

The Morgan Ear



February 2010

Parts & Accessory Price Reductions!

The recent improvements in the exchange rate between the Australian Dollar and the Pound have allowed us to reduce the prices of Morgan Parts & Accessories. Please visit our website for more detailed information. Please also remember that all our prices are ex-warehouse Melbourne and include the cost of freight from the UK, Customs and Duty charges and GST. To support Morgan owners in Australia, we carry a large range of genuine factory-sourced Morgan parts in stock at all times. Currently our parts inventory includes the following items*:

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GENUINE
MORGAN PARTS
TO KEEP YOUR
CAR 100%
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US FIRST!

- **Badges for cowl** – rear panel and badge bar. Also Union Jack.
- **Bearings** – for wheel hubs and final drive
- **Brakes** – discs, drums, pads, linings and repair kits
- **Brackets** – all sorts, plus nuts, screws, fasteners, grease nipples
- **Bulbs** – various, including H4 halogen for headlights
- **Bumpers** – bumper brackets & overrides
- **Bushes** – bronze for kingpins
- **Cables** – accelerator, hand brake, speedo
- **Cam belts** – for all engines requiring these
- **Cambelt tensioner** – for Ford CVH engine
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- **Filters** – oil (including Kent and Fiat) and air for most models
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- **Handles** – 1-bar for spare wheel & Tommy bar
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- **Springs** – front suspension, rear suspension, accelerator return
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- **Tie-rods**
- **U-bolts** – and spring locator pins for rear axle
- **Wing (guard)** – front and stays for various
- **Wipers** – blades and arms, box kit



*In addition, we carry a representative range of Morgan Accessories, Gift Items and Clothing.

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Morgan Cars Australia Pty Ltd, Level 1, 577 King Street
West Melbourne, Victoria, 3003 Telephone: 03 9320 8888
Fax: 03 9320 8868 Email: chris@morgancars.com.au



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*

*Views expressed
by contributors do
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*Technical items
are the views of
the contributor and
the Club can
accept no
responsibility for
their accuracy.*

*Front cover:
Sizzling at Berrima
by Sue Chatfield*

*Back Cover: Dusk
near Fernleigh by
Vincent Chai*

Welcome to 2010... I trust all had a peaceful and happy Christmas.

Sadly, we start the year with news of Ernie Dal Santo's death. As you read this month's issue, you will build a picture of a wonderful character who will be sorely missed. Personally, I always found it a delight to speak to Ernie as he was a charming man. His influence was widespread judging by the number of people who attended his funeral including many MOCA members. A number had travelled some distance to be there to support Noelene and farewell Ernie. It was a mark of the esteem in which he was held and our thoughts are with Noelene, Greg and Kim.

Stoic and determined might not be a description normally given to Morganeers but hot weather seems to bring it out with sizzling runs to Berrima and classic jaunts to Adelaide. John, Ian and Brian give us a more detailed run down on these ventures. Yes, it was indeed I who led the stragglers astray as I missed that LHT, decided against another UT and ventured on full speed ahead... or is that FSA? Fortunately, Judy found that the weather was perfect for Plates day and there was no need for any more hardy heroics.

No one was competing as Tim had scooped the pool. However, Graham has seen the light while Brian suggests a resolution and David sees the end of an era. Judy has it all tied up but Geoff is still making arrangements. The PCF is delighted with more donations! Minutes

while away the hours. We even seem to have found our captain! Locums, stand-ins, substitutes and fall-backs not to be discounted we have now a captain, a head, a skipper, a leader and a manager to oversee our adventures and coordinate those volunteers. Well done!

Thank you to those who have shared thoughts of Ernie with us. Also thank you to everyone else who sent in items especially those wonderful photographers such as Peter Clark, Judy Mitchell, Brian Williams and Vincent Chai who kindly supplied a photo of his partner Esther with their dog George, taken near Fernleigh.

This is inland from Lennox Head and southwest of Bangalow. The area is a lacework of narrow winding roads and (now green) rolling hills... sounds like great Morgan country to me.

Next issue's closing date is one day early, February 14th, as it is a short month. Please send high resolution photos and any articles by this date or contact me if there is a problem. I may be able to hold space for a short time.

You may notice that the NRMA has ceased advertising in The Ear which is a minor cost cutting measure considering the news about their finances! A new advertiser is being actively sought but if any member knows of an alternative then please contact me or the committee ASAP.

That is all from me for this month as I want to head out on that mid-week run to Bulli. Perhaps I can practice my navigating skills or try some UTs on my driver!

Take note
Closing date for
articles is the
14th of February

Happy New Year everyone! I hope you all enjoyed the festive season and are now looking forward to a happy, healthy and prosperous 2010.

Having said that, the Morgan year has started very sadly with the loss of our beloved member, Ernie Dal Santo. *Ernie passed away on 3rd January at the age of 81, following a battle with cancer. A large number of Club members were able to attend Ernie's funeral and wake last Friday, to show our support for Noelene, Kim and Greg and their families.*

Ernie was one of MOCA's most colourful characters – he had an encyclopaedic knowledge of all things mechanical. Many of our members have benefited from Ernie's knowledge which he was happy to share with anyone. He was also a kind and gentle man who loved his family, and we (and they) will miss him dearly. I will particularly miss his smiling face sitting in the front row at the general meetings. He took a very keen interest in what was going on although I am not sure he could hear everything! Ernie could always be relied upon to share his wisdom, particularly in technical discussion, when he invariably prefaced his remarks with "well, basically...".

There are other members who will have much longer memories of Ernie than I and whose tributes will be included elsewhere in the Ear; but on behalf of all our members I want to extend to Noelene and her family our deepest sympathy and assure you that Ernie will not be forgotten.

