fuel lines next, then the steering column and exhaust manifolds. This was a key stage as the steering short shaft, the exhaust manifolds and the brake master cylinder are all very close - but no worries, it all fitted together like a glove. Albeit a night or two's sleep was lost in the worry.

On to the dash fit and start the wiring - purely because I wanted to hear the engine note through the exhausts.

Oh I loved the sound when it finally started, again not without some pain - my coil and amplifier are not used on many Morgan's so studying river manuals and the internet I was finally ready to turn the key for the very first time. Still no joy - the fuel pump that was part of the original garage clearance was not pumping anywhere near enough petrol.

A new pump and fuel pressure regulator was ordered, fitted and bingo 'Ronald' (the cars name) lived...

...he sounded fantastic!



## Arwyn Williams

### 1968 Plus 4 - 4 Seater

After being involved in a serious road traffic accident, travelling on the North Circular Road in London in 1985, this 1968 Plus 4 was sold on as salvage

The former owner was a film cameraman on the science fiction series, Doctor Who and Blakes Seven. Following a rebuild, it was then returned to the road in 1988 with a much modified 4/4 chassis.

The car has now undergone its second rebuild with a new Super Sports specification chassis this time!

All the work on the car with the exception of the trim has been done by myself, including repainting it into its original colour of Deep Brunswick Green. New bonnets have been fitted which were made by Steve Barnes at Vintage Sheet Metal.

### 1955 Plus 4 - 4 Seater

This dismantled car is a very rare drophead coupe and is just one of only 51 built between 1954 and 1956.

Its early history is unknown, except that it was imported into the United States by the late Bill Fink in 1969.

I was offered this project by my godfather Vic Champness (of Black Phey fame) earlier this year and I am now collecting all the missing parts before commissioning a new body frame next year.





## David Roberts

### 1960 4/4 Series II Rebuild

Following on from my article in the October 2021 edition of the Newsletter, my progress on the restoration or more appropriate, rebuild of the 1960 4/4, that I acquired auspiciously on 1st April 2017

#### 1st Oct 2021

After months of extensive work, as outlined in the previous article, the 4/4 was loaded onto a trailer and driven to Chris Bromley's paintshop in Wolverhampton where I then spent hours as I dismantled the panels ready for the preparation and painting in British Motor Corporation 'Iris Blue' as used on the 1950s and 60s Morris, MG and Morgan cars.

#### 7th Oct 2021

I visited Chris Bromley's paintshop to observe the progress of the painting. With the exception of the body tub and front wings, all of the other panels were etch primed, hi-build applied and flatted off prior to applying the top-coat.

The front wings are loose-fitted with four screws, providing a stable base for applying filler around the headlamp nacelles and weld joints. After the etch primer, hi-build and two-pack top coat, the front wings were separated from the body/chassis. Chris is doing an excellent job as you would expect him to, being ex-Aston Martin.

#### 29th Oct 2021

This milestone was collecting the 4/4's panels from Chris Bromley's Wolverhampton paintshop. Once home I then spent a therapeutic hour or so fitting the cowl badge and bonnet tape to the cowl as well as fitting the refurbished catches to the bonnets. The observant amongst you may detect the lack of a row of louvres on the top the bonnets; top louvres were absent from 4/4 Series II cars as standard.

Another milestone was collecting the newly upholstered benchseat back, seat cushions and headrests from Steve Summers. Steve is the ex-Morgan trim shop foreman, and started at Morgan upholstering benchseats

#### 16th Nov 2021

I collected my 4/4 from Chris Bromley's paintshop and trailered it home with the front wings fitted temporarily for ease of transporting. I then spent a few days fitting the seats, carpets and hidden banding and made a start on fitting the padded roll-tops to the doors.

#### 21st - 24th Nov 2021

Working with the assistance of ex-Morgan owner Roger Maher, the front wings, wing piping, cowl and bonnets were fitted. Then the work moved on to fitting the rear wings, wing piping, numberplate valance and numberplate light mounting. The spare wheel and 'Morgan script' badge are mounted temporarily as is the fuel filler,



filler hose and indicator lights remain unmounted to enable me to paint the reverse side of the aluminium rear deck using the time-honoured method of brush painting. Four years on, this challenging 4/4 rebuild is now nearing completion and I am pleased with the result.

### Chris Bennion

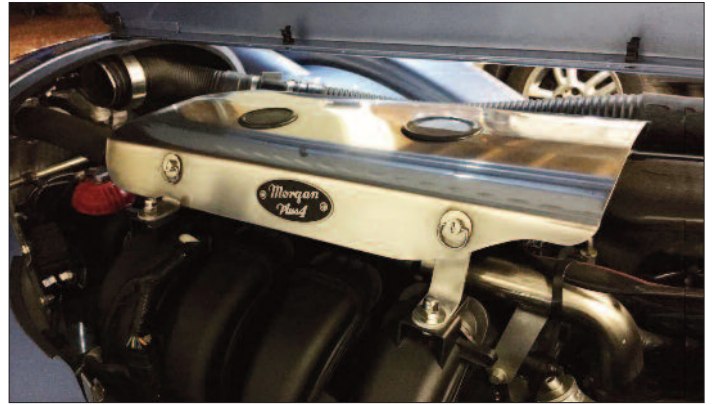
#### 2015 GDI Plus 4. Spark Plugs Cover Plate

During a service at Life's, the spark plugs were found to be badly corroded due to water ingress, so I made a decision to fabricate an aluminium cover plate.

