



Welcome to your April Newsletter. In this issue: A report by Andrew Threlkeld on the Noggin at The Dalton Arms - An April Fool or Not? - The enduring Morgan 4/4 Bryan Fearn obituary ... apart from this hope you enjoy!



### No practical jokes please!

On April Fools Day, I'm sure you've got something up your sleeve, ready to play a practice joke on some of your friends - but not on me please.

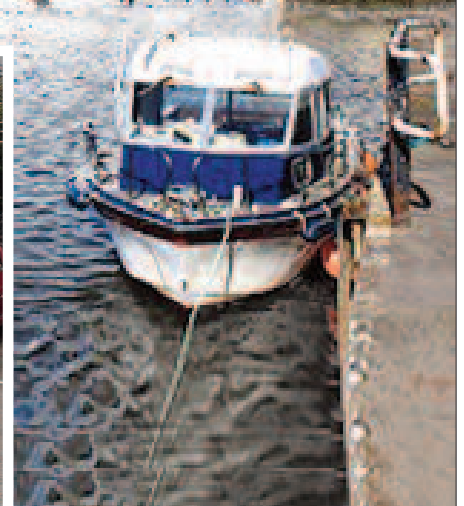
I'm here to edit and publish articles that, although amusing content is welcome, are of serious interest to all members. With more years of creative experience than I'd care to admit to, I'm sure I can produce whatever you send, into an article worth publishing and would like to thank those who've contributed to date.

So no joke - something of practice interest!

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

# Sitting on the Dock of a Bay

## NorceMog visit Glasson Dock. 12th March 2023



Given the vagaries of British Weather NorceMog were blessed, once again, with the best day of the week-end for their trip to Glasson Dock near Lancaster. Friday - 2 inches of snow, Saturday - cold and wet, Sunday - dry and a balmy 8 degrees C - no excuse for hoods up then! With a late cancellation due to illness the Hough's were not able to join 23 other NorceMoggers for lunch at The Dalton Arms on the quayside of Glasson Dock.

We could not have been made more welcome with our host reserving the limited car park space available for our group complete with a custom made poster on the barrier across the car park entrance.

As Morgans and tin tops assembled we even 'allowed' the Cory's to park their TVR Chimera named Trevor (see why they named it -TreVoR!) in line with the Morgans as their 4/4 was experiencing cooling problems, unable to make the trip! Further variety was provided by Andrew Brierley's Aero with all the cars, and owners, featured on the Dalton Arms Facebook page.



Whilst some of the ladies chose to take in the surroundings and had a brief walk around Glasson Basin, the gents stood round admiring the engine on my recently acquired Roadster, offering me advice and comparing buttons and switches with earlier and later editions of traditional Morgans.

The lunch was pre-ordered and served efficiently by the friendly staff in the restaurant, which was enjoyed by all those present.

As ever, the topics of conversation around the tables were plentiful and varied, and when it was time for us to depart for home our host even recorded a video of us leaving the car park in convoy.



## Members drop anchor for lunch at the Dalton Arms



### A brief summary of Glasson Dock

Once the largest port in the North West, importing cotton, sugar, spices and slaves from Africa and the Indies, Glasson Dock, which is situated on the head branch of the Lancaster Canal has changed significantly since the harbour opened in 1787.

The dock sits on the 2.5 mile stretch of the Glasson branch on the Lancaster Canal, which opened in 1826, and provides the towns of Kendal and Preston with a link to the sea.

More recently, much of the coal imported during the Miners strike of 1984 came through the dock at Glasson.

Today, Glasson Dock is a scheduled monument. Glasson is a quiet village with a marina and small, active port and the Glasson Branch of the Lancaster Canal has swapped cargo for leisure boating.

An interesting venue, and worth a return trip at some point in the future as a location for a Norcemog 'getaway'. Nearby, The Mill at Conder Green has rooms available and provides a good base for visits to Lancaster, the lakes and Yorkshire National Park. - Watch this space!