On a happier note, we had a great turnout

for the unofficial January meeting at The Ranch. Thanks Caryn for organising the booking. It was wonderful to see Jenny Jodeikin there – welcome back Jenny! We have missed you. We were also pleased to welcome Val and Jim Cross down from Ballina, Bruce and Ros Callahan from Queensland, John Merton up from Tuross Heads and Brian and Cindy Tomalin in from Hanging Rock. Many were in Sydney for Ernie's funeral. We also farewelled Stephanie Hollings' Mum, Sheila who has been visiting from England.

Over the Christmas break, the Hollings hosted a small barbecue to welcome Malcolm and Freda Lamb who were visiting from England. Malcolm was instrumental in organising the Centenary celebrations in the UK and pops up from time to time in Miscellany. (It turned out that both Malcolm & Freda hail from the Midlands, the same part of England as Peter Clark, John Wroe and I do. Small world isn't it?) They were able to celebrate New Year with a bird's eye view of Sydney's fireworks from their hotel and will be seeing a bit more of Australia before spending 2 months touring NZ.

There will be lots of interesting Morgan happenings this year, and by the February general meeting I think we will have a new Club Captain. There are already some good runs in the pipeline and our usual Christmas in July to anticipate. For those of you who are interested in a tour to Tasmania in April, please contact Geoff Hollings who will pass on all the details.

Happy Morganeering

FROM THE DAL SANTO FAMILY

Kim, Greg and I would like to thank all of our friends in the Morgan Car Club, for your care and concern about Ernie, and your attendance at his funeral.

He was the most amazing and unique man. He had so many facts and figures in his head, and could produce them in an instant. He enjoyed helping people with problems (even our competitors at Classic Racing) and made sure that they had all the facts that he could tell them. He always said *"Wrong information is worse than no information at all"*.

He had such a diverse taste in music, from operatic arias (Jussi Bjorling being his favourite tenor) to Dixieland Jazz and so much in between.

He loved Australian history, and we did lots of exploring together, and as Greg said at

his Wake, he remade the roads as we went along. He loved old Australian pubs, and we stayed in quite a few. Our favourite trip was around the Snowy Mountains when the system was still being built. That was in 1961, the year that we drove the Morgan to the summit of Mt. Kosciusko. We still maintain that we were the only Morgan people to do so.

I could write on forever, I will just say he was the very much loved father of Kim and Greg, and my darling husband.

*A strong arm to lean upon,
A tender shoulder to cry upon,
A patient ear to sound upon,
A firm chest to rest upon,
A loving heart to rely upon,
All these things I found in him,
My only lover and my best friend.*

Noelene



Atop Mt Kosciusko

VALÉ ERNIE DAL SANTO

Ernie Dal Santo, doyen of the Morgan Owners Club of Australia and an elected life member, passed away just after 5.30pm January 3rd 2010.

Ernie owned a 1951 Plus 4 purchased in 1955 (off the road since then for at longest a single weekend) and one of the batch of post war MX4 three wheelers to come to Australia. The latter had been converted to a four wheeler racer but was transferred back to its original configuration when Ernie acquired it. Ernie was heavily involved in motor cycle racing in his earlier days and also in club racing activities. His Plus 4 was legendary - the engine appeared standard with its single carburettor configuration but its standing

quarter times were the same as the E-type Jaguar. He was also the most knowledgeable person that I have known on Plus 4 and Triumph/Vanguard engine matters.

He was a true gentleman, and his salient advice on technical matters saved other members from many a problem and, I dare say, unnecessary expenditure. His broader knowledge on British engine design and automobile history will be sadly missed.

Our thoughts and prayers are with Noelene and the family.

Sincerely,

John Merton



Ernie Dal Santo racing at Amaroo

I first met Ernie in about 1985, but really got to know him when I became President of MOCA. I was still relatively new to the club with a lot to learn and had very little experience at chairing meetings so wasn't too fussed about process. Ernie was a stickler for process.

Fortunately, it worked out alright. Ernie realised that I was doing the best I could, I was willing to learn, my heart was in the right place, I was being as fair as possible to everyone and I cared about the club. He forgave me for the rest. Mutual respect was earned on both sides.

Honesty, respect and integrity are three words that come immediately to mind when I think of Ernie. Honesty and integrity go hand in hand, and Ernie never uttered a word unless he meant it and believed it, so you could always trust him when he told you something – you never needed a second opinion.

I have many remembrances of Ernie and to provide an insight into the character of the man, I want to share just a few.

We were on a club run to the Blue Mountains and somewhere between the Hawkesbury River and Glenbrook, Jenny (1973 4/4) started to cough and gurgle and eventually die. The engine would run at about 2000rpm but not idle, and the second choke of the carburettor was not responding as it should. By the time Ernie came along, I'd worked out that I had a fuel problem (rather than ignition) and the air filter was off. That was about all I could think of. There was plenty of fuel to the carby, so there was obviously a problem

within. I explained all of this to Ernie who pondered for about 30 seconds before asking me to give the engine full revs whilst he put the palm of his huge hand over the mouth of the carby. This had two effects. It starved the engine of air, causing it to suck like crazy, thus increasing the vacuum pressure. After doing this two or three times, the dirt had been sucked through the system and she was idling as happy as usual... a simple fix that I would never have considered.

Those new to the club will probably not realise that Ernie was a very fierce competitor in competition events in his day. He competed in both his Trike and the trusty Plus 4 and was usually unbeatable in his class. When I first joined the club, there were no Plus 8s to be seen. The rivalry existed between the mighty Plus 4 and the nimble 4/4. I remember one particular run when we were returning from Jenolan Caves and were approaching Victoria Pass. Ernie was just in front and I decided to nip around him at the first bend to gain a run on the mountain. I succeeded in doing this but started to run out of puff half way up the hill. Looking in the mirror, I could see a fast approaching Plus 4 but there was nothing I could do about it. Ernie didn't go past as he didn't need to - he just sat there, about an inch off my rear bumper. All I could see in my mirror was two huge "King of the Road" headlights. Ernie had made his point.

