

The Morgan Ear

June 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.

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The Morgan Ear

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

(Founded by Ken Ward in 1958)

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

*Venue: Ryde-
Eastwood*

*Leagues Club, 117
Ryedale Rd, West
Ryde*

*Views expressed
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*Front cover:
Stanley (Stan's +4
& Robin Sanders
+8) by Stan
Jodeikin*

*Back Cover:
Autumn, Tasmania
by Vern Dale-
Johnson*

Welcome to June... Winter seems to have arrived as today I turned on the oil heater. It becomes quite cold sitting at my desk laying out a magazine... the hands move but the feet turn to ice!

Tasmania seems a distant but pleasant memory which you can relive this issue with the rest of the tale. It is said what happens on tour stays on tour, so you may never know: who ran out of petrol; who was stopped and breathalysed; who received a speeding fine; who went on a shopping spree. What is a futtock and what is a sny?

Trivial items surely so I wonder if they might make the Trivia quiz night? Graham M has been satisfying his passions but he needs to know that you will be there, so give him a call. Dave F is also seeking confirmation that Christmas is in July so hurry up and ring him or things may get frosty! Jeannie is welcoming but Brian and

**Take note
Closing date
for articles is
the 13th June**

David have been really excited by Ian's run to Beverley with a double gin. Meanwhile, John has brought the team together as Geoff considers another destination.

Murphy has been laying down the law to both Dave F and Geoff W and John R may be feeling a bit stiff but Graham R is really flagging. Stan ... well enough said.

Confusing or enticing, read on and see if you can decide.

Next month closes early for copy as the general meeting is July 1st, so send me items as soon as you can. I am also thinking of a calendar for 2011 so send your best picture for consideration.

I have included the latest joke below as I thought that it might raise a laugh or two. Keep well and thanks to all those photographers for the cover shots as well as those from Robin Sanders, Peter Chatfield, Geoff Hollings, the Mitchells.

Sitting by the highway waiting to catch speeding drivers, a cop sees a car pattering along at 22KPH. He thinks "This driver is just as dangerous as a speeder!" so he turns on his lights and pulls the driver over. On approach, he notices 5 old ladies - 2 in the front seat and 3 in the back - wide eyed and white as ghosts.

The driver, obviously confused, says to him "Officer, I don't understand, I was doing the speed limit exactly! What seems to be the problem?" "Ma'am," the officer replies, "you weren't speeding, but you should know that driving too slowly can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly...22KPH!" the old woman says a bit proudly. The cop, trying to contain a chuckle explains that 22 is the highway number, not the speed limit. A bit embarrassed, the woman grins and thanks the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask. Is everyone in this car OK? These women seem awfully shaken, and they haven't made a peep this whole time," the officer asks.

"Oh, they'll be all right in a minute officer. We just got off Highway 189."

Over the past couple of weeks we have all been kept entertained with stories from the Tassie Tour and the great hospitality shown by Morgan owners down there.

Geoff even recruited two new members for the Club – welcome Keith Adkins and Jack Frost. I know Geoff has included a report on the trip in this month's Ear but on behalf of all those Tassie Tourers, even though I couldn't make the trip, I would like to add my thanks to the people who showed such wonderful southern hospitality – Mac & Marje Russell, Brian & Sally Chandler, Bernt Genssen, John & Willene Weatherill and Robert & Peta Phillips.

Of course, I must thank Geoff & Stephanie Hollings for organising such a great tour. Everyone I have spoken to reports that it was a really excellent trip – well done!

We also have a new member from Queensland this month – welcome Geoff Stebhens. Geoff has acquired the 1948 Series 1 previously owned by his son-in-law Brian Hollins. You remember that Geoff and Brian both attended the Golden Muster as did this Morgan.

Your President finally made it on a mid-week run this week. I managed to change my day off work from Friday to Tuesday. What a beautiful day it was – just perfect for our run to Mt Keira which is on the escarpment above Wollongong. I grew up in the Wollongong area and I always enjoy going back to see how much things have changed.

Bob Little knows all the back ways and we had a lovely drive down through Menangle

on some excellent Morgan roads. The view from Mt Keira was spectacular with not a cloud in the sky. Unfortunately, the restaurant rather let us down with their lack of service but otherwise it was a perfect day. Thank you very much Bob!

We have a few more good runs coming up, plus Christmas in July and don't forget the Trivia Night on Saturday 12 June at the Ryde Eastwood Leagues Club. Our Treasurer will take on a whole new persona as the "Trivia Master" (?). Mmmm,



I'd better think about that one! There will be a lucky door prize and other prizes too. Please come along and bring your friends – contact Graham Mitchell if you haven't yet put your name down. It promises to be an evening of fun and frivolity. I am hoping there won't be too many boring technical car type questions – I'd prefer more of the "useless information" type questions. I'm sure I must have a few of those stored in the far reaches of my aging brain.

Today, I went to Dobroyd Point to welcome Jessica Watson back from her epic voyage around the world. I waited and I waited and I waited – and gave up about 1.15pm. I'll go and watch it on TV instead! Jessica apparently rounded North Head about 2.00pm having battled a stiff south easterly breeze and lumpy seas. What a magnificent feat for such a young girl... shows what Aussies are really made of.

