

The Morgan Ear

March 2010



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The Morgan Ear

The magazine of the
MORGAN OWNERS' CLUB OF AUSTRALIA INC.

(Founded by Ken Ward in 1958)

P.O. Box 568 Cherrybrook NSW 2126

www.morganownersclub.com.au

Editor Sue Chatfield 02 9428 4264
editor@morganownersclub.com.au

Webmaster Geoff Williams 02 4567 7247

MOCA Committee members for 2009/2010

President Jean Elborn 02 8840 9402

Vice President Caryn Hamilton 02 9638 3408

Club Captain Graham Mitchell 02 9960 3836

Treasurer Peter Clark 0409 245 459

Secretary Brian Williams 02 9913 8095

Membership Secretary Peter Chatfield 0418 972 127

Competition Secretary Tim Hurst 0412 264 179

Registrar Stan Jodeikin 0408 608 002

Regalia Secretary Judy Mitchell 02 9960 3836

Committee member Graham Richards 02 9949 4325

Club Plates Officers

Club Plates Secretary Peter Canavan 02 4575 2085

Club Plates Inspector Brian Williams 02 9913 8095

State Vice Presidents 2009/2010

VP-Qld Peter Andrews andrewsp@bigpond.net.au 07 5479 0628

VP-SA John Moss john.moss@bbpower.com 0409 670 093

VP-Vic Phil MacWhirter pmlm@bigpond.com 03 9500 9257

VP-WA Craig Atkins catkins@cyllene.uwa.edu.au 08 9272 1308

*Monthly meetings:
1st Thursday of the
month at 8.00pm*

*Venue: Ryde-
Eastwood
Leagues Club, 117
Ryedale Rd, West
Ryde*

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*Front cover:
Intrepid I at Bowral
(Bob Little's 1938
Series 1) by Sue
Chatfield*

*Back Cover:
Intrepid II on
Australia Day
(Stan Jodeikin) by
Sue Chatfield*

What a wonderful time club members have had this past month.

An intrepid few ventured forth but Jeannie missed out, while working, until catching up at dawn on the dash to Bowral. Qld members were also dashing but it had something to do with chilli! John braved the rain while alternating as well as delegating.

Brian ponders joining the Morgan Nomads as Stephanie ran off to Bulli while feeling quite festive. Graham admits to a love affair but it is Ian who wins the ladies' hearts. Robin applies the brakes and Neil finds some Good wood while Geoff contemplates the after effects of surgery. Dave speaks out as David extends an invitation and the minutes go on....

A plucky few braved some of the heaviest rain seen in Sydney for many years to attend the last committee meeting. High speed wipers did little as we drove home at

40kph along roads which were awash, obscuring lane markers and generating many reflections. As such weather did not bode well for the dawn dash, this Morganeer settled for a run in the Subaru and left the Moggie at home, nice and dry. I admit to reluctance when it comes to sharing the road under these conditions with large vehicles which all seem to have faulty speed limiters or speedometers. Being overtaken at well past the speed limit by a truck carrying an oversize load is bad enough in a tintop let alone a Morgan!

**Take note
Closing date
for articles is
the 14^h March**

With the run to Tasmania coming up soon, I am looking for articles so I can make a start on The Morgan Ear before I leave. Perhaps there is another shed story out there? John Stanley certainly has some rare beauties in his shed. What do you have hidden away?

Speak to you again next month and note the early closing date of March 14th.



Recent visitors from the UK, Malcolm & Freda Lamb were treated to a Morgan run as well as that great view from Blues Pt

This report will only just make our Editor's curfew as I have been "off the air" for nearly a week due to technical problems. It appears my 3 month old internet modem died completely last week (perhaps due to an electricity "spike" during the recent storms?) and I have had all sorts of dramas getting a new one. I'm sure you've all experienced the sort of day I had on Friday – the courier promised to deliver between 8.00am and 1.00pm, and after four frustrating phone calls, finally turned up just after 5pm. Sound familiar? Not happy, Jean!

To top it all off, once the modem was installed, I couldn't get access to the internet or email, so another lengthy phone call to my Optus friends in Mumbai. I must say this particular lady was extremely patient and helpful but in the end we both gave up and I went off to the Committee meeting and enjoyed Caryn's hospitality. A nice cold white wine was just what I needed. Saturday morning I turned on the computer and lo and behold! Everything was working perfectly! Was it the incredible storm we had overnight which kick started it all? Or was my Indian friend working miracles in the background? I'll never know, but she did call me back next day to find out whether it was all working. Now that is what I call good service.

I was really delighted when, at our January Committee meeting, Graham Mitchell put up his hand to take on the Club Captain's role again. Thanks Graham – we really appreciate it. My thanks also to all those members who have kindly offered to

organise individual runs, both those who have done so over the past few months as well as those going forward. We have managed remarkably well due to everyone pitching in, but it is wonderful to have someone "steering the ship again". Dave & Jenny Fletcher are going to take on Christmas in July with a little help from Graham.

Graham is off to a flying start with this morning's Dawn Dash and also organised a very successful midweek run to Bulli a couple of weeks ago, which no doubt other members will write about. Unfortunately your Pres still has to work for a living so midweek runs are not on the agenda – yet! (I'm working on it!)