Another time, we were on a run to the Central Coast for a nautical day on Max Scott's boat. At this stage, I was rebuilding Peter Edmondson's Plus 4 and was using

Ernie's car as a model. We took it in turns for a run on Max's launch and while waiting, I took the opportunity to put my head under Ernie's bonnet. Ernie was on the launch at the time, so I thought he wouldn't notice. More fool me! I didn't have the bonnet up for more than 30 seconds before a familiar voice said "Can I help you?" He must have covered the distance from the launch to his car in record time. There were some things under that bonnet that were still sacred after more than 30 years.

However, the one thing that makes Ernie dear to my heart is the time and thought he put into helping me with Alby. Ernie knew more about the Triumph Plus 4 engine than has ever been written, and I was always looking for that little bit extra. I remember on more than one occasion when I would be down in the shed pondering over a problem, trying to work out which direction to take and I would wander up to the house and say to The Boss, "I think I need to have a chat with Ernie". She would invariably say, "That's a good idea dear, but put the kettle on, because you will probably be a while".

And I was. In the course of an hour and a half or so, we would cover the pros and cons of not revving over 7,500, what valve clearances and temperatures do up there, the ring gap and valve diameter of the Rolls Royce Merlin V12, the blower pressure of the supercharger at various revs, and the reasons why the Hawker Tempest was one of the most underrated single seater fighters of the war.

Along the way, I learnt that the Spitfire propeller is made from the same steel (E-13) that is required to make a billet crankshaft; the reason why the Triumph

camshaft is thicker at one end than the other is because Triumph discovered a nasty harmonic that came in at 5,100 revs and the camshaft used to break. Ernie never gave a direct answer to a question – life (and the corresponding answer), was never that simple. His general approach was to talk through similar examples of which he was aware and to make comparisons with other designs. His aim was to give you enough information in order for you to come to the correct conclusion yourself. It was not only a learning experience, but the responsibility for the resultant design decision rested with me, as it should. Ernie didn't want to be responsible for a design that he didn't undertake himself, and I could certainly understand that and felt exactly the same.

Therefore, our thought processes were very similar and as a result our communication was always spot on. We always seemed to be on the same wavelength. More often than not, I just needed Ernie to steer me in the right direction, or to confirm something that I had already suspected. The wonderful thing was that he was always willing to give up his time to help. More often than not he would call me back a few days later because he had been pondering our conversation and had thought of something else that he was sure I needed to know.

At the end of 10 years competition work in Alby, I had the highest performing Plus 4 engine in Australia, all thanks to Ernie.

He was a true gentleman, an absolute mechanical genius in his field and one of the staunchest MOCA members you would ever know. *I am just grateful and honoured to have known him.*

FAREWELL TO A GENTLE MAN

Todd Hamilton

Ernie Dal Santo and I were childhood friends. We grew up in Newtown and shared the usual childhood passions such as billycart racing and a love of all things mechanical. This interest continued into adulthood as we worked together with Les Rudd at Ryde Motorcycles and raced our bikes on weekends at Bathurst and other places. We soon moved on to car racing, first with our everyday cars and then the Morgans. Ern was always there to support me:- helping prepare for races, gently breaking the bad news to Daph when I was hurt, transporting her to events or for those hospital visits. He was around every weekend until he met Noelene and suddenly had to make time for courting! They were lucky to celebrate 49 years together on New Year's Eve.

Early in 1959, Ernie joined MOCA as member number 17 and brought the MX4 or the Plus 4 on many an outing. This group did everything together, with or without Morgans, as we were all young and keen. Throughout his married life, MOCA was the main focus for family activity. All the children grew up together experiencing wonderful outback adventures, picnics and the like. There were trips to all sorts of places with Ern, the explorer, suggesting those interesting back roads as an alternative to the more direct route. Ern's cars were well packed for travel with the Cortina and the Sunbeam each having special compartments built into them to hold the necessities so that a trailer was unnecessary on our outback tours.

Ern was the true enthusiast who amassed a wealth of knowledge because of his

interest in so many things. If only he had written a book! He was a great mechanical engineer and a self taught metallurgist and he could tell you about any engine (car, bike, boat or plane especially the Hawker Tempest). He did his own research before coming to a decision: oils were boiled and the water content established; medical texts perused in order to make an informed decision on his own health and treatment. I feel that even if Ernie had lived to be 181, it is unlikely he could have completed everything that he was interested in doing.

The proudest moment of my life was nominating him for life membership of MOCA. He gave so much to the club and his name can be found on many a trophy. He was loved, admired and respected by all who knew him. Many a time, he was pointed out as the man to talk to if a problem arose. He would think it over and deliver a fulsome answer allowing you to decide on the appropriate action. If you had the time, and could absorb all that Ernie told you, there was so much to learn from him. His death is a great loss to MOCA as well as to me.

Ernie was such an important part of our lives, I asked him to be godfather to my first child Caryn. He was not only a gentleman but was such a gentle man with a voice rarely raised and time for everyone. Once, when I was unable to walk after a bad accident, Ernie carried me in his arms and when questioned stated that he would carry me to the ends of the earth if necessary... Ern, I would have done the same for you.

Tally ho, old friend



Tally ho, old friend



*On show at
Macclesfield*



*Jim
Runciman
in Plus 8
looking for
that fast
experience*



*A wonderful
time...
see pp13-14*

*BMW starting in Classic
Adelaide*

After 4 Classic Adelaide rallies, 2 in the Plus 4 Supersports and 2 in the Amaro Sprinter followed by a 4 year break we went off to Adelaide again. This time we were not towing a car to compete but went as support crew for Geoff and Choy-Lin Williams. After many years running the Morgan Plus 8 and one year in the BMW Alpina followed by a short break, they again ran the BMW.

After a very hot trip across the Hay Plains, this time with excellent wheat crops covering the fields, we arrived in Adelaide on Monday to meet up with Geoff and Choy-Lin, who had arrived a few days earlier to familiarise themselves with the closed road stages.

The following day was taken up with documentation and scrutineering. Following the compulsory Crew and Safety Briefing and at the welcome drinks event, we met up with Jim Runciman from SA. Jim has owned his 1973 Morgan Plus 8 since new and had entered it in the Thoroughbred Touring class. He was looking forward to a fast and exciting driving experience.

