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Noggin News – NorceMog Events

August 13th Lunch at Assheton Arms near Clitheroe including optional Social Run. Limited to 26 Members so don't delay if you want to attend. Food to be pre-ordered. **Closing Date August 7th!**
Organisor Kate Robins, contact through norcemog.sec@morgansportscarclub.com

September 10th Lunch at The Buck Inn BB7 4JD. Morning coffee from 11am and Lunch at 12.30. Limited to 30 members. **Closing Date September 5th.**
Organisor – Isobel Moore Email - isobelpeter@gmail.com

October 8th. Private dining at Cross Keys Inn PR3 2EP. Food to be pre-ordered.
Booking essential, Closing date 3rd October.
Organisor - Margaret Johnson Email - mjohnson23@hotmail.com

November 5th – Private dining at The Swettenham Arms, CW12 2LF. Food to be pre-ordered and paid for. **Booking Essential, Closing Date – 21st October**
Organisor – Peter Murphy Email – petermurphy@live.com

Noggin News – Other Events – See web site for details.

September 1st – 3rd – Chatsworth Country Fair, Display Opportunity.
September 3rd – Classic & Performance cars at Arley Hall, Display opportunity
September 14th – 17th – FolkMog week-end at Woodhall Spa. Contact
wilson.steve12@googlemail.com for any cancellations.

For all the latest news on all our events please click this link.
<http://www.norcemog.com/Calendar%20of%20Events/2023Diary.pdf>

Speaking out at Speke Hall

NorceMog visit National Trust Property



A hastily arranged event to replace the cancelled Blackpool Festival saw NorceMog members gather at Speke Hall near Liverpool. Despite the poor weather forecast everyone arrived with their hoods down and it was great to see Jeremy (Complete with Lilac jumper to match his car!) and Gill Harrison with their Lilac Mog enjoying

the occasion. Jeremy has been suffering some recent poor health and Gill had been a volunteer at Speke Hall and was able to provide our group with the 'unofficial' guided tour of the house.

With a pessimistic forecast for the afternoon all members present decided to put the hoods up before leaving the parking area to tour the hall and gardens. Well, if the truth is known it was before leaving to find the loos and the café!



The Great Hall was the first part of the house to be built, in 1530. The Great (or Oak) Parlour wing was added in 1531. Around this time the North Bay was also added to the house. Between 1540 and 1570 the south wing was altered and extended. The west wing was added between 1546 and 1547. The last significant change to the building was in 1598, when the north range was added by Edward Norris. Since then, there have only been minor changes to the Hall and gardens.

The oak frame, typical of the period, rests on a base of red sandstone surrounded by a now dry moat. The main beams of the house are stiffened with smaller timbers and filled with wattle and daub.

During the turmoil of the Reformation the Norrises were Roman Catholics[4] so the house incorporated a priest hole and a special observation hole built into a chimney in a bedroom to allow the occupant to see the approach to the house to warn the priest that people were coming. There is also an eavesdrop (a small open hole under the eaves of the house) which allowed a servant to listen in on the conversations of people awaiting admission at the original front door.



The gardens date from the 1850s. In the courtyard of the main building are two ancient yew trees, male and female, called 'Adam' and 'Eve'. First recorded in correspondence dating to 1712, they are estimated to be at least 500 years old. In our photo Adrian Long is explaining the differences between Speke Hall and Little Morton Hall to the volunteer guide



A Tribute to Roy Wilkinson

8th June 1936 – 7th June 2023

A quiet, mild-mannered, quintessential Gentleman is probably the best way to describe Roy. A NorceMog committee member for many years and his love for Morgans even longer. His funeral was attended by NorceMog members (with a couple of Morgans following the hearse) and members of the RAF who joined the procession into the crematorium and played The Last Post and The Reveille as we said goodbye to this kindest of men.

Roy was born on the Wirral near Wallasey and moved with his mother, temporarily, to St Asaph. This was just after a German aircraft on a bombing raid over Liverpool, chased by Spitfires and Hurricanes, decided to release its load of land mines over the tip of the Wirral peninsula. During his school days he became a keen cyclist competing in time trials with New Brighton Cycling club.