After a very early start for most of us, we set off from the Crossroads in cloudy but still dry weather. Unfortunately, the further towards the Highlands we went, the wetter it got and when we stopped at Picton all the Morgans had their roofs up. The Mogs were outnumbered by the tintops but heh – at least we still went on the run! Graham had chosen a very pretty route and it was a pleasant drive in spite of the rain. The inclement weather of the past couple of days had resulted in a change of breakfast venue from the Allens at Robertson to the Baileys at Bowral and we arrived in convoy to find the Smiths, the Chatfields, the Allens, Jeff Price and Bob & Noelene busy cooking very yummy bacon, eggs, sausages, tomatoes and toast outside Bob's big shed. (I hope I haven't missed anyone out – it just all seemed to work like clockwork).

Inside the shed, there were tables set up with everything we needed and we had a most enjoyable few hours there. I'd particularly like to thank Bob & Noelene for their hospitality – it must have taken some effort to have the big shed cleared out although I know Bob is a very tidy worker. Your shed is the envy of many a Morgan owner Bob and your garden is the envy of this particular member (and others I'm sure)! How did you train those tiny ducklings to put in an appearance while I was doing the garden tour?

I'd also like to thank all the willing workers who cooked our breakfast for us. I can't get over the fact that Mr Smith had arrived at Bowral at 7.00am, having organised all the lovely food. I'm an early riser but found my 4.00am start a bit tiring – heaven knows what time Smithy must have got up to be there by 7.00am. Well done Ian!

I wonder, how many of you had a couple of hours sleep like I did when you arrived home? It's something I seldom do but today was an exception.

Graham has lots more interesting runs on the calendar. Bob Little is leading the midweek run to Picton on 9th March and John Robison will be taking us to Patonga on a twilight run for fish and chips on 21st March; so please come along and have some fun.

It was great to catch up today with Henry Walker and Rhonda, whom I haven't seen for quite a while. However, we all missed Dave & Jenny Fletcher. Unfortunately Jenny's father passed away last week after a battle with cancer. Our heartfelt sympathy goes to Dave and Jenny and their family.

That's all for now – till we catch up again.



These Morganeers must have been in a flying rush!

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QLD CELEBRATES 2010 WITH A HOT CHILI RUN

Peter Andrews MOCA VP-Qld

On Sunday 31 January, a small but intrepid band set off to enjoy another of our annual “Hot Chili” runs. The history of this event dates back some years, to when a Morganeering Scot, Mike Moore, moved to this fair country and found that he missed the annual “Chilly Willy” run that Scottish Morganeers enjoyed(?), each January, in the highlands. Whilst Queensland can’t replicate a Scottish winter ... not even in our summer ... the focus of the event changed a little ... from “chilly” to “chili” ... and the tradition continues.

This year, Mike carried out a number of recces to find a location which was as central as possible for all members and that provided easily accessible BBQ facilities. His chosen venue was the North Pine Dam recreational area a short distance NW of Brisbane.

The day dawned with very heavy skies but, following a week of sometimes heavy rain, the weather forecast was for ‘a mostly fine day with some chance of intermittent showers’. With this in mind, my dearly beloved instructed we ignore Mike’s suggestion that participants meet at a near -Brisbane suburb for a “follow-the-leader” run to our destination. We decided to go by the shortest possible route and, as we had been to this facility before, would find the others easily ... *1st significant error.*

We arrived at the picnic area but after about 45 minutes, wondered where the others could be. We had even taken possession of 4 of the available 8 public BBQs to ensure that our hordes could feed themselves. After some phone calls, we

found that the convoy had stopped at a nearby local market to enjoy a coffee. We decided to stay guard but over what? Nobody else seemed to be coming to this part of the park. A quick check of all the public BBQs (free and gas operated) showed that none of them worked! I guess expecting full gas bottles the weekend after a sunny Australia Day holiday is a bit too much. Coupled to this, Mike thought that another picnic spot by the dam would be a better choice so, after more calls, Pam and I set off to locate the others.

Passing the market where they had been earlier, we decided to also stop for some coffee ... *2nd significant error.*

There was no roof on the Mog and, while I was off getting the coffee, the heavens opened... if these were scattered showers, the forecaster surely had scattered brains. Pam did a great job getting the tonneau in place but, by that time, both the car interior and us would have been an asset to any drought ridden area in the country.

We squelched onwards finding the others who had enjoyed good fellowship and food. We did the same albeit a little later.

While only a small number, 12 people, participated in the day, we all had a great time drying off and trying to avoid any more rain.

Mike did a wonderful job of organisation and it was good to welcome some “not too frequent” participants ... the Berminghams and, all the way from Toowoomba for the day, the Colcloughs. We certainly hope to see you more often.

THE GOODWOOD REVIVAL OCTOBER 2009 *Neil Hurst*

Jane and I took Brenda and Tim to our local French restaurant, 'Le Tres Bon' in Bungendore our nearest village, for Brenda's birthday. Whilst imbibing, gazing around and taking in the decor Tim noticed a poster announcing that the owner and Master Chef Christophe Gregoire takes a party each year on a wine and food tour of Voges in France where he did his training. Before Jane could change her mind, I had the tour booked and paid for, though I must emphasise that this had nothing to do with the Goodwood Revival meeting being on a week or so before the scheduled tour.

We stayed with our eldest son Nick at his flat in Winchester where I attempted to get my own back by leaving my underwear all over the bathroom covered by wet towels as he used to do while living at home. The impact was spoilt a little though because he didn't seem to notice.

