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**Welcome to your February Newsletter. In this issue: Andrew Threlkeld reports on The Inn at Whitewell - Al Capone's Bulletproof Sedan - The St. Valentine's Day Massacre A bit of Garage Alchemy - Romantic Movies with Classic Cars . . . Hope you Enjoy!**

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### **I'm waiting for your proposal!**

Yes, even though I'm happily married (sometimes!) and I wouldn't presume to compete with the real love of your life, that you'll be thinking of, not just on Valentine's Day but all year round - your Morgan. But I'd still like a proposal from you, making a commitment to send articles and photographs, that I can feature in forthcoming editions of the Newsletter. In the tradition of Valentine's Day, I'd love to hear from you.

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

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**STOP PRESS:** It is with deep sorrow, that we have to announce the passing of Bryan Fearn, our treasurer and valued member of the club. Our thoughts are with Linda and his family at this very sad time. A full obituary will follow in the next Newsletter.



# New Year at The Inn at Whitewell

## Sunday 8th January 2023



### No Room at The Inn - a maximum number reserve a place!

A full complement of 40 members booked for lunch, reserving room for our traditional first noggin of the year, at The Inn at Whitewell located near Clitheroe. It's a pity we couldn't have booked and reserved good weather, as it was an extremely wet morning, even I had the hood up and the wipers never stopped on the entire journey. Nevertheless, members travelled from both far (Arwyn and Sam from North Wales) and near (Andy B lives approx. 3 miles away) to enjoy the high-quality meals on which The Inn has built its reputation.

The food was excellent, as always, with members able to choose from the menu on the day, and the service was just as good, with drinks and meals ordered at the bar and then brought to our table by the friendly staff. I don't know if it was my windswept appearance, but when I went to order they seemed to already know "you with the Bleasdale party?"

The weather meant there was only 3 Morgans in the car park, but the volume of interest and camaraderie between members was as plentiful as ever.



There was a wide variety of chatter around the tables, ranging from Steve Morris's recently announced departure from The Morgan Motor Company to the essentials of asking the right question, particularly if travelling by train in China. What varied and interesting experiences our members have!

Then it was time for the next tradition of our first noggin of the year, an invitation to Andy Bleasdale's home for a drink, cakes and biscuits and a review of his latest project where Andy never disappoints.

This year it was the restoration of a Morgan 3-wheeler obtained through a phone call to myself with the question "do you know if anybody would be interested in restoring my late father's 3-wheeler which has been gathering dust (and rust!) in his garage". So Mr B to the fore and the 'bits and pieces' were duly collected from Sale and transferred to Andy's workshop.





We then all had to take it in turns to enter and review the progress to date, as the workshop is now full of Andy's projects. These included his two previous restorations of a Series II 4/4 and a Plus 8, along with his current and newly constructed chassis of the 3-wheeler. Well, talk about "men in sheds"!

In the presence of so much distinguished Morgan knowledge, the enthusiasm displayed talking about the contents of the workshop was fantastic. Whether it be the primed, tubular steel chassis of the 3-wheeler or Andy's Christmas present of a full size lathe, the banter and questions were many and the answers enlightening and a joy to behold.

Arwyn, of course, was very interested in the spare parts scattered around the workshop and had a good rummage through the shelves, with permission of course, with comments such as "have you got....?" The answer was usually "have a look in the red plastic box to the right or the cardboard box at the end".

Yes, although his workshop may not look as slick as an F1 pit area, Andy always knows exactly where everything is. And again, the knowledge of our enthusiastic members is encyclopaedic, because if they've not got any of the parts they want for a particular project, they probably know a man who has.

Prior to the workshop inspection we were pleased to present Kate Robins with the Harvey Cup. Her Roadster was judged 1st in the concours competition at the Autotest earlier in the year, and she had missed our annual presentations included in the December Christmas lunch event.

By late afternoon the weather was much improved, with even a bit of sunshine breaking through, so it was hood down as I departed for the M6 after another pleasant afternoon in the company of great people.

Our thanks to Andy for organising the event and to his daughter Harriet who managed the tea and cakes.

**Andrew Threlkeld**



### **After there was Room at The Inn - members just about find room to view restoration projects, in Andy's packed workshop.**



Andy stands by his lathe to discuss details with members, on how his restoration projects are shaping up.