Wednesday consisted of The Prologue, which this year was run on an old section of the freeway used as a hillclimb known as Eagle on The Hill. This completed, all that awaited was the listing of starting positions and times for the following day.

Day 1: Thursday, with the temperature forecast in the 40's, took the field through the Adelaide Hills and Barossa Valley, comprising 5 special stages before lunch at Peter Lehmann's Winery at Tanunda.

The afternoon had 3 special stages before the cars returned to Adelaide. It is sad to note that the first stage after lunch was cancelled due to a fatal crash involving a Porsche. Jim discovered that the Plus 8 had a charging problem, so the quickest solution for the remaining days was to carry 2 batteries and change over at lunch.

Day 2: the cars headed south to the Fleurieu Peninsula with 5 special stages, before lunch at Goolwa. Then via Strathalbyn with 4 special stages, everyone was back in Adelaide for a check of the cars in readiness for the next day. All was going well, the BMW was performing excellently although they were suffering from the heat. The Friday night was the traditional Gouger Street Party where the cars are displayed along the street in the restaurant area. As in previous years, the local Morgan fraternity met together for dinner. Thanks from Geoff, Choy-Lin, Pam and myself for a great night with 20 Morgan people sitting down to a Chinese meal organised by John and Norma Moss.

Day 3: the cars travelled through the Adelaide Hills with 4 special stages, before lunch at Macclesfield. The return to Adelaide had only 2 special stages as the field needed to be back early for the Norwood Parade street party. During the last stage of the day, Choy-Lin lost communication with Geoff and the problem was found to be in the wiring of her helmet. This resulted in a time consuming process of carefully locating the fault without causing any further damage to the wiring. Having located the break and rewired that

section, all was OK for the next day. Because of the time involved in the repair, we missed the Street Parade, so it was dinner and off to bed.

Day 4: the final day saw the cars travelling south again with 4 special stages, before lunch at the McLaren Vale winery. Due to the hard going, especially the tough hilly Paris Creek stage, we met them as they departed lunch to top up with enough fuel for the afternoon. This comprised 3 special stages with an Event Finish at Hyde Park where the cars were again on display and the crews had a welcome drink.

After the last day's competition, it was off with the driving suits and helmets and on with the cocktail dresses and dinner suits for the Presentation Dinner at the Adelaide Convention Centre. Geoff and Choy-Lin were the recipients of trophies for completing all stages and we were thrilled to find out that they had won their class. It was a great evening mixing with all the



Norma Moss fell in love with the BMW

competitors we had met over the years and some new ones.

Monday morning saw us pack up and load the BMW back on the trailer. Geoff and Choy-Lin headed back home via Hay while Pam and I took the slightly longer Murray Valley Highway, with a few days at Echuca before arriving home.

We had a wonderful time with Geoff and Choy-Lin and look forward to returning to Adelaide with them next year.



A few of the MOCA Annual Awards winners

Clockwise from above: Ketih Wall taking receipt from Caryn, Tim Hurst scoops the pool, Judy Mitchell looking heroic, Ross Simpson scores well



MOCA ANNUAL AWARDS 2009

Winners name	Trophy/Event	award
Keith Wall	Annual Social Points Score Trophy	1 st Place
Bob Little	Annual Social Points Score Trophy	2 nd Place
Todd Hamilton	Annual Social Points Score Trophy	3 rd Place
Tim Hurst	Annual Competition Points Score Trophy	1 st Place
Mike Bendeich	Annual Competition Points Score Trophy	2 nd Place
Sue Lane	Annual Competition Points Score Trophy	3 rd Place
Tim Hurst	John Thompson Trophy Annual Competition Points Score Best Morgan	1 st Place
Ross Simpson	Phil Spencer Trophy Social, Competition and Historic Point Score	1 st Place
Judy Mitchell	Hardys Hero Trophy	
John Coneybeare	Peter Morgan Trophy	
Ross Simpson	Carolyn Scott Memorial Trophy For Novice Drivers	
Tim Hurst	Oran Park GP - Club Lotus Supersprint	1 st Handicap FTD
	Oran Park GP - MG Newcastle Supersprint	1 st Handicap
	Oran Park GP - MG Supersprint	FTD
Tim Edmondson	Oran Park GP - MG Newcastle Supersprint	FTD
	Eastern Creek - JDCA Supersprint	FTD
Sue Lane	Eastern Creek - JDCA Supersprint	1 st Handicap
	Wakefield Park - AHOC Supersprint	1 st Handicap
Graham Wall	Wakefield Park - AHOC Supersprint	FTD
	Eastern Creek - MOCA Supersprint	FTD
Mike Bendeich	Oran Park GP - MG Supersprint	1 st Handicap
	Eastern Creek - MOCA Supersprint	1 st Handicap

THE BLOKEY SEC'S REPORT

Brian Williams

Welcome to another Morgan year; hope everyone has had a wonderful Christmas and a healthy start to the New Year.

'thank you' to Gill and Max for their hospitality, and use of their residence once again.

Once again, the Club Dinner was a success, and a special thank you to Peter Canavan for his organisation of the evening. Congratulations to all the recipients of trophies and awards (see pp14-15).



The unofficial January evening at The Ranch Hotel was another great chance to catch up and exchange Christmas and New Year's best wishes.

The Club Plates Day breakfast was a resounding success at a fantastic location, thanks to Caryn, Jeannie, Judy, Graham, Sue, Peter and all others involved in the organisation. At the Scott's place, inspections for Historic Registration went smoothly while everyone enjoyed lunch. A very special

Thanks to all the Club members who supported Noelene and family at the funeral service for our respected member Ernie Dal Santo. I will always remember him as a great man, a true friend, a walking mechanical encyclopaedia who always had time for a chat.

NB: Special resolution page 22

PLATES DAY BREAKFAST

Judy Mitchell

What a wonderful day we had to enjoy the final MOCA event for the year!