Visitors to the Revival are expected to enhance the 50s/60s ambience by dressing up in clothes of that period so, during the week before, we spent quite a bit of time scouring op shops for suitable attire. Jane bought a black straw picture hat, a black twin set which she wore with pearls and a very full black and white plaid skirt and low heeled court shoes. I bought a tweed fishing hat thing which went quite well with my normal attire of tweed jacket, cavalry twill trows and brogues. We gave them back to the op shop after the weekend for someone else to wear next year. There, that has got rid of that!

Nick is one of the volunteer marshals at the Goodwood meetings, being

responsible for the Marshalling Area, so we were able to wander around without being challenged which was quite good being able to examine the Invictas, Bughattis, Alfas, SS Jaguars, Bristols and of course the Morgans at close quarters. Mind you, I think that the free Hendrick's gin and tonic served on the Lawn at 8.30 in the morning (pictured below) came a close second in terms of a memorable attraction.



Some took this dressing up thing quite seriously; I recall a pair of 'Spivs' selling silk stockings and dodgy watches out of a suitcase; a bloke sliding around in a dark suit with a trilby pulled down over his eyes peering at people through a newspaper with two eye holes cut into it, presumably as a spy; two middle aged men dressed in leather flying helmets and flying suits grasping very large simulated cardboard aircraft around them, zooming through the crowd claiming to be the 'Last of the Few'. I understand they are neurosurgeons at other times. We saw more Admirals,



Psst! Wanna watch?



Last of the Few



Jane is escorted away

Some took dressing up quite seriously... see pp10-13



Above: Nik doing his thing



Tea on the Terrace simply divine!



Right & below: May contain nuts!!!



So much to see

see pp10-13

Below: 1938 Series 1 Le Mans



Keith Ahlers Fordwater trophy race



Below: Neil checks out TOK258



Brigadiers and Air Marshals than I believe ever existed in real life. American bomber crews in flying suits with their 'ladies' were everywhere. The Walmington-on-Sea Home Guard displayed its readiness to face the Hun; Captain Mainwaring, overbearing as usual with his swagger stick, being much in evidence and the Ladies Auxiliary offering outdoor catering behind their sandbags. There was so much to see that we went on each of the three days.

The centre of the race track is an airfield where Spitfires, Hurricanes, Typhoons, an Me109, a Lancaster, a WW1 Vickers Vimy, and many more aircraft were on display. To be in period the Royal Marine Band played while their audience sat around in deck chairs and the air show circled over them – including the last Avro Vulcan still flying.

Outside a simulation of the 1958 Earl's Court Motor Show, the Morgan Factory really took the biscuit with three tradesmen from the chassis shop erecting a Morgan in a workshop. It was a great attraction and I spent quite some time chatting to them while one of them 'persuaded' a steering rack into its position on the front cross member with a large hammer (see above). There are very, very few manufacturers who could have presented such a display and the crowd really appreciated it. There was even a 4 Plus 4 available for the crowd to poke and prod.

Just in case you were wondering, there was also some car racing going on as well over the weekend with Keith Ahlers in TOK258 coming second in the Fordwater Trophy Race. There were actually three Morgan +4's in this race against Porsche 911s, Alfas, Austin-Healys, Lotus, TVR – a



great selection. In the Brooklands Trophy race, a Morgan 4/4 Series 1 Le Mans raced valiantly against much, much larger engined Bentleys, Bugattis, Invictas and so on – lovely to see and all good fun. If you ever get a chance to go to a Goodwood Revival then you should, it's a weekend not to be missed. Who could forget seeing a Matchless engine Morgan three wheeler with 'CAUTION - MAY CONTAIN NUTS' painted across its rear? Or Jane being escorted away by two policemen after being apprehended peeking into a Tardis Police Box?

After the weekend, Jane and I toured around eastern Kent where we lived before we came to Australia and then popped across, or should I say under the Channel via the Chunnel to imbibe our way around Alsace. After the tour, on to Venice, Naples and Rome, called into Kuala Lumpur to see elephants at a sanctuary and an orang-utan that we have adopted at Sepilok. (Mind you one orang-utan looks very much like another).

Then home for a real cup of tea and a bacon sandwich.



COMPETITION REPORT

John Coneybear

We are now into the New Year with events coming thick and fast: CAMS State council meeting, two CSCA meetings and the first Competition event for CSCA.

Club Lotus was first of the rank but with the closing of Oran Park (yes, it is no longer a race facility) they booked Wakefield Park circuit on the far side of Goulburn. Morgan had two starters entered but Graham Dell had to withdraw as he was unwell, so our only runner was Ross Simpson in a Caterham Seven twin cam (see below) and this was the first time he had seen the Wakefield Park complex.

We had torrential rain all through the week before the event and Goulburn got about six inches of rain on the Friday. The rain was still falling all the way down from Sydney until we turned onto the Braidwood Road that leads to Wakefield Park. Ross was already set up in a garage when I got there. I signed on to do some Scrutineering and we did around 87 cars for the day's activities. As Ross was well organised, I took up different positions around the track to observe his first time at the circuit. He had a great day —his car went as it should and a bit of fine tuning of tire pressures and a bit more heat in the track should make things interesting if Ross and Graham are both out in similar cars. Being the only starter from MOCA, Ross won the handicap and also got FTD for MOCA.

Next event will be Eastern Creek run by MGCC and MG Newcastle as a combined effort on the 17th April.

I attended the CAMS State Council

meeting in January. We were introduced to the new Regional Manager who looks after the East Coast States — he will be a busy boy. Main concern was that of the three methods available for clubs to re-affiliate only snail mail was recommended due to IT problems. Also Rally car registration with the RTA was not progressing well — they want a similar *permit to move* as there is for historic cars but the RTA says 'No'.