[Andrew Threlkeld](#)

## Subscription Renewal

### Now due - as we don't want to 'dock' your membership

Subscriptions of £10 (per couple/family) are due on 1st April 2023 and may be paid at the AGM. Make cheques payable to (MSCC Northern Centre). Or you can pay by bank transfer via the following details:

HSBC Bank  
Account Name: MSCC Northern Centre (Norcemog)  
Sort Code: 40-43-56  
Account No: 01160427

May we remind you that membership of the Centre is subject to being a member of The Morgan Sports Car Club.

**Thank you for your continued support**

# An April Fool or Not?

## David Roberts was no mug, his wisdom and 5 years of dedication re-engineered a neglected 1960 4/4, featured in MOG.

It all started with a seemingly innocent phone call from my brother-in-law in March 2017; following the usual familial pleasantries, he mentioned the immortal words “I’d like to give you my Morgan”. I had known this Morgan since 1971, in fact it was the first Morgan I had ridden in as a passenger. Jim took me out in the Morgan and we roared around the Northamptonshire lanes, tyres squealing through roundabouts.

The Morgan, a 4/4 Series II dating from 1960, although ‘upgraded’ by Jim in the late 1960s with a Ford Anglia 1,200 cc OHV engine and four speed, three synchro gearbox, had been Jim’s daily runner from 1967 to 1974 when, it was unceremoniously pushed into various garages where it languished for decades, unused and possibly a little unloved although Jim retained, not surprisingly, an attachment to the Morgan.

Having said “yes” to Jim’s question, I was invited to collect the Morgan, then stored in a lock-up garage in Barking, Essex. I hooked up the trailer behind the Land Rover and set off south to bring the Morgan home to Cheshire. It was only on the return journey did I realise the significance of the rather prophetic date...

... Oh yes, it was the 1st April – April Fools’ day!

On returning home, my first realisation as to the car’s condition came when unstrapping the Morgan from the trailer - the rear deck was completely loose with large lumps of grass fibre filler lying on the trailer bed; the only thing preventing the rear deck from breaking free and disappearing on the drive up the M6 was the spare wheel and the remains of the hood straps.



For some months, I left the Morgan in the garage, occasionally peering into, over and under wondering what to do with it. My conclusion was that it would take a few thousand pounds to resurrect, recommission and get the car through an MOT; however, in its present state, after 57 years of neglect, I had no doubt that this Morgan would make the nastiest, rattiest and most unreliable car. With my race-spec., 1976 Morgan Plus 8 pushing out 320 BHP and 290 ft/lbs of torque sitting in the garage waiting to be used, leaving the 4/4 in its present state was not an option; neither was selling the car on as my brother-in-law had sold it to me for a nominal £1.00.

And so, I embarked on a five year project to re-engineer the car that it is today - a Morgan 4/4 Competition Lightweight Clubmans specification car suitable for reliable and comfortable European touring. In this way, the 4/4 was able to satisfy a purpose that my Plus 8 would be compromised performing; the noise and fuel consumption makes the Plus 8 a less-than-ideal car for long distance touring. The rest, as many will know, is history.

As a regular user of Facebook, I have, over the last five years, posted updates on the 4/4’s progress as I have rebuilt it into its present form gathering a number of owners from the USA, Sweden, France and Germany as well as the UK who have asked me to sell the copies of the modified parts; thus, my particular design of rear suspension, itself a refinement of David Rutherford’s original design is keeping the rear wheels of Morgans firmly on the tarmac.

I am an administrator and moderator of what I regard as the best three Morgan related Facebook groups: inc: the Morgan History Information Group for pre-1973, post-1973 and For Sale and Wanted. The expertise and experience on these groups is second to none.



Top left: My tearful brother-in-law says goodbye to the 4/4.  
Top right: The 4/4 dismantled, a daunting sight for the re-build.  
Below: A Facebook update for help with instrument renovation.