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

Happy Morganeering, Jeannie

THE BLOKEY SEC'S REPORT

Brian Williams

Welcome to June, we are back home.

It appears that things have been busy while we have been away. From reports everyone had a good time in Tassie and warmly welcomed by the locals. Sorry we missed the Equestrian Event, first time we have not been there (see below).

Graham has a very full calendar of events over the next few months, so time to get the covers off the car.

Our trip was very exciting, the passage through the Panama Canal was extremely interesting, to see a marvel of engineering still working as it did almost one hundred years ago when it was first built. Another highlight was the visit to The Kennedy Space Centre and Cape Canaveral where we were fortunate enough to be able to tour to the launch sites and landing strip. The building where they prepare the

shuttles is the biggest single story building in the world, 52 stories high with a roof that covers 5 acres. With only two shuttle launches left to go and rockets taking over space duties, the shuttles will become part of history. Will report more when I have some photos ready.

All for now

Reminder: committee minutes are available *on request* from the MOCA Secretary or your State VP.



COUNCIL OF MOTOR CLUBS (CMC) REPORT

David Fletcher



Ph: (02)9522 9525 or 0412 645 087

CMC Shannons Eastern Creek Display Day: Sunday 22 August.

We have ordered 30 tickets at \$12.00 each. These will be available come 1st June so contact me if you want one or more.

We already have 10 allocations so you may need to act fast.

This year the entry cards will be replaced with windscreen stickers similar to the All British Day at King's School Parramatta.

Also there will be no ticket returns so the 30 tickets we order will have to be sold.

So come along to the June meeting and secure your Ticket(s) by paying the \$12.00.

CMC are also working on the logistics for the track runs to minimise the traffic jams when returning to our parking in Area "C".

Cheers, *David* (CMC delegate NSW)

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Heaving a football way down the field as you are about to be, and then are, hit hard into the ground, vision taken away from your intended target as you try and break your fall... all you have now is your ears to try and decipher what happened to that pass. You hear silence, then gasps, then a cheer you think might be coming from your sideline and team-mates... but you are not entirely sure. Next you know, you are being picked up off the turf by team-mates with big smiles and words of praise. I guess it must have hit its target. This is a parallel experience to what I felt on the weekend during part of the Ken Ward Trophy race....

The plan was to meet my sister, Danielle, at the event. It was suggested we arrive around 3pm. I got there at 2:40pm and found Danielle had arrived not long before. There was mention that the "Sc" class [the class with all the Porsches I have watched race easily around the track during Dad's race in previous years] had been moved to a different race on Sunday and thus there was a real opportunity that a Morgan could win Dad's race. Our Aunty, Diane, said to me on the phone as we signed off just before the race "Let me know if a Morgan wins"; not the only time something like that was said to me leading up to this race. Mark Alchin had the same sentiments, talking with an excited hope that a Morgan would get up this fateful day. Mark told me we have two on the starting grid, one with a particularly good opportunity to make a run at it.

Not being familiar with car racing and all, I didn't know what to expect, so I was in the

dark as to what were realistic expectations. The race started and early on the white Morgan #40 was near the leaders. Laps into the race, positions settled and Geoff Williams [who I found out was driving that particular Morgan; lucky for a guide] was in 3rd place, or so I thought. With lapping going on, my sister and I were a little confused if we were indeed in 3rd place. So we followed along, hoping that we had this right, but not sure. My sister and I both agreed that we were visually impressed with the other Morgan in the race, #39 driven by Graeme Downer.

Coming down the windy hill on which Dad's ashes were scattered, the top 3 were all close together and Geoff was tight on the heels of the 2nd place car. The leader spun out and Geoff handled the incident well so 2nd and 3rd became 1st and 2nd; so we thought. This was a good thing for Team Morgan. A few more laps and cars were mixing in to make the track one long worm of cars. Then suddenly, down the straight comes our now cherished Morgan and driver, in 1st place!! Not wanting to get carried away with something not true, I rang Mark, who was somewhere at the track, to verify the status of our #40. Yep, we were in first place! WOW! This was getting exciting for us... now we knew that we were not cheering a fictitious success.

Now with purpose, I was holding tight, not wanting anything unforeseen to happen for the remaining few laps. Geoff was never challenged and held on for the win. Team Morgan wins the Ken Ward Memorial race! Holy moly! I was excited [more than I expected], along with

Continued on page 11

Geoff held on see pp 8,11





Colourful crop see p11



Novel 'anti roll down the hill' or 'anti theft' device – fully tighten the front brake adjusters!

WA – BRITISH CARS DAY AT GINGIN *Ian Merker*

A beautifully crisp but sunny late-autumn morning set the scene for a memorable Morgan run up to Gingin, a country town 87Km north of Perth. The route took us past many golden vineyards in the Swan Valley, next to Pearce RAAF air base and through rich farming areas to the historic town of Gingin.

We were there to celebrate the 21st annual British Cars Day. The 'informal' event is a favourite amongst so many Western Australian car enthusiasts and attracts up to one thousand vehicles from all corners of 'British Heritage', ranging from brand new to veteran, Roller to Mini, commercials, buses, military and motor bikes ... and around 5000 people.