The CSCA meeting to ratify the results of the Wakefield park event was on the 8th February and we have agreed to a small change to the rules for Class NM2 with the original EMS (Engine Management System) no longer having to be retained. A rule change will be circulated before the next event. Some clubs are running other types of events e.g. Hill climb, Driver Training and/or motorkhana and our club can participate if interested. (Just let me know and I will send you supplementary regulations.)

Don't forget the FoSC event at Bathurst over Easter as it should be a good weekend of Motor sport.

John Coneybear. CAMS Delegate & alternate CSCA Delegate 2010



A MAN'S SHED

Graham Mitchell

How important is the size of a man's ... shed? Well, very important actually, to those men who do have a shed and particularly if it is to adequately live up to all that is asked of it! I saw Bob's shed last Sunday. It's enormous and he is obviously very proud of it.

My shed, if I can legitimately call it that, is by most shed standards at the smaller end of the scale. By current definition it's a garage or basement, but when it is called upon to "perform", it measures up admirably as a shed. In my own mind, I think of my "shed" as a true shed. Sometimes, it's a hideaway where I can do "men's things", in silence if I choose; or, since there is a small radio on the shelf, I can listen to the ABC and be culturally stimulated while I work. For a small shed, I have quite a range of tools and equipment on hand but I find my shed performs surprisingly well! One key to its success is the large sturdy bench, an absolute must in a man's shed, and it never ceases to amaze me just how many tools and materials are needed to do even the smallest of jobs properly. So this calls for large amounts of storage which ultimately means one acquires more good things!

Being Valentine's Day, I must confess that I secretly love my shed. How could one not, when it contains such important items of a man's life – 2 Morgan cars, a couple of old engines, Morgan parts, automotive, carpentry and gardening tools, stocks of wood, shelves crammed with stuff, old tins of paint, a kayak (which was built in my shed), a windsurfer, left-over floor tiles, a press drill, boxes of screws and nails, saw

horses, a workmate, a seat and of course that large sturdy bench.

But how things change so suddenly! - in a flash, so to speak. Yes, Bob's shed is big, and better too, and it obviously performs better than mine and I know he is very proud of it. Bob's shed is much larger than mine; he could fit 6 Morgans in it, as well as the "troopy". It's high – so high I don't know how he will change the lights if they blow – and the level of lighting – well, that's another story. Bob's shed has lots of tools, a saw bench that probably weighs more than a Morgan, and those shelves, full of stuff, right up high. No wonder he needs 4 ladders! Then there's the sink, running water, the fridge and an over-abundance of large sturdy benches, all put together on a painted floor. Strewth! The size of a man's shed is important. Very important!

I drove into my shed upon arriving home after last Sunday's dawn dash. I thought to myself, "I'm going to paint the floor of my shed. That will improve it!" But, I quickly realized I never will be able to have 46 Morganeers in my shed, all seated at tables, for a slap-up breakfast cooked by Smithy and his helpers. I'll have to be satisfied with my shed the way it is.

Actually, I secretly love my shed... even the way it is.

If you would like to tell me about your shed, then contact me by email at judym@bigpond.net.au



CAPTAIN'S REPORT

Graham Mitchell

Greetings Morganeers. It's nice to be back on familiar territory – thanks for having me!

We have lots of great events coming up over the rest of the Morgan year, so tune up the Mog and slap on the social hat. I am getting offers of assistance from club members to help organise runs and events, and that's just the way it should continue. We are short of an organiser for a club run in April, though. Judy and I will be in Tassie with the rest of the tourers and I have scheduled a club run for Sunday 11th. Is there an organiser standing in the wings prepared to do this run? Let me know.

Stephanie Hollings has written about the January mid-week run and the Motorfest. Her assistance is very much appreciated. She has also offered to do the raffle at each General Meeting. It just makes my job so much easier to have this help. Check the Calendar of Events for the forthcoming runs and events.

National Motoring Heritage Day is on Sunday June 16th. We have a club run scheduled for Sunday 23rd June because

the previous weekend is also a supersprint at Eastern Creek. However, do we want to acknowledge NMHDay and get the Mogs out? What are your thoughts?

The Dawn Dash on Sunday 14th to the adjusted venue of Bob Bailey's Shed was another teamwork success. Initially the




breakfast was to have been held at Matt and Robin Allen's place at Robertson, but due to the heavy rain a decision was made with 24 hours notice to relocate to Bob and Noelene's. The willingness of our members to pitch in and sort these



potential disasters is nothing short of outstanding.

We had a huge roll up for such inclement weather. 46 Morganeers packed into Bob Bailey's shed for a great cooked breakfast prepared by Ian and Barbara Smith, Bob & Noelene, Matt & Robin, Sue & Peter Chatfield (above) and Geoff & Stephanie Hollings.

The menu was planned and food purchased and transported on the day to the Baileys by Ian and Barbara, and it all went without a hitch. Well done!



The Shed see page 15



Dawn with a dash see pp16-19

Left: Bob Bailey and Ian Smith ponder the empty pan



Right: The guys instruct Robin Allen on the new carby?





Those intrepid few see page 16



Ian Smith won the ladies' hearts



A distant Seacliff bridge

Pleasant & relaxing see p21



Above: Max & Gil Scott, Brian & Pam Williams, Stéphanie Hollings



Right: Peter Canavan, Col Davidson, Dave Fletcher



Well another month has flown by, they seem to be getting quicker.

Our new captain Graham has a very full calendar of social events for the rest of the year, with more midweek runs than ever before.