An unexpected response arising from my involvement on the MHI Facebook groups is that in 2020, I received an enquiry from John Lamme, the co-editor of the Morgan Sports Car Club of Holland's excellent quarterly magazine FataMorgana. For thirty months, John has diligently and expertly translated my words into Dutch for FataMorgana's quarterly publication. Sue and I attended the MSCC Holland's 50th anniversary event based at Elspeet, Holland and the 4/4 ran faultlessly for the whole trip despite only being finished and MOT'd 10 days before departure. Needless to say, a great number of the Dutch club members recognised the 4/4.

More recently, whilst attending a race meeting at Oulton Park which included a round of the Morgan Challenge race series I received another unsolicited approach. The 4/4 was parked up in a corner of the paddock along with four other Morgans. I was approached by a bearded gentleman wearing a flat cap who asked me who the baby blue Morgan parked in the corner belonged to. The man was none other than Nigel Bradford, editor of MOG Magazine.

We wandered over to my 4/4 and I was subjected to a barrage of questions. Finally, he asked me if I had any objection to being interviewed for a feature article in MOG Magazine called 'In the Cockpit'. Intrigued, I hadn't read a copy of the magazine and as so was unfamiliar with what Nigel might ask me, I said "OK." at which point a Canon SLR and microphone was pointed in my direction! The result was published in October 2022.



Following on from the 'In the Cockpit' interview, Nigel Bradford mentioned that he wished to run a series of articles on my 1960 4/4 and so in the February edition of MOG Magazine, it was featured in a nine page article - seven shown below. And yes, it's nice to see my Morgan featured in glorious technicolor.



So, five years on with a wealth of time and finance spent creating this Morgan 4/4 to the specification it is today, was I an **April Fool or Not?** Certainly, my finances are significantly poorer and I won't recover the money invested, let alone my time. But I'll leave it to you, Norcellany reader, to decide.

PS: Don't ask Sue!

David Roberts

## Dateline of the enduring 4/4

### From 1936 to 2018, the Morgan 4/4 has been a classic icon of the sports car world for over eighty years.

Launched as the 4-4, then to be titled 4/4, it was the original four-wheeled Morgan, so called as it had four wheels and four cylinders, with earlier Morgans having been three-wheelers, typically with V-twin engines. Initially the 4/4 had a flat radiator, known as a Flat-Rad, and was built on a Z section steel chassis that underwent changes over the years along with other modifications including the introduction of the now familiar curved radiator grill.

Apart from a break during World War II, and the period from March 1951 up to September 1955, the Morgan 4/4 has been in continuous production from its 1936 debut to being discontinued in 2018.

The 4/4 represents an invigorating driving experience, that has been enjoyed by Morgan enthusiasts during its incredible eighty two years. Other than a re-styling in 1955, it might seem that little else has changed over the period of time, but actually quite a lot has.

The decades of development of the classic Morgan 4/4 are listed in the following eighty two year dateline.



The original 4/4 Flat-Rad launched in 1936

#### 1936 4/4 Two-Seater

The original Flat-Rad open two-seater 4/4 was launched and 663 were built by 1939 and 249 more from 1946 to 1950, representing 53% of Morgans overall production. For the first years the 4/4 had a 1,122 cc Coventry Climax engine with 34 bhp, superseded from 1939 by a Standard Special 1,267 cc overhead valve engine with 38.8 bhp. A four-speed Meadows gearbox was used until 1938, then replaced with a gearbox by Moss.

#### 1937 4/4 Four-Seater

Following the two seater, a four-seat version was introduced and 99 were built by 1939 with a further 140 from 1946 to 1950. A four seater 4/4 1600 was also available on these later models from 1969 to 1993.



An up-to-date 4/4 featuring the now familiar curved radiator grill.

With acknowledgement to Bespokes.