Fabricating it was more about trial and error and an early decision was made to use the 2no M10 tapped holes in the offside of the cylinder head and the large holes at the top of the nearside intake manifolds to nos 1 and 4 cylinders for plate fixing. The latter have holes about 15mm dia which were subsequently filled with washers to M8 bolts. Other Morgans require a different arrangement.

A stiff cardboard mock-up was cut to provide overall plate dimensions, finalised at 500mm long x 440mm wide. The 2mm thick aluminium plate cost £10 from a local bike show. A 50mm dia timber tree stake was used with the trusty Black & Decker work mate to bend the plate a bit at a time to a shape that looked half decent. A slight curve was bent by hand in the middle to permit water to run off each side. Portions at front and rear were cut away from the plate to provide clearance for various hoses etc. and filed to a smooth line. The underside is sprayed with matt black heat resistant paint.

25 x 4mm aluminium brackets were cut to lengths and bent to suit the plates final profile. Both front ones were remade (more trial and error) to permit the plate to



slope towards the front and be parallel to the bonnet hinge, it was originally set level and just didn't look right. The Dzus fasteners are fine but are critical to the correct amount of washers fitted – more trial and error needed.

Measurements were taken to establish the centre of the dip stick and oil filler plug relative to the fixing brackets and to each other. 62 mm dia and 72mm dia holes were cut in the plate and filed to finish off. The blind rubber grommets (60mm and 70mm) were sourced via eBay and stiffened with 4mm rubber sheet cut to size and fixed using Power Bond 806 adhesive.

Abrasive paper in grades P120, P400 and P1000 was used on the plate prior to finishing with Autosol metal polish. Looking to embellish both sides with some sort of plate reading "Morgan". Possibly an aluminium stencil screwed to each side – but this will not be home made!

### Andrew Threlkeld

#### Morgan Park Hood Release Lever

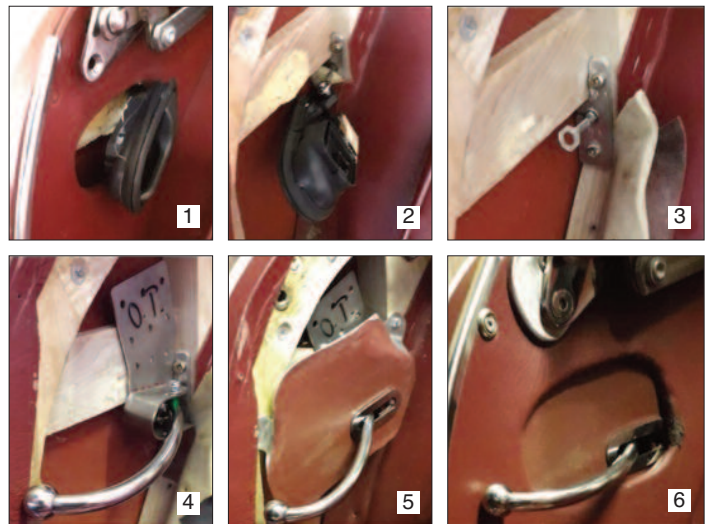
Apart from the dedicated purists, most Morgan owners like an easy-up hood. That is until the release lever detaches itself from the side panel and the small screw that secures it to the ash frame falls out and down beside the driver's seat.

Using a larger screw doesn't solve the problem as it protrudes beyond the ash frame and into the side panel. Re-filling the screw hole with plastic wood and sticking the lever to the ash frame also doesn't fix it. So I decided the best solution was a conversion kit from Morgan Park.

<https://www.morganpark.de/verdeck-entriegelungshebel/>

The kit comes complete with an illustrated instruction leaflet, showing you how the lever is relatively straight forward to install, that is apart from the patience needed for fitting small screws and access to the wheel arch.

The lever has now meant the hood release is extremely effective and very easy to operate.



- 1 The detached, original lever.
- 2 Connection to the hood cable and my attempt to glue it.
- 3 Hood cable awaiting new installation.
- 4 New lever provisionally installed to check positioning.
- 5 Cover plate added.
- 6 Side panel re-assembled.



## Mogs out - in Mid Winter!

**Who says Morganeering is just for the spring/summer seasons!**

When it's 2 below, It's not above the 4/4, Plus 4 or Plus 8 to cope with the conditions.