We had great weather on the midweek run for lunch at the new Ruby's at Bulli. It was as well attended as most weekend runs! With so many free midweek, does this indicate that there may be a group of Morgan Nomads?

BULLI RUN

At last, another mid week run! It was so enjoyable to meet on Thursday mid-morning, get a McCoffee at Heathcote and meet the 40 starters for the run.

The drive through the Royal National Park was quiet, and the absence of Sunday racing bikes made it very easy. The view at Stanwell Tops was very heat-hazed, hints of things to come!! On over the Seacliff bridge, always busy with walkers and day-trippers.

Most of us found our way to the new location of Rubys where we were well looked after by the owner who had moved in the day before, and had forgotten we were coming! We gradually got our seats and the orders sorted out, and had a most enjoyable meal, within sight and sound of the beach.

The trip back was very hot (thank heaven for our new Morgan bikini top) but it had

Almost complete are the arrangements for our trip in April and May to America, Mexico and the Panama Canal. Our airfares, car hire and cruise booking are all paid for and complete. The remaining things to do are to complete the United States entry application and book some of our accommodation.

By the time you read this, we will have had Smithy up before the crack of dawn to cook us a BBQ breakfast down in the Southern Highlands.

Stephanie and Geoff Hollings

been a very pleasant relaxing day, apart from Bob, Allison, Robin and John all having car problems.



David Rose, Judy Mitchell & Gail Robison
venture South to Ruby's

WHAT THE EAR HEARS

SLRs in 2009 (Morgan Wire)

What an extraordinary year for the three Morgan SLRs. Simon Orebi Gann began it with the racing return of the first SLR made, formerly owned by Bill Fink, the legendary US Morgan Agent. After an exquisite restoration, Simon aggressively raced his treasure sharing the driving honours with Rick Bourne.

Then, in August, the second SLR owned by Morgan enthusiast and racer, Keith Ahlers, was picked as an entry for the Pebble Beach Concours d'Elegance in California to mark the Morgan Centenary.

In November, it was announced that the third SLR had been purchased by John Emberson from the racer-collector Adrian van der Kroft. It was SLR raced and concurred by the America's Dave Bondon for many years. All three SLRs have now returned home to the UK. There are hopes to see all together in 2010.



Price increases (Morgan Wire)

The MMC has increased prices for its parts averaging 6% over 2009. Prices for the model line may also be increased with an official announcement expected shortly for effect in April 2010. Sources indicate that the price of the very popular 4/4 Sport, the entry level Morgan, will be raised substantially.

Aeromax in Australia

Production has closed and 100 AeroMax built, so below is the one and only AeroMax ordered for Perth, Australia.

INVITATION TO EQUESTRIAN EVENT 2010

MOCA has again been invited to participate in the CDI equestrian event held at the Equestrian Centre, Horsley Park. This year it is to be held on Saturday, May 1st and we have been asked to provide 6 cars for the activities.

This event is becoming a popular fixture on the MOCA activities calendar with the Club very well received and our attendance much appreciated by the organisers.

We have been able to organise reserved seating for our drivers and partners this year which will make viewing the "horsing around" all the more enjoyable.

Unfortunately, this year I cannot be there owing to my son's wedding so if you are able to attend, please leave your name with our Club Captain, Graham Mitchell.

Happy Morganeering,
David St. Julian MOG044

FOR SALE 1933 Morgan Super Sport

Featured in The Morgan Ear, page 22, Sept 2009.

Matchless water-cooled 990cc engine; 3 forward plus reverse gears; an electric starter motor, an alternator, a foot throttle replacing the hand throttle; stop & turn indicator lights.

Last year, I rebuilt the front suspension fitting a new sliding pillar & new bushes. I also rebuilt the steering box. This is a reliable, fun car to drive but my main interest is my small Stoewer car museum & I now have the opportunity to restore the first German front wheel drive car.



To do this requires space in the shed to be made available & space in the bank account to be filled. I am looking for offers in the **high \$40k's**.

Contact: JohnStanley by email at v5sport@tpg.com.au or on 02 6772 8291

Morgan Service

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doing engine, diff, front end & king pin rebuilds
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Same day service/loan car

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Owner/mechanic — Barry Kelleher
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Phone: 02 9557 5938 or 02 9428 1992



The day was forecast to be very hot and even at 8am as we waited in the domain car park, it was uncomfortable. With a saddening lack of NRMA organisation/foresight, it took ages to make our way: firstly waiting to get into the Domain car park, then suffering from exhaust fumes whilst underground before finally queuing for a long time while waiting for parking in Macquarie Street (an hour from starting engines underground to parking).



However, we were “upgraded” to an area in College St near to Park St. By a stroke of good fortune, there was a huge paved area next to the Hyde Park steps, with a convenient wall for our picnic baskets, and dense shade from a huge Moreton Bay fig for all our chairs. From then on, it was all enjoyment; good company, nice cars and lots of activities to please all.

There were a range of models and years in the 13 Morgans. As usual, there was a lot of interest and many stories from visitors about the Morgans in their lives. The event seems to get more popular every year, with crowds stretching the full length of the display from Park St to Bridge St.



From a non-car point of view, I discovered that St Stephens church in Macquarie St had really nice toilets and wonderful Devonshire teas! The Art Gallery had the best air conditioning with not too many people. All the historic attractions had half price admission, the food stalls in Hyde Park were very good, and most of the free entertainment was very noisy!! You were not allowed to drink alcohol in Hyde Park, but being just outside on the steps where we sat seemed to be OK!