#### 1955 4/4 Series II

The Series II was introduced and 386 were built by October 1960. It was virtually a new car with a new low-line body sporting a curved cowl and radiator grill with a new dashboard layout and an umbrella, rather than a fly-off handbrake. A heater was available as an option as was a rev counter and direction indicators.

Independent front suspension using sliding pillars and coil springs was fitted with a rigid axle and semi-elliptic rear leaf springs. Disc wheels were fitted as standard items. A side-valve 1,172 cc Ford 100E engine was used with a Ford three-speed gearbox. The engine produced 36 bhp and hydraulic brakes with 9 inch drums were fitted.

In 1956 Motor Magazine tested a Series II and recorded a top speed of 75.3 mph, acceleration from 0-60 mph in 26.9 seconds and a fuel consumption of 35.1 miles per imperial gallon. The car cost £638 including taxes.

### 1960 4/4 Series III

The short-lived Series III was introduced and only 58 were built up to November 1961 when the Series IV arrived. The chassis was essentially the same as the one used on the Series II, but the track was increased by 2 inches. Hydraulic shock absorbers replaced the old Hartford friction type. A 39 bhp overhead valve 997 cc Ford Anglia 105E engine and Ford four-speed, three synchro gearbox were used.

### 1961 4/4 Series IV

The Series IV was introduced with 114 built by March 1963, it had a 62 bhp, 1340 cc, Ford Classic 109E engine and Ford four-speed gearbox. Front 11 inch disc brakes were now fitted. Motor magazine tested a Series IV in 1962 and found it had a top speed of 80.3 mph, acceleration from 0-60 mph in 18.6 seconds and a touring fuel consumption of 32.0 miles per gallon. The car cost £774 including taxes.

### 1963 4/4 Series V

The Series V was introduced in February 1963, with 639 built by March 1968. A 65 bhp, 1498 cc, Ford Cortina 116E engine and a Ford four-speed gearbox were used on the Series V.

### 1968 4/4 1600

The 4/4 1600 was introduced, with a Ford Kent Crossflow engine, types 2737E, 70 bhp and 2737GT, 95.5 bhp and a Ford four-speed gearbox. Later 4/4 1600s were fitted with the stronger Ford 711M engine. A total of 3513 were built by March 1982. The car was further updated in 1968 with two and four-seat bodies available. Following the 1600 apart from the initial Fiat engine, Ford engines were used. The car cost £825 including taxes.

1981 Fiat Twin-Cam, 98 bhp 1584 cc engine was used with a five-speed Fiat gearbox. 96 built by November 1985.

1982 Ford 1597 cc CVH engine was used, and a Ford four-speed gearbox until 1984, then a five-speed gearbox from a Ford Sierra. From 1986 the steering was changed from the original Burman cam and peg to a Gemmer recirculating ball system. 1652 were built by November 1991.

1991 Ford 100 bhp 1597 cc CVH engine with electronic fuel injection was used. 187 were built by January 1993, when the 1800 version was introduced.

1993 Ford 114 bhp 1,796 cc 16-valve Zetec R engine was used, starting in April 1993.

2006 Ford 125 bhp Duratec 1,798 cc 16-valve all-alloy engine was used. On these models the exhaust was positioned on the right hand side. In January 2006 a "70th Anniversary Special edition" was presented, celebrating 70 years since the introduction of the 4/4. This received black paint and special wheels, similar to those used on the original flat-rad Morgan.

2009 Ford Sigma engine was used, a 1.595 cc which produced 110 bhp, enough for a top speed of 115 mph. The engine drove the rear wheels via a five-speed manual gearbox. Initially a Ford gearbox was used, then from 2012 a Mazda unit was fitted.

### 2018 4/4 Discontinued

The Morgan 4/4 that has been a classic icon of the sports car world for over eighty years was discontinued for European and North American markets, due to emission regulations.

[Les Burgess](#)

Edited with acknowledgement to internet sources.

## The enduring 4/4 - a classic icon cherished by these members.



Barry Hargreaves. 1959 4/4. Tuned 1640 Ford X-flow.