# On Valentine's Day we'll love driving the Mog, but in 1929, love wasn't the driving force for the Mob.

**Ninety four years ago, a Gangster Mob, drove to register an infamous incident in the history of the United States - the St.Valentine's Day Massacre.**

On the day we show our feelings for our loved ones and, as all year round, for our beloved Morgan, it was just the opposite on February 14th 1929. The St.Valentine's Day Massacre is a deadly reminder that there was no love lost when a gangster mob drove to eliminate the mob of Bugs Moran in Chicago's bloodiest gang warfare.



The suspected instigator was Al Capone, the most notorious gangster in the prohibition era of the 1920's. But in running Chicago's North Side, enemies came with the territory, and the highjacking of a large consignment of illegally imported bootleg whisky by Bugs Moran's mob, is thought to have contributed to him seeking this deadly revenge.

Capone didn't haul the moonshine himself, but he spent a lot of time in his car getting business sorted. Following a number of ambush attempts by rival gangs, he realised he needed protection against automatic gun fire, so he commissioned what was believed to be the world's first civilian armored car - a modified Cadillac Sedan.

Armored cars were not commercially available in the 1920s. And although there were many auto manufacturers who developed armored vehicles before and during World War I, they weren't available to the public. So Capone had to take matters into his own hands and had his 1928 Cadillac Series 341, which was part of the manufacturers famous V8 line, taken to a local auto shop to have it prepped for Chicago's then-common street wars.

Capone's Sedan looked almost identical to the standard Cadillac model once the auto shop had converted it. But in reality it was a very different car, thanks to heavy armor plating mounted into the doors and one-inch thick bulletproof glass that was fitted all round. It is believed that the plating and the bulletproof glass weighed around 3,000 pounds, which was 30% more than the curb weight of the Cadillac itself.

Evading a chasing attack would obviously have been tricky in a car that then tipped the scales at more than 5,000 pounds, so the big 5.6-liter V8 was modified to deliver more power.

Although it is not clear whether the beefed-up engine delivered a lot more than the standard 90 horsepower model, Capone's Cadillac reportedly was fast enough to reach over 110 mph, as high as any American Sedan of the era.

But Capone wanted more than a big sedan that could survive a drive-by shooting. He wanted his men to be able to fight back, so the Cadillac was fitted with side windows that could be cranked up to create a two-inch gap at the base, just enough for the barrel of a Thompson submachine gun. The rear window opened as well, allowing Capone's gunmen to shoot at pursuing vehicles.

He also had the car refinished in green to make it indistinguishable from Chicago police cars of the era, many of which were also Cadillacs.



The police siren and the flashing lights mounted behind the grille also helped Capone disguise the car, and hidden in the glove compartment was a police radio, to keep the mobster informed of law enforcement activities.

The modified Cadillac was also fitted inside with slits, cut into the floor, so that oil could be poured to create tyre-skidding, and tyre-puncturing tacks dropped onto the streets to obstruct pursuing mobs. Capone reportedly spent a massive \$30,000 to upgrade this car, a cost that today would be equivalent to almost \$500,000.

Armored cars are believed to have surfaced in 1902, when Vickers finished a prototype using a Daimler chassis, and by 1920 both Rolls-Royce and Peugeot had built their own. However, all of them were destined for military use and not offered to the public. By 1928, when Capone had his Cadillac modified, Mercedes-Benz were also offering armored cars, but only to state leaders and military personnel. With no armored vehicles being built for the public's use, it's safe to say that Capone's 1928 Cadillac was the world's first such car.

The car was left with a Chicago auto dealer when Capone was sentenced to prison in 1931, and was eventually sold to a promoter and shipped to London. The car spent some 40 years abroad before returning to the U.S. in 1975 to help promote Steve Carver's biographical crime film 'Capone'. The Cadillac was auctioned off for \$341,000 in 2013 and still exists today. And due to its history and connection to such a major 20th century American figure, this unique, iconic car, was recently put up for sale again in 2021 at the asking price of \$1,000,000.

## The St.Valentine's Day Massacre - A Mob's 'Bloody Vendetta'.

On February 14th 1929, four men drove in a look-alike police car to Bugs Moran's warehouse at 2122 North Clark Street, in the neighborhood of Chicago's North Side, intent on murdering Moran and his mob. Two were dressed as police officers, the other two like well-dressed civilians. They were out on business, but not the kind that usually unfolds.