If you've been Morganeering in mid winter, send a photo and details: [les@lbacreative.co.uk](mailto:les@lbacreative.co.uk)



# All things Morgan

**I guess like me, Morgan owners have more to show, for the marque than their iconic sports car.**

We all love our Morgan, and I'm sure I'm not the only one where it's reflected in the collectables we either have on display at home or stored away as keepsakes. From the wide variety of Morgan related items that can be found on-line or at collectors fairs up and down the country, here are just a few examples of the items I've collected, including those received as a gift, that I'm sure will be added to over the years to come.



A framed collection of cards, illustrating a Golden Era of Morgans from 1912 to 1969



Scale die-cast models of a 1961 series 111 4/4



A card print of a limited edition illustration issued at the time of the 50th Anniversary of MSCC

**Let's display your Morgan Collectables. Send photos with brief details: [les@lbacreative.co.uk](mailto:les@lbacreative.co.uk)**





# Diary of NorceMog Events

Enjoy meeting up with your fellow members

# 2022

Please note: Events are subject to Corona Virus restrictions

**Highlighted** events organised by NorceMog. **Items in Red** to be confirmed/finalised. Check Website for Updates.

**Jan 9**

**The Inn at Whitewell**

Contact Andy Bleasdale Tel 01995 61718

[Full Details](#)



**Feb 13**

**To be Confirmed**

**Mar 13**

**To be Confirmed**

**Mar 22-24**

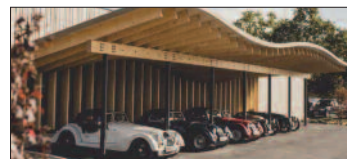
**MSCC Annual Awards & Dinner  
Abbey Hotel, Malvern**

Contact [f.whitefoot@btinternet.com](mailto:f.whitefoot@btinternet.com) Tel 01245 264664



**April 10**

**MSCC AGM - MMC, Visitor Centre, Malvern**



**April 10**

**Lunch & AGM, Vale Royal Abbey**

Contact Andrew Threlkeld Tel 07912 494768

[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)

[Full Details](#)



**April 24**

**FBHV Drive it Day**

**May 2**

**Gawsworth Hall Car Show, Macclesfield**

Contact Martin Cocks Tel 07973 488504,

[martincocks@btinternet.com](mailto:martincocks@btinternet.com)



**May 8**









**To be Confirmed**

**Mar 18**

**VSCC Vintage Sports Car Festival, Oulton Park  
Including: The Morgan Challenge**





<b>June 12</b>	<b>Autotest &amp; Concours, British Commercial Museum, Leyland</b> Contact Brian Rawlinson Tel 01995 604716	
<b>June 19</b>	<b>Arley Hall Garden Festival</b> Contact Andrew Threlkeld Tel 07912 494768 <a href="mailto:norcemog.sec@morgansportscarclub.com">norcemog.sec@morgansportscarclub.com</a> <a href="#">Full Details</a> 10 CARS MAXIMUM	
<b>June 24-26</b>	<b>MOGFEST 22 and Annual Dinner, Beamish Museum, Durham.</b> Details to follow	
<b>July 10</b>	<b>To be Confirmed</b>	
<b>Jul 29 - 31</b>	<b>Oulton Park Gold Cup 3-day race weekend</b> Contact Andrew Threlkeld Tel 07912 494768 <a href="mailto:norcemog.sec@morgansportscarclub.com">norcemog.sec@morgansportscarclub.com</a> <a href="#">Full Details</a>	
<b>Aug 14</b>	<b>To be Confirmed</b>	
<b>Sept 2 -4</b>	<b>Morgans at Windermere</b> Contact Les Ellis Tel 07900 962348 <a href="mailto:les2mog@gmail.com">les2mog@gmail.com</a>	
<b>Sept 11</b>	<b>Gymkhana – Farmer Parr’s Animal World Fleetwood</b>	
<b>Sept 16-18</b>	<b>Isle of Man Festival of Motoring</b> Contact <a href="http://www.mscctravelclub.com">www.mscctravelclub.com</a>	
<b>Oct 9</b>	<b>To be Confirmed</b>	
<b>Nov 6</b>	<b>To be Confirmed</b>	
<b>Dec 11</b>	<b>Christmas Party &amp; Annual Awards Presentation The Barton Manor Hotel, Barton, Preston</b> Contact Bryan & Linda Fearn Tel 01253 891539 <a href="mailto:bryanfearn@hotmail.co.uk">bryanfearn@hotmail.co.uk</a>	





## A Cracking Christmas!

Round the table making merry  
on a joyous Christmas day,  
when I'm there pulling crackers  
and they're snapping away,  
As each cracker snaps open  
and the gifts then appear,  
I hope they're from members  
sending news for next Year.

**Let's all have a Cracking Christmas  
and enjoy the gift of more Morganeering in the New Year**

**Cheers - Les [les@lbacreative.co.uk](mailto:les@lbacreative.co.uk)**



**Wishing all our members a Merry Christmas and Happy New Year**  
Your NorceMog Committee