Geoff & Brenda Goodman. 1986 4/4 4 Seater. Ford 1596 CVH



Andrew & Lynn Brown. 1990 4/4. 1800 Zetec/Twin Carbs



John & Lynda Stephens. 1992 4/4. Ford 1600 CVH



Tony & Penny Cory. 1997 4/4. 1700 Ford Kent Crossflow.



Geoffrey Cookson. 1997 4/4. 1800 Ford Zetec.



Robin & Ann Askew. 2007 4/4. 1800 Ford Duratec.



Dave & Jan Leanard. 2017 4/4. 1600 Ford Sigma.

### Re-builds of the 4/4 - enduring dedication from these members...

EXTRACT FROM REGISTRATION PARTICULARS

Registration Mark 6 4 6 V H U  
SEE PAGE 7

(4) Taxation Class	PRIVATE
(5) Make	MORGAN SERIES II
(6) Colour	DEEP WHITE
(7) Type of Body	2 SEATER
(8) Propelled by	PETROL
(9) Manufacturer's— Type or Model	4/4
Chassis	A 217
Frame or Car No.	225897
Engine No.	1172 c.c.
(10) Rating	1172 c.c.
(11) Seating Capacity	
(12) Unladen Weight	
tons	cwt
(13) Date of original registration	16th AUG 1956
(Nineteen Hundred and)	FIFTY SIX



Andy Bleasdale. 1956 4/4. Original as log book details. 17th cowled 4/4 made. Ford 1172 now with 1500 Pre Crossflow.





David & Sue Roberts. 1960 4/4. Ford Anglia 1200 OHV upgraded to a 1500 GT as featured on pages 4 - 5

**... more enduring membership dedication with 3 re-builds of the 4/4.**



Martin & Vivien Cocks. 1st re-build. 1992 4/4 4 Seater. Ford 1600 cvh injection as fitted to the XR2.



Martin & Vivien Cocks. 2nd re-build. 1982 4/4. Ford 1600 cvh carburetor as fitted to the XR3.



Martin & Vivien Cocks. 3rd re-build. 1956 4/4. Ford 1175 upgraded to a 1500 Ford Cortina GT.

## The 4/4 - bought to celebrate an enduring relationship.



Andrew & Joan Threlkeld. 2008 4/4. 1600 Ford Sigma

Club secretary Andrew and his wife Joan wanted something special to celebrate their 40th Wedding Anniversary in 2011, and what better way to celebrate than with a classic Morgan 4/4 that they appropriately named 'Ruby'

It was probably one of the first 50 built with a Ford Sigma 1600 engine and amongst all the other features of this discontinued model that was the front runner of the following four wheeled Morgan classics, the rear reflectors were located under the rear wheel arch.

During their travels in the 4/4, Andrew and Joan met someone at MogFest who also had one of the first 50 and the reflectors were the same – they'd never seen another one!

Now, after twelve years of a cherished relationship they have decided to part company (with the Morgan 4/4 that is) and have now struck up a new relationship, sharing a great experience with a newly acquired 2019 Roadster.



Now that Andrew and Joan are enjoying a new Morgan experience sharing in that refreshing new taste of traveling in their new Roadster it gives me food for thought, in producing a future newsletter article featuring this other classic of the Morgan range.

**In readiness for a future article on this Morgan classic  
send me a photograph of your Roadster  
with your names, its production date and engine type.**

Send to: [les@lbacreative.co.uk](mailto:les@lbacreative.co.uk)






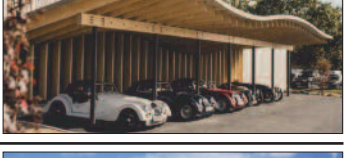






# Diary of NorceMog Events

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.