Breakfast was scrumptious under the shade canopy at the Armory precinct, alongside the Parramatta River in Olympic Park. The delightful setting was absolutely perfect for all who gathered to partake of the gourmet fare provided.

Catering was for 66 but fortunately, generous proportions of most of the goodies allowed each of the 80 people who attended to enjoy a great breakfast which was put together by a group of willing helpers.

The eye-catching bowls of the most

beautiful and delicious fruit salad anyone has ever tasted were the work of Sue, Stephanie and her mother, Sheila, aided by a band of "last minute fruit choppers" on the day. A great team effort! Other delights included muffins, date loaf, croissants with ham and cheese, baguette slices with smoked salmon, cream cheese and capers, yoghurt, fruit juice, boiled eggs.

Thank you to all who contributed and assisted on the day. It was great to see so many Morgan Club members and friends enjoying the occasion.

Great venue – great food – great company – in short, a terrific morning! (*pics p17-19*)



Fantastic day...
see p16





Judy, Jeannie, Sue & Caryn



Vern, David, Ann,



Chris & Tayla



A great roll-



Sue, Sheila, Rosemary, Lyn, David



Graham, with new memb



Amanda & Stephanie



up see page 16



John, Rudy, Graham x 2



ers Merle & Ian Cruikshank



Progress

See pp21-22



I CAN SEE THE LIGHT *Graham Dell*

During the restoration of my Plus 4, it became evident that the diff flange seal was leaking. Shortly after filling the diff, a large pool of oil accumulated on the floor... Apart from the removal of the flange, which was quite difficult, obtaining a seal came next.

One that seems to work was sourced at CBC Bearings, Silverwater. It is an SKE1588 (CRWA31P) which is made in Mexico and fits a few American pickups and an XJ Jaguar. Although it does not look identical, it has the right measurements so I am crossing my fingers. As a matter of interest, Melvyn Rutter may have one to suit as long as you give him the spec of yours so he can compare it to the ones he has.

Whilst on the subject of restoring the Plus 4, we are progressing. Body has been fitted to chassis, painted but not polished. Rack and pinion from a Ford Escort and an alternator were fitted. This has a narrow belt, so a new narrow water pump pulley was needed. Noel Bryen came to the rescue here. A plastic four-bladed fan was fitted after John Coneybeare worked his magic. There's virtually no space to fit it to a Flat Rad. An MGB harmonic balancer served as bottom pulley. A conversion was obtained to change the old oil pump filter to accept a modern canister type. All the instruments were rebuilt by Bill Ritchie, ex Olympic Instruments, and changed back to cream. The ones that came with the car had been painted black by a one-armed monkey on sus mushrooms. New cream switches and knobs ex Melvyn Rutter were fitted. I do need a starter switch and have a

new cream button top ready for it. The seat backrest was restitched and new matching seats made. A high-torque reduction starter was fitted to cope with the new high horsepower motor. The car was completely rewired with plugs attached to the wiring under the dashboard, enabling both the instruments and dashboard to be removed as one unit.

Now the motor... being a bit of a speed freak, the original Standard Vanguard motor was removed – only 86 hp. A TR4 block was found, crank in good order. Grant Burford, an HSRCA, Triumph and Formula Ford man built a 125 hp (est) motor for me. A high port head, worked to factory specs, twin 1 ¾ SUs, warmish cam (Peter Watson), Speco extractors, new water pump with thermostat housing and no doubt other parts that I have forgotten were fitted. It goes to the muffler expert soon for an exhaust system.

It's mainly assembly now, like the new radiator surround (\$2000), new S.S. grill and new front and rear number plate panels. The new headlights have to wait until I have the new headlight-mounting bracket powder coated, together with the steering column etc. All chromed parts are re-chromed ready for assembly (Artarmon Chrome Platers). In fact, stored in the high security storage facility (under my bed), there are bits and bobs ready for the final assembly. Probably the biggest job to do is fit the new bonnet (all four mudguards are new also). It appears an ill fit and may need metal adding. Believe it or not, I can see the light at the end of the tunnel after over two years of John Coneybeare's hard

work and engineering skill. Also Roy Segrott mucked in when we made a push to finish it for the Muster.

Years ago, I was advised never to buy a car in bits, as you don't know what you're not getting – TRUE, oh so true... Small things like brackets (dozens of them) seem to get lost when a car is disassembled, not to mention the condition of major parts like

motor gearbox. Luckily my gearbox was rebuilt (receipts provided). Still, it has been enjoyable, even though John C has sworn it to be the last one he'll touch!!

What have I learned? Buy one recently restored by a reliable enthusiast! Even so, there is a particular historic racing car, which has been in bits for the last 30 years, that I would love to get hold of...

WHAT THE EAR HEARS

Graham Dell asks 'Did you know?'

The Historic Donington circuit in the UK has held its final meeting [run by VSCC] It was therefore fitting that a Morgan Aero Supersport driven by Sue Darbyshire [good old Sue] beat Jane Varley in an Aston Martin 15-98 no less. 3 wheelers always were giant killers, and still are.

Poor Linda

Linda Greer got kicked by a yearling heifer on her farm in the Megalong Valley in early December. Her leg was broken and so now has a plate and screws while it mends. At present, she needs to keep the leg up and rested, and she hopes that she

can start to put some weight back on the leg by the end of January.

From Chris van Wyk

I am delighted to advise that a new ADR Roadster went into production at the factory January 6. This is a crash test car, scheduled to be tested in February. If we pass the ADR 69 full frontal crash test without airbags, we will be back in business with the traditional cars!

Val Cross often uses this adage of Ernie's:

If you move but one grain of sand on the beach, you have just changed the pattern of the whole universe.