Moran was taking delivery of bootleg whisky, and when a man who was mistaken for him entered his building, the two fake police assailants moved in, on a vendetta now known as the St.Valentine's Day Massacre.

Moran's men, thinking it was a police raid, were told by the two disguised officers to line up facing the wall with backs to the intruders. Then the two other men moved in with Thompson submachine guns and opened fire. Bullets sprayed in rapid succession across the line of Moran's men, splattering blood and breaking bones.

The attack was swift, as was the killers disappearance, before the real police arrived. Among the mutilated mob lying there one was still alive, and when asked who had shot him, gasping, gulping blood, the gangster kept his code of silence and spluttered "Nobody shot me."

But Moran was Capone's main intended target, who was lucky enough to have avoided the incident having arrived late. Upon seeing what he thought was a police car parked outside his establishment, Moran quickly turned and walked away thinking it was a police raid. He had no idea that seven of his men inside where about to be murdered.



The ensuing investigation into the Massacre focused primarily on rival Chicago mobster Al Capone. Despite the alibi of being at his home in Florida at the time. Capone was seen as the instigator, and the hit carried out under his orders.

It was the culmination of clashes between Capone and Moran during the Prohibition era, when Moran highjacked a large consignment of bootleg whisky being illegally imported from Canada to Capone's warehouse in Chicago. Then his mob escalated the conflict when they drove past a hotel where Capone and his mob were dining and sprayed it with more than 1,000 bullets. Capone escaped unharmed, but then, on hearing that Moran had put a \$50,000 bounty on his head, he allegedly decided that this was enough and ordered his mob to undertake this 'bloody vendetta'.

The Massacre resulted in a downturn of hostilities, until Capone was jailed for tax evasion from 1931 to 1939 in Alcatraz, and Moran, who lost his henchmen in the massacre, turned to bank robbery landing him sentences of 20 years from 1946.

Capone died of a stroke and pneumonia in 1947 at his home in Palm Island, Miami Beach, Florida, and Moran of lung cancer in 1957 in Leavenworth Federal Prison.

A graphic art image from a series of prohibition posters I created and marketed in the 80's. Capone had links with 'The Purple Gang' (hence the colours) in smuggling bootleg whisky.