<b>Jan 8</b>	<b>The Inn at Whitewell, Clitheroe, Lancashire</b> Contact Andy Bleasdale Tel 07973 315676 <a href="mailto:bleasers@hotmail.com">bleasers@hotmail.com</a> <a href="#">Full Details</a>	
<b>Feb 12</b>	<b>The Riverside Inn, Acton Bridge, Nr Northwich</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>Mar 12</b>	<b>The Dalton Arms at Glasson Dock, Lancashire</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>BOOKING ESSENTIAL</b>	
<b>April 10</b>	<b>Oulton Park - British GT &amp; GB3 Championships</b> <b>Half price admission</b>	
<b>April 15</b>	<b>MSCC AGM - MMC, Visitor Centre, Malvern</b>	
<b>April 16</b>	<b>NorceMog AGM/Lunch, Vale Royal Abbey, Whitegate</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>April 22<sup>or</sup>23</b>	<b>FBHV Drive it Day: Pipes in the Peak, Derbyshire</b> <b>Date to be confirmed</b> <a href="#">Full Details</a> <b>BOOKING ESSENTIAL</b>	
<b>May 1</b>	<b>Gawsworth Hall Car Show, Macclesfield</b> Contact Martin Cocks Tel 07973 488504, <a href="mailto:martincocks@btinternet.com">martincocks@btinternet.com</a> <a href="#">Full Details</a>	
<b>May 7</b>	<b>Cheshire Candles Charity Run</b> Organised by West Cheshire MG Car Club <a href="#">Full Details</a> <b>MORGANS WELCOME</b>	
<b>May 21</b>	<b>Windermere Jetty - Museum of Boats, Speed &amp; Steam</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>BOOKING ESSENTIAL</b>	
<b>June 11</b>	<b>Autotest &amp; Concours the British Commercial Museum, Leyland</b> Contact Brian Rawlinson Tel 01995 604716 <a href="#">Full Details</a>	
<b>June 25</b>	<b>Arley Hall Garden Festival, Arley, Cheshire</b> Contact Andrew Threlkeld Tel 07912 494768 <a href="mailto:norcemog.sec@morgansportscarclub.com">norcemog.sec@morgansportscarclub.com</a> <a href="#">Full Details</a>	

**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**  
Contact Andrew Threlkeld Tel 07912 494768  
[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com)  
[Full Details](#)



July 15

**Oulton Park - Ford Power Live** (Perhaps only Ford engined Morgans)  
Contact Andrew Threlkeld Tel 07912 494768  
[norcemog.sec@morgansportscarclub.com](mailto:norcemog.sec@morgansportscarclub.com) **Half price admission**

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](#) **29th - 30th Half price admission**



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 Linda Fearn Tel 01253 891539  
[lindafearn737@icloud.com](mailto:lindafearn737@icloud.com)  
**Details to follow**



**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)

**April Fools Day comes just once a year, and when it does even the big car brands enter into the fun. Here's a few of their amusing ideas.**



**Mazda** April Fools Day 2014. Mazda came up with the idea of stretching the iconic MX-5 two-seater roadster into a four seater, and sparked some genuinely outraged reactions, but some nutters seemed to quite like the idea. The nippy little Mazda, with the extra space, was supposed to be enjoyed by the whole family, and that extra-long wheelbase and extra weight shouldn't affect the handling too much - should it? - right?



**Skoda** April Fools Day 2015. Skoda revealed the solution to the age old car buying question that has been a big decision for all motorists - "what colour should I choose"? They came up with the answer - 'all of them'.

**LEVC** April Fools Day 2022. LEVC, the London electric cab makers decided the black cab isn't as eye-catching as it could be, so they decided to inject brightness into the lives of Londoners. It'll be hailed by the LBGT community!



**BMW** April Fools Day 2022. BMW introduced the dDrive basket for dog lovers, designed to be fun for your furry friend. With turbo fans that get wind in your pooch's hair, it's perfect if you've had enough of dog fluff in your car.

**Honda** April Fools Day 2022. Honda understood your dog needs to be in your car and launched the Pet Co-Pilot Front Seats. While the boot is where they spend most of their time, it's not quite the epitome of luxury is it?