NOTICE OF PROPOSED SPECIAL RESOLUTION

At the General Meeting of the Morgan Owners Club of Australia Inc to be held on Thursday 4 March 2010 it is proposed to discuss, and if thought fit, to pass as a Special Resolution, the following resolution:

"It is resolved that, in accordance with Clause 2,3(f) of the Constitution, Peter

Canavan is hereby elected as a Life Member of the Morgan Owners Club of Australia Inc in recognition of his lengthy service to the Club as Treasurer and Plates Registrar".

By order of the Committee

Brian Williams
Hon. Secretary 15 January 2010

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What stoicism, guts and determination was shown by 29 intrepid participants who ventured forth from Maccas Liverpool... on a day with temperatures scheduled to reach the low 40°C's.

16 vehicles, 10 of which were MOGS, sallied forth complete with *snatch-um-strap's* at the ready to rescue any miscreant 'Tin Top' that failed to proceed.

Trip notes as per MOCA tradition were ignored, or in one case jettisoned from a MOG (nameless person but the car was a BLUE MOG! Sorry I can't spell) as we travelled the back roads and over the Razorback Range by the Old Road through to the morning tea spot at Picton. Not everyone took the planned route but everyone eventually arrived. There were tales to tell and maybe like Isaac Walton and the fisherman's tale '*the truth was not in all of them*'.

Fred decided that some clutch adjustment was needed before departing Picton. Members dutifully provided the spanner weaponry to achieve the task in record time... given the phalanx of advisors, willing to advance opinions but not get hands dirty on such a warm day.

It has to be said that to this point the weather was bearable but warming up. Shortly after stopping beyond Thirlmere to view a deep railway cutting, Bob Little's steed decided to vaporise its fuel in protest at the under bonnet temperature which the MOG was expected to endure. The convoy (or should I say "flock" of cars that Max and Gill gainfully tried to muster) stopped to render assistance and soon all was well.

Some time after 1215, we arrived at BerkelouW's Book Barn where the Café had kindly indicated it was only open for the MOCA group. In air-conditioned comfort, we lunched out of the heat and the rising wind that could so easily have rendered havoc if fires had started.

Then it was into the bowels of the Book Barn where MOCA members in learned fashion perused the kms of shelving enticingly housing books of all types. I even found a book about the long gone steam engine manufacturer Bagnalls which produced such locos in my home town of Stafford, UK. There was even a Bagnall who ran the model shop where we bought our '00' gauge locos and other rolling stock 50 years ago. Others (me) sought quotes to get old books rebound including my BRM archives. All too soon, we sallied back to Sydney in the wind and that oppressive 40°C heat.

Thanks everyone for coming and I hope you enjoyed the day as I certainly did. It was a testament to the MOGS that all withstood the intense heat.

The editor (come n a v i g a t o r) explains that she was limiting herself to only one U turn a day, so if people followed her, then so be it!





Stoic, gutsy &
determined
see pp24-27



Above: Gail
Robison
explains to
Lana Rutter just
how that run
sheet blew
away



Right: Locum
Captain
ponders those
wayward
Mogs with Bev
Little



Memorable acronyms *see pp24-27*



This event will be memorable for several reasons which will become apparent. We rendezvoused at the golden arches Liverpool, where our Locum Captain (LC) John Wroe handed out an extraordinarily comprehensive set of "Track Notes" to keep us off the straight and narrow and on a route that he had carefully planned and obviously travelled. LC's instructions included an extensive index of abbreviations eg. KSA, TL, TR, VR, VL, TWDS etc etc; distance between reference points (of which there were 23) and cumulative distance both in KMS and MILES (the latter surely not seen on MOCA route instructions for about 40 years!)... and to cap it off, there were WAYPOINTS. I had previously thought these only applied to sailing.

Yet despite excellent instructions some members (drivers or navigators?), having faithfully followed directions to turn off the usually travelled Old Hume Highway to Picton at Burragorang Rd, failed to take a left turn off that road and in doing so, missed out on driving over Razorback Mountain on the original road. I was enthralled with this "variation on a theme" as I did not even know that there was an alternative to the Hume Highway over Razorback – and a very interesting scenic road to boot.

Morgan tea was taken at a park in Picton, thankfully under cover as by now the weather forecast of 40+ degrees was feeling distinctly possible. Those errant drivers whose navigators failed the reading test arrived at Picton from the opposite direction than the rest of us, having

travelled via The Oaks and all points west.

We then continued via Thirlmere, Buxton and Balmoral, little-travelled roads and great Morgan country. LC's instructions then directed us through Mittagong and kept us off the main highway to BBB (BerkelouW Book Barn) 3kms N of Berrima.

It was during the last 10 minutes or so that the most ferocious wind hit us and continued its assault during our lunch at the BBB café. Any vegetation that was a bit loose was blown from trees and at one stage, it looked like snow falling.

This is a marvellous bookshop, with many original books from as far back as the 19th century. I had wanted to view the 1,000+ copies of Omar Khayyam's Rubaiyat, but this was secreted away in another building which is open only on weekdays – a return will be necessary... but not on a day of 40+ degrees and extreme burning westerly winds. Even the usually reliable '38 Drophead of Bob and Bev Little suffered fuel starvation problems due to the heat. The return trip was the hottest Morgan run since the return from Summerland Point on Lake Macquarie one January approx. 8 years ago.

A number of members who had registered, DNS due to the weather forecast for the day. Notwithstanding, we had 10 Mogs and 6 Tin tops... not sure whether we could be classed as enthusiastic drivers, bookworms or just plain nuts!

A special thanks to John for the very detailed route planning and instructions.

TASSIE TOUR, APRIL 2010

MOCA has arranged a Morgan Tassie Tour for April 2010. The plan is to catch the overnight ferry from Melbourne on Monday 12, spend 15 days touring and then return on the ferry on Tuesday 27.

In Tassie, we have planned overnight stops at Swansea, Port Arthur, Hobart, Strahan, Stanley and Sheffield. Most stops are for 2 nights, and we have easy days giving plenty of time for sightseeing and relaxing.