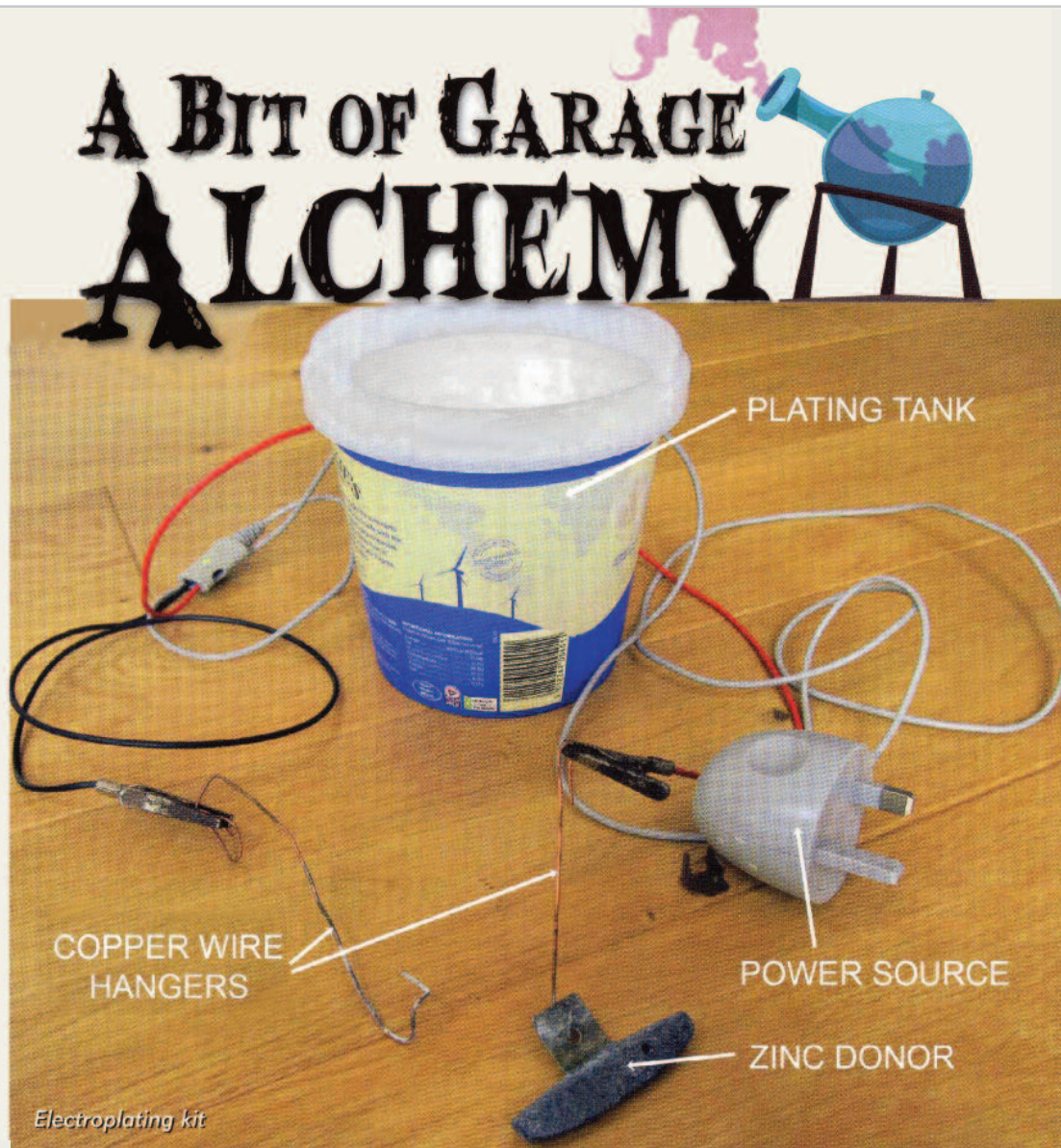
### Les Burgess

Text edit acknowledgements: Ciprian Florea: Autoevolution. Katie Serena: All That's Interesting. Capone's Sedan Photos acknowledgement: Celebrity Cars.



## Electroplating - at home!

David Haynes, who is also a member of the BSA Owners Club, shares their magazine article that hands to the owners of early Morgans the process of home electroplating - on a plate!



*As winter is upon us, a lot of our maintenance activity will be in doors. Once all your fettling is done, you may want to consider whiling the hours away doing what Paul Greenfield is recommending...*

No, not a way to change things into gold, but to cover those difficult to source odds and ends with a thin coat of zinc, to both preserve them and improve their appearance, using cheap everyday items!

As with painting, the better the preparation, the better will be the finish. All old paint needs to be removed, followed by thorough de-rusting and degreasing. Any scratches or pitting will still be there in the finished item; we call patina. Using this method, you can plate copper, brass or steel, but it doesn't work with stainless steel.

I used a wheel balance weight for the Zinc source. It will be stamped 'Zn', not one of the old Lead ones. Clean off any lacquer from the surface and straightening the steel clip will allow suspension in the electrolyte.



You will need a low power source of electricity. I used an old mobile phone charger rated 5V 0.7A, but a couple of torch batteries should also work, as long as the item to be plated is not too big

The electroplating tank needs to be glass or plastic. The zinc donor is connected to +ve and the item to be plated is connected to -ve. The two items must not touch and need to be covered in a solution that will carry the zinc particles between them. To prepare this electrolyte solution, start with pure water, distilled is best. I used a plastic ice cream tub for the tank and about a tablespoon of white vinegar and a level tablespoon of salt mixed with 0.5l of water to improve electrical conductivity. With the zinc and part suspended in the

solution, within seconds of the power being switched on, the part will begin to fizz as zinc is deposited and hydrogen is given off. Keep the work area well ventilated. After about 15 minutes or so, it should be a dull grey colour with a thin deposit of zinc. For a large item you will need to leave it longer, and turning the part from time to time will produce a more even coating. Like most chemical reactions, the warmer the solution the quicker the process will be. 10 to 20°C will be fine. You'll need to find the best combination of temperature, concentration of solution and power source that works best for you.