Some intrepid Morganeers found out that it really was a long way to walk to Darling Harbour and back! Most young children were “over it” and asleep in their strollers by 2pm, and I suspect that many Morganeers were wishing they could do the same.

It was nice to have an easy exit to get home, and despite the drawbacks, I expect we'll do it all again next year!





Glacier Blue gets a make-over [see page 27](#)



The 4 seater had its rego slip done for the year, so my intention is to get the rebuild started at once, hopefully for the next rego in 2011. We shall see!

I have already received my first parcel of assorted parts (courtesy of Melvyn Rutter and Fedex) including a rear suspension conversion kit and a range of rubber gaskets that will need replacing. Also managed to pick up a 5 speed reconditioned gearbox from Small Ford Spares in Minto.

Over the weekend we managed to get the main big bits off – the bonnet, cowl, front wings and rear wings. Helpers included our son, Tom, and Dennis Jones. As expected there was only a pile of bits for the door sills (see

below), with some damage to the door jambs and sill on the chassis. All pretty normal for a well used 1982 moggie.

Also on track with my first visit to the chiro next day!!! Not sure which will cost more. I'll keep you posted.



MORGAN BRAKE PADS

Robin Sanders

	Model	Engine	Year	Front Pad	Rear Shoe
Download of the EBC catalogue Full download is 18MB	4/4	1.3	1961-63	DP2141	n/a
		1.5	1963-66	DP2141	n/a
		1.5	1966-68	DP106	5139
		1.6	1968-94	DP106	5139
		1.8	1993-2005	DP243	6380
	Plus 4	2.1	1959-66	DP2141	n/a
		1.6	1966-85	DP106	n/a
		2.0	1985-94	DP106	5139
		2.0	1994-2001	DP243	6380
		2.0	2004	n/a	n/a
	Plus 8	3.5	1966-73	DP169	5139
		3.5	1974-78	DP258	5139
		3.5	1978-90	DP197	5139
		3.9	1990-94	DP197	5139
3.9		1994-2005	DP243	6380	
		4.6	1997-2005	DP243	6380

Front pad	Other cars that use these pads
DP2141	A/Healey 1961-64, Daimler SP250 1960-64, Ford Capri 1961-64, Cortina Mk1 1963-65, Lotus Seven 1963-67
DP106	Ford Capri 1969-75, Cortina Mk2 1966-70, Jensen Healey 1972-76, Lotus Europa 1966-67, Sunbeam Tiger 1967-68, Triumph 1500 1972-73, Dolomite 1972-80
DP243	Austin Princess 1975-82, MG RV8 1992-96
DP169	Austin 1800 1965-72, A/Healey 1964-67, Ford Capri 1969-71, Ford Corsair 1965-70, Cortina Mk1 +2 1965-70, Zephyr Zodiac 1960-72, Lotus Elan 2+2 1967-71, MGC 1967-69, Rover P6 1966-72, TR4,4A,5,6 1965-72
DP258	Austin 1800 1972-75, Lotus Elan 2+2 1971-74, Lotus Elite steel wheels 1974-82, Rover P6 1972-73
DP197	BMW e21 1975-78, Holden Commodore 1972-78
Rear pad	
5139	Austin 1800 1965-75, TR3A 1959-61, TR4 1961-67, TR5 1967-68, TR6 1969-76
6380	Ford Transit!! 1986-91



Pad Illustrations for Morgan

The EBC catalogue has a dimensioned drawing of every Front brake pad which makes it easy to check and decide on the correct one.

COUNCIL OF MOTOR CLUBS (CMC) REPORT

David Fletcher



Ph: (02)9522 9525 or 0412 645 087

1. MotorFest 26 January 2010: This year the Bus & Truck Museum (at Tempe but to be moved to old Tram Depot at Leichhardt) ran 17 buses around the Sydney streets in support of the festival.

2. Oran Park "The Last Event": The intention to assemble and run as many cars as possible in late January had to be cancelled due to a small number of entries. When you consider the large number of cars that raced at Oran Park over the last 49 years you would think that rallying enough for a weekend run would be easy! However, a lot of cars have been sold, drivers found other pursuits or the message was not disseminated to enough interested parties. Now the Bulldozers have already moved in. What a shame.

3. 2009 MOCA SuperSprint: I make it a point, every year, to report the level of support we contribute to the Shannon's Eastern Creek weekend with our cheque to the ARDC resulting from our SuperSprint Event. Not enough clubs provide feedback to the CMC so I've changed all that. I raised the point about the amount of the payment we sent to the

ARDC. Next thing, the CMC President asked me to tell more and called me to the microphone. Everyone was interested in hearing about our SuperSprint and that we run it with 100% club members. So now I have been asked to do an article for the CMC website.

4. National Motoring Heritage Day: 16 May 2010. The Shoalhaven Car Club is holding their event at Berry Showground. Possibly a run for us!

5. CMC Forum: The next Forum (Technical Talk) will be on Saturday 24 April 10am – 12:30pm and the topic is TYRES with a talk by Dave Stewart Antique Tyres from Ingleburn. There will be another Forum on FUELS at the Shannon's Eastern Creek Display Day following our MOCA SuperSprint on the Saturday.

6. Shannon's Foundation Grant: A grant is available for young aspiring people (under 35 yrs) who take on an automotive restoration project. Closing date is 30 May for any submissions.