At the age of 17 he decided to willingly join the RAF, rather than wait for National Service and signed up for 3 years. There was a six month delay due to the removal of a grumbling appendix and during this time he joined the British Plasterboard Company (aka British Gypsum) as a trainee accountant. Having joined the RAF he then applied for a posting overseas and moved to Singapore in the Equipment Accounts Department. Why not see the world at the Governments expense were his thoughts!

Returning home a few months before his 21st birthday he began working for British American Tobacco (BAT) and his interest in anything on wheels developed with the purchase of an NSU Prima (the alternative scooter to Lambretta and Vespa) which had two 6 volt batteries and an electric starter motor.



He bought his first Morgan, a 1936 4-4series 1, registration no ANM 543 which was the 49th made, leaving the factory on 12 June 1936, four days after he was born! It had an 1122cc Coventry Climax engine but Roy was still to apply for his provisional driving licence! This car was

sold in 1960 after Roy had accepted a position with the Royal New Zealand Navy based in Wellington NZ.



At the end of 1961 he handed in his notice to The Royal New Zealand Navy and booked a trip to North Island staying at a hotel in Rotorua which he re-visited with Barbara in 1991. From there his wander lust took him around Australia where he secured a job with WD & HO Wills, a subsidiary of BAT. His eventual journey back to the UK was a P&O ship from Australia with visits to Sydney, Melbourne, Adelaide and Perth, then Columbo, Bombay and Aden, followed by the Red Sea and the Suez Canal.

This much travelled man bought his second Morgan in 1962 which was a 1961 Series 3 with wire wheels in British Racing Green.

Roy eventually settled in the UK with a love for Liverpool football club (You'll never Walk Alone being one of the songs at his funeral service) and his marriage to Barbara after a courtship of around 30 years! His final Morgan was a much-treasured 4/4 regularly seen at Norcemog events.



Rest in Peace Roy, you will be sadly missed.

From Blackpool Carnival to St Annes 'Brass at the Seaside'

For a lad from Wigan 'the seaside' means only one place - Blackpool!

In the first line of his song Talking Blackpool Blues the Crumpsall born funny man, Mike Harding, encapsulates the essence of Blackpool :-

"Me Mum and Dad and Gran and Me, we went to Blackpool by the sea, it rained and rained for most of the day, but we all got brown in a funny sort of way – it were rust!"

So you can imagine my excitement when Andrew, our Norcemog Club Secretary, circulated the invitation for members to participate in The Blackpool Centenary Carnival Prestige Car Display and Procession, to celebrate 100 years since the first Blackpool Carnival.

The organisers explained their impressive ideas for the event.

“On the Saturday, there will be hundreds of exclusive Classic Cars on show along the walking part of the promenade between the South Pier and the North Pier. Millions of pounds worth of beautiful vehicles, the like of which have rarely been seen before in one place at the same time. This all builds to a crescendo of the Grand procession when many of these vehicles will lead the normal traditional Carnival Procession.”

Wow, could our Morgans be part of a flagship event in motoring history? We signed up to join Andrew and Joan and I started a mental list of my Blackpool essentials, a stick of rock, a fish and chip tea, a bucket and spade, my “Kiss-Me -Quick” hat, and my WW2 extra powerful Navy binoculars so I could tell if the tide was in or out.

As Norcemog had previously used the Birley Arms Hotel in Warton for noggins we booked rooms, especially as it offered safe parking for our cars being some 8 miles away from the history making event.

Obviously, with Blackpool’s reputation for organising major events NorceMog would have to be on its ‘A’ game, so Andrew contacted the organisers to learn more about the plans for the motorcade and display. However, it soon became apparent that they had little experience and were hoping the car clubs would tell them what to do. Even more concerning, there didn’t appear to be many other car clubs. Where would the ‘*Millions of pounds worth of beautiful vehicles*’ come from?

It was not a big surprise when a few weeks later Andrew informed us that the car event was being axed, then a short time after this we were told that the Carnival was cancelled. In retrospect, the fact that Carnival had been scheduled to start on the same weekend that the Lytham Music Festival (with its famous international bands and solo acts including Lionel Ritchie) finished most possibly had an influence on the cancellation.