From Sydney, we intend to take 3 days to

Melbourne stopping overnight at Gundagai and Benalla. On the return drive, we also intend to take 3 days with stops at Rutherglen and Yass. You are welcome to join us in Melbourne if you have more or less time available. A number of people are also planning to fly and join us in Tassie.

If you would like a copy of the run sheet and proposed accommodation, contact Geoff and Stephanie Hollings on 02 9449 8422, 0422 406 476 or by email to brooklandsgreen@gmail.com

ALL TIED UP

Judy Mitchell

*Tie Up Prostate Cancer Tie Challenge
— Mt Panorama Motor Racing
Circuit, 18th February 2010.*

*Men have been identified by
something that is quite unique to
them – the humble Neck Tie! The tie
challenge will take place in partnership
with the Mt Panorama Racing Circuit.*

MOCA members have donated 125 ties to the Prostate Cancer Foundation of Australia for their awareness promotion at the Bathurst 1000 next

year. The project has been successful with more than 9,000 ties collected.

These will be tied together and fed out in a continuous line around the track on the Thursday before the big race, in hopes of gaining a Guinness World Record.

Our contribution was most welcome - thanks to all who donated their unwanted neck ties, in the name of this very worthwhile cause.

Awareness is essential!



WELL
DONE

Morgan owners from Australia who gathered at Inverell for the Morgan Centenary Tour did a great job in raising \$1260 as a donation to the Prostate Cancer Foundation. Space prevents publishing the full letter but it seems awareness is already raised in the community of Morgan enthusiasts.



Prostate Cancer Foundation of Australia Ltd
ABN 42 473 203 924

OFFICIAL RECEIPT NUMBER 00260

DATE	RECEIVED FROM	PARTICULARS	AMOUNT
22/02/2010	Morgan Owners Queensland Inc	Donation	\$1,260.00

Gift of 10% Cash Value for an individual

COUNCIL OF MOTOR CLUBS (CMC) REPORT

David Fletcher



Ph: (02)9522 9525 or 0412 645 087

Some coming events:

- Feb 28 – 7th Annual Central Coast Show 'N' Shine – Tuggerah
- Mar 13 – Tea Gardens Hawks Nest Motorfest 2010 – Hawks Nest
- May 16 – National Motoring Heritage Day. Our club to nominate
- Aug 22 – Shannon's Eastern Creek Classic Display Day, Eastern Creek Raceway
- Nov 27&28 – HSRCA Tasman Revival Historic Racing – Eastern Creek Raceway

The End of an Era – ORAN PARK (also known as "The Park").

CMC committee member, Ted de Lissa, was one of the original NSWRRRC members involved in building and running of the Oran Park circuit and has been instrumental in the organising of a display of cars that competed at Oran Park over the past 47 years.

This display was held over the final meeting celebration on 23rd and 24th January.

Cheers, David
(CMC delegate- NSW)

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MINUTES OF MOCA INC GENERAL MEETING

held 3rd December 2009 at Ryde-Eastwood Leagues Club, Ryedale Rd. West Ryde

Meeting opened at 8.17 p.m.

Apologies: Allison Brancourt, Brad Little, Ann Clark, Kate Coneybeare, Amanda Dale-Johnson, Jenny Fletcher, Brenda Hurst, Neil Hurst, Jane Hurst, Jenny Jodeikin, Brad Little, Ern Dalsanto, Sandra White, Graham Richards.

Welcome: President Jeannie Elborn welcomed members to the December meeting. Welcomed visitor Sheila Rouse staying from England.

Minutes:

Minutes of the General Meeting held 4 November 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 Vern Dale-Johnson, seconded Peter Chatfield - carried unanimously

Secretary Brian Williams read the minutes of the Committee Meeting held on 20 November for the information of those present.

Matters arising from the Minutes:

Club Captain position still vacant and requiring a volunteer.

Applications for Membership: Nil

Incoming Mail:

A list of the incoming mail was distributed to all present.

Email and flyer regarding Kings School Display Day 29 August 2010.

Comments from Club Delegate Peter Fuller.

Email from John Robison to be discussed in general business

Accounts to be Paid:

\$4,480.00	Reimburse Peter Canavan, payment to Roseville GC – Dinner Dance (paid)
\$549.00	Engraving of Annual Award Trophies (paid)
\$400.00	Music for Annual Dinner Dance (paid)
\$1,182.84	Reimburse Judy Mitchell, purchase of Annual Award prizes (paid)
\$75.00	Ryde-Eastwood Leagues Club, for tea and coffee
\$9.05	Peter Chatfield, membership expenses
\$150.00	CMC Affiliation fees

Motion: that the account be paid. Moved John Coneybeare seconded Graham Dell - carried unanimously

Reports:

President:

Jeannie advised the meeting how pleased she was with the Dinner Dance.

Thanked Peter Canavan and Peter Clark for their assistance in organizing the Dinner Dance.

Jeannie congratulated Brenda and Tim Hurst following the news that they were expecting their first baby, due next year.

Vice President:

Caryn supported Jeannie's comments regarding the Dinner Dance being a very good night.

Caryn informed the meeting that Tim Edmondson and his wife were also expecting a baby, possibly about the same time as Brenda and Tim.

Secretary:

Brian reported that he and Pam had been to Classic Adelaide Rally as Support Crew for Geoff and Choy-Lin Williams. Will submit an article for The EAR.

Treasurer:

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

General Account	\$15,622.63
Investment Account	\$21,169.32
	\$36,791.95

Motion: that the Treasurer's Report be accepted.

Moved Peter Clark seconded Kerry Jones - carried unanimously

Competition:

Tim Hurst reported that the HSRCA meeting had been completed last weekend at Eastern Creek. Three Morgans participated, Mike Bendeich, Stuart Littlemore and Graham Downer.

Mike gave a participant's report. Scrutineering and 1st race were on Saturday, followed by Saturday night dinner. Sunday was the 2nd race. All had a good weekend, with the exception of Stuart who had an altercation with an Alfa and suffered front panel damage.

Tim reported coming events were the FOSC 6 hour relay at Mt Panorama, an event with teams of 4 to 6 cars.