**Are Morgan going to introduce a bit of fun - for next April 1st?**

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





## A Tribute to Bryan Fearn

23rd January 1945 – 25th January 2023

We have previously reported the sudden death of our Treasurer, Bryan Fearn and as we conclude this issue of the newsletter we would like to pay tribute to the friend we have lost but will not forget.

There is a poem 'The Dash' by Linda Ellis, which refers to the dash between the birth date and the date of passing.

The first three verses for Bryan would be...

I read of a man who stood to speak,  
At the funeral of a friend,  
He referred to the dates on his tombstone,  
From the beginning to the end.

He noted that first came the date of his birth,  
And spoke of the following date with tears,  
But he said what mattered most of all,  
Was the dash between those years.

For that dash represents all the time,  
That he spent alive on earth,  
And now only those who knew him,  
Know what that little line is worth.

For all those of us who met Bryan we know how true it is that his life cannot be summarised in a dash. The vast numbers who attended his funeral were testament to his popularity and demonstrated how he touched the lives of all those who met him. The stories that were related both during the service and afterwards at Knott End Golf Club, brought many smiles on such a sad occasion and the tributes to Bryan from Linda, his children, Oliver his Grandson and friends related to a loving, caring, modest and witty individual that we could all recognise as the Bryan we knew.

Born in Huddersfield there was Yorkshire in the man complementing his stature and nature. Well-schooled, it was a part time job at Boots the chemist that set him on the career as a pharmacist. The friends he made at pharmacy school during the 60's were still in contact with him and attended the funeral service. Stories of an overloaded Triumph Herald, at least one passenger in the boot, trips away with the rugby and cricket teams, and an 'occasional' alcohol related incident were all related with great fondness.

He returned to Boots, once qualified, before buying his own pharmacy business (or 2) in the Fleetwood area. Staff and customers alike were treated to his hard work ethic and thoughtful, compassionate personality which was demonstrated when he became one of the first pharmacies to deliver prescriptions to customers' homes long before the larger chains started their service.



For most of us it was his love of Morgans that brought us into contact with the Fearn family. The presence of his cherished Plus 8 was often seen at NorceMog gatherings, events and trips away and his sense of humour illuminated many a conversation. Not one to readily embrace technology I borrowed his iPhone to time a competitor at one of our Gymkhana events. The screen locked and on requesting the passcode it came as no surprise when he replied “zero, zero, zero, zero”! Well, it is easy to remember.

Our trip to Ireland for The Gordon Bennett Classic Car run in 2017 was memorable for the number of petrol stations we visited with Bryan. The phrase “I need to top up” on commencing each trip was partly due to the unreliability of the petrol gauge compounded by a suspected air lock within the fuel system, (not to mention a thirsty 3.9L engine!). The petrol stations owner’s eyes would light up as 4 Morgans pulled onto the forecourt only for 3 of them to park away from the pumps.

Bryan was a member of the NorceMog committee since 2013 taking on the Treasurer’s role at the 2014 AGM. His input and endeavour were well appreciated and we will sorely miss the dry wit he brought to our committee meetings.

Our thoughts are with Linda and his children, Simon, Andrew and Meghan who are grateful for all the cards, flowers and kind messages they have received and we will finish with a few of those messages from those that knew him.



“Cracking character, he always put a smile on my face, a great, interesting man”.

“One of life’s true gents and characters. I loved spending time in his company which always included one of the most important things in life – laughter”!

“What a privilege to have joined him on just a small part of his life’s journey”.

“Such a wonderful person, so very kind and thoughtful, always cheerful and made us laugh”.

“Bryan is worth much more than simply acknowledging his passing – he was always extremely welcoming. Such a gentleman, a really nice man, always ready to help”.

**RIP Bryan, we will all miss you.**



NORCEMOG NORTHERN CENTRE

THE MORGAN SPORTS CAR CLUB