Switch off and remove the part from the tank, wash it in clean water to remove any salt, and for a shiny finish, a light rub in Autosol followed by a wax polish should produce a very acceptable result.

The zinc donor and solution can be stored and used over and over again, but the zinc will gradually erode as time goes on. The cost of the process is a spoonful of salt and vinegar. Cheap as chips! The process should also work with nickel plating using a nickel donor; give it a try...and no, I haven't tried gold yet.

**Paul Greenfield**



*Test plate on copper tubing*



*Front spacer after treatment*

With acknowledgement to 'The Star' (BSA Owners Club magazine)

Photo on right shows treatment on motorcycle part.

**“This article takes me back to my school days and the science lab, and later to industry where it was done on a much larger scale. I've yet to locate the suitable doner balance weight to try this at home. If anyone would like to give/send me one, I'd certainly like to try it.”**

**David Haynes**

## Classic romantic movies with classic cars

On Valentine's Day, snuggle up on the sofa and watch one of these romance films that include automotive classics.



### Titanic - 1912 Renault 35CV

Romance was steamy on board ship in a burgundy 1912 Renault 35CV, after love had set sail In the 1997 film Titanic, between Jack, played by Leonardo DiCaprio and Rose, by Kate Winslet. Sadly their romance was to end in tragedy when Titanic struck an iceberg during her maiden voyage from Southampton to New York City.



### Roman Holiday - 1937 Fiat Topolino

Driven to end their romance in a 1937 Fiat Topolino, after Audrey Hepburn, who plays Anne, a bored and sheltered princess, and Gregory Peck, playing Joe Bradley an American reporter, had spent the day gallivanting around Rome. After a love-filled day, Peck drives Hepburn back to her palace, to sadly leave him and return to her royal duties.



### Casablanca - 1940 Buick Phaeton

A parting of romance with "Here's looking at you kid," after the 1940 Buick Model 81C Phaeton arrived at the airport and Rick Blaine played by Humphrey Bogart says his final goodbye to his old flame Ilsa, played by Ingrid Bergman before she and her husband, Victor, depart for Lisbon. But 'here's to looking at the Buick Model 81C Phaeton'.



### The Notebook - 1946 Hudson Commodore

Romance was reignited as Allie in a 1946 Hudson Commodore pulls up to her ex-boyfriend Noah's house. After years of being separated, and despite social differences, this young couple get back together in a passionate love affair. Noah, played by Ryan Gosling tells Allie, played by Rachel McAdams, "I want you. I want all of you, forever."





### **To Catch a Thief - 1953 Sunbeam Alpine**

Romance on the French Riviera in a blue '55 Sunbeam Alpine, before retired jewel thief John Robie played by Cary Grant was later suspected of stealing the most expensive, precious jewels of Frances, played by Grace Kelly. John went on to clear his name, but love was not to last as her suspicion destroys their tentative romance.



### **The Love Bug - 1963 Volkswagen Beetle**

A speedy and lighthearted romance, driven by a 1963 Volkswagen Beetle, featuring a down-on-his-luck race car driver who comes across this magical VW, nicknamed Herbie, that helps Jim Douglas, played by Dean Jones to win the El Dorado road race. Along for the ride is his love interest, Carole Bennett, played by Michele Lee.



### **The Graduate - 1966 Alfa Romeo Duetto Spider**

It was a race to rescue romance in his red '66 Alfa Romeo Spider, to break up a wedding, after Benjamin Braddock, played by Dustin Hoffman had been seduced by Mrs. Robinson in an attempt to get him to stay away from her daughter Elaine after graduating from college. But his love wasn't to be lured away, Here's to you Mrs. Robinson!



### **Pretty Woman - 1990 Lotus Esprit SE**

Romance was in top gear, when Julie Roberts jumped in the driver's seat of Richard Gere's Lotus Esprit to show him a thing or two about driving a manual. It won the hearts of gearheads in the film, Pretty Woman, which resulted in the wealthy businessman Edward Lewis, forming a loving relationship with Vivian a Hollywood hooker.

### **Les Burgess**

Edited with acknowledgement to The Classic Cars Journal

More Classics: Grease -1948 Ford Deluxe Convertible. 50 First Dates -1973 Volkswagen Thing. Say Anything -1976 Chevrolet Malibu. When Harry Met Sally -1976 Toyota Corona. 10 Things I Hate About You -1983 Volvo GL.