Cheers, *David* (CMC delegate NSW)



Oran park
being
ripped up



MINUTES OF MOCA INC GENERAL MEETING

held 4th February 2010 at Ryde-Eastwood Leagues Club, Ryedale Rd. West Ryde

Meeting opened at 8.15 p.m.

Apologies: Allison Brancourt, Ann Clark, Kate Coneybeare, David Fletcher, Jenny Fletcher, Brenda Hurst, Neil Hurst, Jenny Jodeikin, Brad Little, Madeleine Sanders, Geoff Williams, Choy Lin Williams, Andrew Lippold, Peter and Margaret Barnes.

Welcome: President Jeannie Elborn welcomed members to the first meeting for the New Year.

Minutes: Minutes of the General Meeting held 3 December 2009 which had been published in the Ear were taken as read.

Motion: that the minutes be accepted and signed by the President as a true and correct record.

Moved Peter Canavan seconded Kerry Jones - carried unanimously

Secretary Brian Williams read the minutes of the Committee Meeting held on 5 February for the information of those present.

Matters arising from the Minutes:

Jeannie thanked Graham for standing as Club Captain and appreciation was displayed from the floor.

Jeannie highlighted the issues of Status of Spouses of Life Members and affiliation with Motorcycling NSW which were mentioned in the Committee minutes, and suggested that these be discussed during General Business but that no decisions be made at this stage.

Applications for Membership: Nil

Incoming Mail:

A list of the incoming mail was distributed to all present and the following noted:

Letter from NRMA Insurance cancelling their advertising.

Notice from Shannon's Insurance accepting the offer to advertise in The Ear following the withdrawal of NRMA. Thanks to David Fletcher for achieving this.

Invitation to The Highlands Steam and Vintage Fair at Oberon.

Invitation to Oberon for their Summer Festival.

Email regarding the closure of Oran Park and the need for another track, to be discussed in General Business.

Accounts to be Paid:

\$1,254.01	University of West Syd, printing Dec Ear and envelopes
\$ 150.00	CSCA Affiliation Fee
\$1,005.00	CAMS Affiliation Fee
\$ 122.95	Geoff Williams, reimbursement of Website host fees
\$ 230.00	Motor Cycling NSW Affiliation (approval deferred to after general business)

Motion: that the accounts be paid. *Moved Peter Clark seconded Peter Canavan - carried unanimously.*

Reports:

President: Jeannie thanked Caryn for the venue for the Plates Day breakfast. It was a great day and well supported and a big

thank you to Max and Gill for the use of their place for historic plates inspection and barbeque.

The evening at The Ranch Hotel was very well attended and again thanks to Caryn for booking the venue.

Jeannie expressed her thanks to everyone for the excellent turnout at Ernie's funeral and the many fine tributes in The Ear.

Ernie and Noelene's daughter, Kim had sent a lovely email thanking everyone for their attendance and kind support. Kim had asked if it was possible to purchase 2 copies of the February Ear. Sue has already passed on 2 spares.

Vice President: Caryn reported that Ernie's children Kim and Greg sent their thanks for the overwhelming support from the Club and requested membership application forms to enable them to join.

Secretary: Brian welcomed everyone to the new year. A great night at The Ranch and a wonderful Plates Day.

Thanks to everyone for their support in attendance at Ernie's funeral.

Membership Secretary: Peter reported that the database currently has 334 names which includes advertisers and Charles Morgan.

To date 265 have paid subscriptions for 2010. Only 23 full and 12 associates who have not paid up.

Treasurer: Peter discussed his report, which had been distributed to all present. The following balances were noted:

General Account	\$15,773.08
Investment Account	<u>\$21,308.07</u>
	\$37,081.15

Peter reported the biggest income was from renewals and currently was the best for this time of year.

Motion: that the Treasurer's Report be accepted. *Moved Peter Clark seconded Kerry Jones- carried unanimously*

Club Captain: Graham reported that there had been good attendances at recent events - the night at The Ranch hotel, the midweek run to Bulli with 20 cars and 39 members and the Motorfest with approximately 32 members and 12 to 15 cars.

The next run is Sunday 14 February, dawn dash to Matt and Robyn's place at Robertson, meet Crossroads Hotel 6.00am for 6.30am.

Michael Wight questioned Graham about the lack of organisation at the Motorfest. Graham indicated that there was an online survey on the NRMA website seeking feedback and encouraged members to respond. Roy Segrott reported that the RTA ran the event this year and Peter Fuller said that they were asked if they wanted to go home while still in the Domain car park because there was a lack of space.

Stan Jodeikin reported that the pollution in the carpark was so bad that the NRMA needed to be lobbied and a letter sent regarding the safety of members. Jeannie asked Stan to draft a suitable letter for her to sign on behalf of the Club.

Editor: Sue displayed a calendar from ISIS Imports and a Morgan Christmas tree ornament.

She thanked everyone for the fine tributes to Ernie and those who had contributed

other items to this month's Ear.

Sue reported that the problem of the black and white content being too dark has been solved and next month things should be better.

The Prostrate Foundation has benefited from the many men driving Morgans.

Closing date for the March Ear is 14th February.

Regalia: Judy had 2 red car clocks from old stock available at a discount for Valentines Day.

The red fleecy jackets available would be "the uniform" for the upcoming Tasmanian trip.

An order for more name badges would be placed – anyone wanting one should contact Judy.

There were umbrellas available on the table.

Competition: Tim reported that there were only 2 members entered for the supersprint at Wakefield this weekend and neither of them driving Morgans.