Queensland Historic race Meeting will be held at Morgan Park over the weekend of

31 July/1 August 2010. Geoff Williams and Graham Downer are planning to participate.

Editor:

Sue reported that there were some missing copies of the EAR this month, but they had suddenly appeared.

Closing date for the February Ear is 15 January. No magazine in January.

Membership Secretary:

Peter reported that the labels had successfully been printed from the single database.

Regalia:

Judy wished everyone a very happy Christmas.

She is still collecting ties to be sent to the Prostate Cancer Council to support their awareness campaign. To date there are three bags and close off for donations will be Plates Day.

Registrar:

Stan reported that there are presently 11 Morgans for sale.

Showed several new DVD's and a signed photo of Peter Morgan in a 3 wheeler.

Delegates:

CMC:

Dave Fletcher gave the C.M.C. Report.

16 May is the date for next year's National Motoring Heritage Day. The Shoalhaven Car Club are holding their event at HMAS Albatross and possibly suitable for our Club Run.

A representative from Castrol gave a very interesting technical talk on modern motor oils at the CMC Oil Forum. Details on the

CMC website. Next Forum will be on Tyres in April.

The CMC are organizing a tour to celebrate 50 years of the Gnoo Blas Race Circuit on 13/14 February 2010, Valentines Day. Seven original drivers will be there. David McKay was a founding driver.

The CMC hold an Oasis run on the second Tuesday each month (Old And Serious Into Speed), see website for details.

David circulated a copy of a Southern Highland magazine *HIGHLIFE* featuring an article featuring five Morgan Owners from the area.

CAMS:

John Coneybear reported that there was nothing to report from CAMS. The CSCA had conducted its last meeting for the year and held Presentation evening. Tim Hurst won his class and shared Champion Driver. Sue Lane and Mike Bendeich were presented with trophies.

Next meeting is 6 February 2010 at Wakefield Park, conducted by Club Lotus.

The CSCA Delegates are discussing a junior drivers program to be developed next year.

Motorcycling Australia:

Ernie was not at the meeting.

John Wroe had spoken to Ernie on Monday and reported he was very weak but very positive. Todd Hamilton gave Ernie's apologies for not being present at the meeting but hoped to be at Plates Day Breakfast.

Stan Jodeikin passed on Noelene Dalsanto's thanks for everyone's support.

General Business:

Jeannie thanked John Wroe for organising the November run.

Jeannie then discussed the Plates Day breakfast to be held on Saturday 12 December at The Armory, bring plates, tea and coffee.

The unofficial meeting for January will be at The Ranch Hotel, Eastwood on the 7th at 6.30pm.

Graham Mitchell reported that the next mid-week run would be Thursday 21 January, contact Graham for details.

On Sunday 14 February, the Dawn Dash will be to the Allen's place at Robertson.

There will be an afternoon run to the Central Coast 21 March.

John Robison spoke about his email to Jeannie regarding his response to a request for witnesses to the petrol tank incident at the September Kings School Display Day. He had met with Robert Brandes from the Association of British Car Clubs, and the Head Groundsman of Tara School who was aware of the incident and the location. John had put forward his own view that the road should be repaired before next year's event.

Peter Fuller, who is MOCA's representative for The Association of British Car Clubs, advised that the Association was aware of the ongoing problems with trying to have the road repaired.

Jeannie wished everyone a good and healthy festive season.

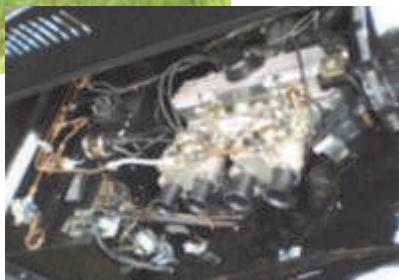
Technical Discussion: Nil.

There being no further business the meeting closed at 9.25 p.m.



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stainless steel; 5000 trouble free kms since registration; rego till March 2010.

Contact Raymond Nichols:
0733985409 or 0409728038;
email cobramorgan@gmail.com

CALENDAR OF EVENTS 2010

* event included in Social points score competition

FEBRUARY

Thurs 4*	MOCA General Meeting, Ryde Eastwood Leagues Club 8pm
Sat 6	Club Lotus Supersprint, Wakefield Park
Sun 14*	Dawn Dash to Matt & Robin Allen's place, Robertson. Meet at The Crossroads, Hume Hwy/Camden Valley Way. 6am for 6.30 depart. BBQ Breakfast provided by MOCA. Bookings Essential. Bring own plates, cutlery, cups, chairs. Organiser: Ian Smith

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

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)

JUNE

Thurs 3*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Sat 12	Trivia Night
Sun 20*	Club Run (TBA)
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
Thurs 29*	Mid-week Run (TBA)

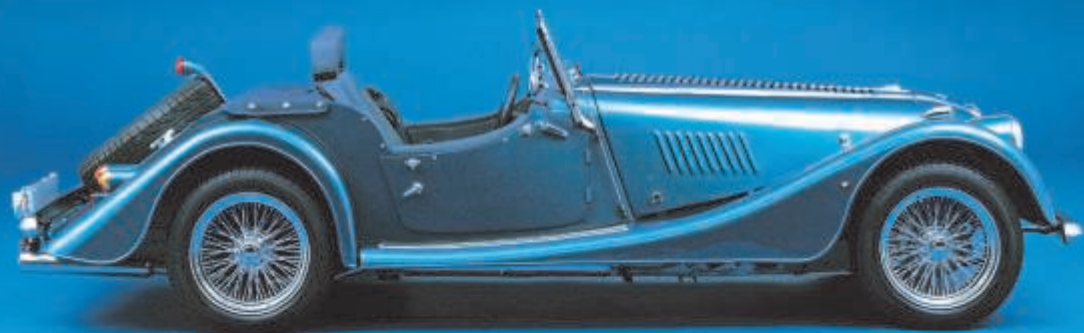


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