# Diary of NorceMog Events

Enjoy meeting up with your fellow members

# 2023

Check Website for any Event Updates [www.norcemog.com](http://www.norcemog.com)

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

**Jan 8**

**The Inn at Whitewell, Clitheroe, Lancashire**

Contact Andy Bleasdale Tel 07973 315676

[bleasers@hotmail.com](mailto:bleasers@hotmail.com)

[Full Details](#)



**Feb 12**

**The Riverside Inn, Acton Bridge, Nr Northwich**

Contact Andrew Threlkeld Tel 07912 494768

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

[Full Details](#) **BOOKING ESSENTIAL**

**LIMITED TO 40 MEMBERS**

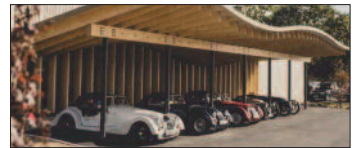


**Mar 12**

**To be confirmed**

**April 15**

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



**April 16**

**NorceMog AGM/Lunch, Vale Royal Abbey, Whitegate**

Contact Andrew Threlkeld Tel 07912 494768

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

[Full Details](#)



**April 22<sup>or</sup>23**

**FBHV Drive it Day: Pipes in the Peak, Derbyshire**

**Date to be confirmed**

[Full Details](#) **BOOKING ESSENTIAL**



**May 1**

**Gawsworth Hall Car Show, Macclesfield**

Contact Martin Cocks Tel 07973 488504,

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

[Full Details](#)



**May 7**

**Cheshire Candles Charity Run**

Organised by West Cheshire MG Car Club

[Full Details](#) **MORGANS WELCOME**



**May 14**

**To be confirmed**

**June 11**

**Autotest & Concours  
the British Commercial Museum, Leyland**

Contact Brian Rawlinson Tel 01995 604716

[Full Details](#)



**June 25**

**Arley Hall Garden Festival, Arley, Cheshire**

Contact Andrew Threlkeld Tel 07912 494768

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

[Full Details](#)

**MAXIMUM 10 CARS**





June 30 -  
July 2

**MOGFEST 23 & Annual Dinner**  
Windsor & Brooklands Museum, Surrey  
[Bookings open](#) and can be made through MSCC Travel Club



July 9

**100 years of Blackpool Carnival**  
[Details to follow](#)



July 24 - 27

**Fat Lamb Tour: Yorkshire Dales / Cumbria**  
Contact Adrian & Dot Long Tel 07831 377255  
[adrian.long@icloud.com](mailto:adrian.long@icloud.com)  
[Full Details](#) **DON'T DELAY TO RESERVE A PLACE**



July 28 - 30

**Oulton Park Gold Cup - 3-day race weekend**  
Contact Andrew Threlkeld Tel 07912 494768  
[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)  
[Full Details](#) of what is racing and anticipated prices



Aug 13

**To be confirmed**

Sept 1 - 3

**Morgans at Windermere**  
Contact Les Ellis Tel 07900 962348  
[les2mog@gmail.com](mailto:les2mog@gmail.com)  
**REGISTRATIONS OPEN 1st April**



Sept 10

**To be confirmed**

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](mailto:wilson.steve12@googlemail.com) for any cancellations



Oct 8

**To be confirmed**

Nov 5

**To be confirmed**

Dec 10



**Christmas Lunch & Annual Awards Presentation**  
**Barton Manor Hotel, Barton, Preston**  
Contact Bryan & Linda Fearn Tel 01253 891539  
[bryanfearn@hotmail.co.uk](mailto:bryanfearn@hotmail.co.uk)  
[Details to follow](#)



Check Website for any Event Updates [www.norcemog.com](http://www.norcemog.com)

**If you have an idea for hosting a vacant monthly event, we welcome proposals.**

Contact Andrew Threlkeld Tel: 07912 494 768 [norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)



# NORCE MOG LOVES YOUR MEMBER SHIP

**On Valentine's Day and all year round  
the NorceMog committee  
offers everyone our heartfelt thanks  
for your membership,  
hoping you enjoy our monthly meetings  
and years of Morganeering.**

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