Registrar: Stan had received an enquiry regarding the value of a 1933 Supersports 3 wheeler. Todd had been in touch with the seller and advised that the only true value could be obtained by going to auction. The owner does not want the car to leave Australia and will place an ad on the Club's website.

Stan had been contacted by new member Ian Cruickshank in regard to discrepancies between his engine number on factory records and that on the RTA records.

Geoff Hollings reported that he has previously had a problem with engine numbers as they were not recorded very well in previous years.

At present there are 9 cars for sale including a 2005 4/4 discounted from 80k to 65k.

Delegates:

John Coneybeare reported that he had attended the last CAMS meeting. After a delayed start to the meeting most of the discussion related to historic rallying. At a meeting in Victoria there had been a motion of no confidence in CAMS, resulting in a commitment from the Board of CAMS to be more transparent.

No CSCA meeting.

Brian read the CMC report in the absence of David Fletcher and noted:

National Heritage Day, 16 May 2010.

The cancellation of The Last Event at Oran Park due to lack of support.

Dave is to do an article for the CMC website regarding how we run our Supersprint with 100% members.

Shannon's Foundation Grant.

Peter Fuller shared more details and clarified the fuel tank leak scenario and will follow up at the next meeting of The Association of British Cars.

General Business:

Jeannie noted that a Notice of Special Resolution had been published in the February Ear, giving the required 21 days' notice for the vote regarding the nomination of Peter Canavan for Life Membership. The matter will be voted on at the March General Meeting.

Todd Hamilton asked the meeting to discuss but not take motions regarding the status of Spouses of Life Members and think about the matter for next month's meeting.

Comments and ideas were put forward by Graham Dell, Kerry Jones, John Coneybeare, Bob Little Stephanie Hollings, Sandra White, Sue Chatfield, Stan Jodeiken, Col Davidson and Max Scott. All of these have been recorded and will be discussed at the next committee meeting for presentation at the March General Meeting.

Discussion was held on the reason The Morgan Club was affiliated with Motorcycling NSW. Col Davidson advised that it goes back to the days of The Auto Cycle Union when the club required affiliation to enable 3 wheelers to compete against sidecars. Col gave a brief history and Sue suggested he write something for The Ear.

Jeannie suggested that although we do not have anyone competing at present, in future if he joins the Club Greg Dal Santo may want to become involved as he is a very successful and experienced motorbike racer. Jeannie moved that we pay the affiliation fees for Motorcycling NSW and was seconded by Peter Clark and carried unanimously.

Jeannie read out the Oran Park petition. Todd Hamilton informed the meeting the Club had already written a letter to The State Government protesting about expenditure at Homebush instead of Eastern Creek.

Graham Dell and Todd Hamilton commented that previous plans to expand

Eastern Creek had been ignored. Peter Fuller raised the fact that Eastern Creek was hard on our older cars and a more suitable venue was required. Jeannie suggested that anyone who wished could sign the petition and she would forward it back to the main petitioner.

Col Davidson reported that the State Government has purchased the old Siverdale Hillclimb site.

Geoff Hollings reported that at present 11 Morgans were going to Tasmania with several more members flying down and hiring cars.

An email has gone out regarding accommodation on the way to Melbourne. He has spoken to 6 Morgan owners in Tasmania who were planning to catch up with the group.

Jeannie asked that anyone who was unable to be present at the next meeting and wanted to vote on the special resolution, to complete and send back proxy forms.

Graham Dell has misplaced 2 books on restoring Morgans and if anyone has them he would be pleased at their return.

Wayne Patterson had spoken to Peter Barnes and he had received a good report from the doctors, the best he has had.

Peter Snowden wanted to know if anyone knew how the Morgans were going in the European Challenge.

Technical Discussion: Nil.

There being no further business the meeting closed at 9.50 p.m.

CALENDAR OF EVENTS 2010

* event included in Social points score competition

MARCH

Thurs 4*	MOCA General Meeting, Ryde Eastwood Leagues Club 8pm
Tues 9*	Mid Week Run to Picton Pub. Meet at Heathcote McDonalds 10.00 for coffee. Organiser: Bob Little
Sun 21*	Club Run – Afternoon/Twilight Run to Patonga Beach. Meet at McDonalds Mt.Colah 2.30 for 3pm depart. Early (5pm) fish & chips at Patonga Beach, or BYO picnic. Organiser: John Robison

APRIL

Thurs 1*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Sun 11 – Fri. 30	Tasmania MOCA Tour. Sydney-Melbourne-Devonport-Swansea-Pt.Arthur-Hobart-Strahan-Stanley-Sheffield-Devonport.
Sun 11*	Club Run for those not going to Tassie
Sat 17	MGCC Supersprint, Eastern Creek

MAY

Sat 1	Equestrian Event – Horsley Park Equestrian Centre. 6 cars needed
Thurs 6*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Tues 11*	Mid-week Run TBA. Organiser: Bob Little
Sat 15	JDCA Supersprint, Eastern Creek
Sun 16	National Motoring Heritage Day
Sun 23*	Club Run (TBA) – Organiser: Brian Williams

JUNE

Thurs 3*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Sat 12	Trivia Night — Ryde Eastwood Leagues Club. 8pm
Sun 20*	Club Run (TBA) – Organiser: Jim Wilcock
Sat 26	Austin Healey Supersprint, Wakefield Park
Sun 27	All British Meeting, Wakefield Park

JULY

Thurs 1*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Fri 9 - Sun 11*	Christmas In July – Organisers: David & Jenny Fletcher
Thurs 29*	Mid-week Run (TBA)



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