But the Threlkelds and McArthurs were not deterred and so, hoods down, we arrived at the Birley Arms on Friday afternoon excited for our re designated ‘Fylde Weekend’.



A busy young man, who one could easily assume was the love child of Manuel in Fawlty Towers, checked us in, and we were shown to our functional but well-worn bedrooms with a warning that there was live music this evening. Our rooms had a perfect view of the Morgans in the car park, and I must admit I had an unhealthy interest in the parking skills of the other patrons near my car.

When we went down for dinner the manager confided that he was new and had been employed to turn around the business. But, despite our host’s slightly manic efforts, his staff produced a meal which struggled to achieve the status of mediocre, although the beer was OK.

As we finished our meal a fanfare of tuneless singing heralded the start of the live music in the form of a Karaoke Night in the bar. However, as we skirted the ‘stage’ to retire to our rooms the DJ started playing “See you later Alligator”. The invitation was too much for Joan and Andrew who performed an impressive jive to the delight of the audience.



Saturday morning was dry but overcast, well it was July, so we followed Andrew's tailpipes to Lytham and parked on the Promenade next to Fairhaven Lake. I was disappointed that none of the others fancied joining me in a Pedalo, so we settled for a very pleasant walk around the perimeter of the lake, past the Spitfire and up onto the sea wall.



After the exertion we all agreed that coffee and cake was required to keep up our strength. We sat outside the Lakeside Café and watched the world go by. Having done some research, Joan mentioned that a weekend of 'Brass At The Seaside' was in progress at the bandstand by St Anne's pier. Well as it was only two miles down the road, we agreed it was worth a quick look.

'Brass At The Seaside' is a free event celebrating and promoting playing and listening to brass bands, and focussed particularly on helping children and young people in Lancashire and Merseyside access music education.

Our 'quick look' comprised an enthusiastic 3 hours sitting on a council park bench.



First, we were impressed by the team of music educators and students who quickly had youngsters (and me) playing plastic PBuzz instruments. Whilst great fun, it is always frustrating when a 6-year-old makes a better noise than you do!

Then a small ensemble from the Lancashire Youth Brass Band took the stage to accompany soloists from as young as 8 years old who displayed their impressive talent with aplomb.

At this point we treated ourselves to a cornet, that is the one topped with ice cream and a '99' chocolate flake of course!

Finally, we were entertained by the St Helens Youth Brass Band. Having recently performed at the Eurovision song contest in Liverpool, the young musicians played both standards and party pieces with skill and feeling to a delighted audience. As we say in Wigan, "Eh lad, the's nowt like a brass band ft' remind thee to get some 'Ovis f'thee baggin."

Having run out of parking time, and with a degree of numbness in the nether regions, we made our way back to the hotel.

Later that evening we were joined by Isobel, Peter, Jean and Roy for a delightful get together over dinner. Whilst the food again failed to impress, it was great to have a good old catch up.

Sunday morning was blessed by sunshine and we took to the motorway, hoods down, to join the Noggin at Speke Hall and complete our typically British seaside weekend.

P.S. As fate would have it, we never did get to Blackpool – perhaps we'll try again next year!

Neil McArthur



Morgan Motorsport -The Morgan Challenge



A new addition to our Calendar of events is a round of the Morgan Challenge at Oulton Park on September 23rd. Tickets are available with a 20% discount if pre-ordered using this link - <https://www.oultontpark.co.uk/2023/september/csc> and the discount code **CSCC23** at check out.

It is a one-make race series for racing Morgans, sponsored by AR Motorsport, the performance arm of the Morgan Motor Company, and supported by Yokohama Tyres.

The series is open to all four-wheeled Morgans and the championship is divided into several classes, encompassing both standard and modified cars, to encourage entries from as broad a spectrum of cars as possible. The increase in support for the four-cylinder classes has encouraged more of these cars to enter.

After Oulton Park the final round of the series is at Croft Circuit, near Darlington on October 14th, tickets are £16

And Finally

That Monday Morning Feeling



"Blimey Ethel, these Plus Sixes are quick, not sure about the brakes though!"

NORCEMOG - NORTHERN CENTRE



THE MORGAN SPORTS CAR CLUB