Our rollup was excellent; fifteen Morgans in total including a three wheeler, many fours and eights and for the first time, the long awaited Aero Max. Chris Da Silva had patiently waited over four years to take delivery of his Aero Max just a few weeks ago, and the car probably attracted the most attention of any vehicle

in the whole show. Throughout the day, the car and owner were constantly surrounded by a crowd eagerly asking questions (typically 'How Much?'), wanting to see the inside, what's under the bonnet and photograph the uniquely styled vehicle 'in the flesh'.

Controversial it might be; stunning it is. With a limited production run world-wide of only 100 and just one coming to Australia, we were delighted to welcome it into our line-up of Morgans spanning the decades.



Chris Da Silva says: 'Well worth the long wait!'

(Continued from page 8)

Danielle and also Diane and my girlfriend Yasmin who I rang after the race to inform them of the result.

It was great to see a Morgan win Dad's memorial race. Very fitting. My sister and I really enjoyed the afternoon and the win just capped that off.

Thanks to the HSRCA and the Morgan Car Club for having us and also to the many people who gave us kind words at the trophy presentation.

"I was so thrilled to win this race and to receive the Ken Ward Trophy from Danielle and David. This year the HSRCA changed the format to the older Group Sa and Sb cars and eliminated the driver change of previous years. The 20 laps were hard work with some close battles along the way. The Morgan's engine has now completed 8 years of competition and is down a bit on power - she is now going to get a much deserved engine freshen up (before it blows up!)." Geoff Williams.

FROM THE CLUB CAPTAIN'S DESK *Graham Mitchell*

I can't remember whether the recent Tassie Tour was the 4th or 5th time that I have visited this beautiful part of Australia. I do remember the first time was way back in 1975 when the kids were small, many roads were unsealed, and we travelled in our Toyota Crown, camping all the way!

Another memorable occasion was 7 or 8 years ago when we entered a 10-day historic car rally and took the Series 1 through its paces down there. On that occasion we stayed at Camp Clayton on the outskirts of Ulverstone and set out daily on a series of local driving tours. Wonderful driving was enjoyed along with a variety of magnificent historic and classic cars. The typical end of day was somewhat compromised though, as Camp Clayton being a Christian camp had a rule of no alcohol on the premises! We felt like naughty schoolboys in our efforts to overcome this restriction, but had many laughs in the process.

The '95 4/4, that's Smithy's car, toured the Island a few years ago when we did the 3-week anti-clockwise run organised by Bob Little. Can't remember if I took the 4-seater down there, so maybe last month's tour

was our 4th trip to Tassie. And it was a good one!

Thanks to Geoff and Stephanie Hollings, all the hard work was done for us and all we had to do was be there. We toured clockwise around the Island this time and it was magnificent; good roads, good weather, good company, and I managed to satisfy some of my passions. We visited some wonderful sheds – think of Mac Russell in Devonport and John Weatherill at Dodges Ferry. We had some great fish and chips meals, especially in Sandy Bay, Hobart, and Banjos' cafes have the best party pies in Australia! Another passion; I love to take a drive, and one of the best places I can think of doing so is in Tasmania. I think I may go back!

Don't forget to look for all those other opportunities that have been organised for you to get the Morgan out, whether it be for a run or display, mid-week or weekend. Check the Calendar of Events for dates and times.

Finally – come along to the Trivia Night being organised for YOU... See details following page.

REGALIA

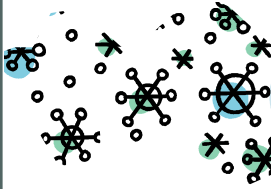
Wellington Winter Jackets : \$85

An order will be placed shortly for these popular winter warmers, embroidered with MOCA logo.

Black with Black or Red collar trim,
Navy with Gold, Navy, Royal or Silver collar trim.

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CHRISTMAS IN JULY 2010

Friday 9th, Saturday 10th & return home Sunday 11th

CENTRAL CALEULA MOTOR LODGE, ORANGE NSW

“A Touch of Frost”

Friday 9 July: Meet McDonalds Eastern Creek at 9:00am for **9:30am** departure.

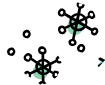
Morning Tea: At Barbara & Ian Smith's place, 64 Leichhardt St, Blackheath (R turn after Whitley Park into Prince George St then L into Prince Edward St then R into Leichhardt St.).

Lunch: At Milthorpe - (several Cafe's and pub - or BYO picnic).

Afternoon: Check-into Motor Lodge.

Dinner: 6.00pm Canobolas Hotel (Cook your own steak or other selection) or do your own thing!

Saturday 10 July: 9:00am drive to Farmer's Market at Orange Showground. 10:30am Scenic drive to Canowindra for lunch. Afternoon at leisure, make way back to Orange. **Christmas in July Dinner** at 6:00pm at the



Heritage House next door to the Motor Lodge.

Sunday: To Be Advised.

Other Important Details:

1. Motel will only book rooms till, end of day, Wednesday **9 June**.
2. **Please confirm** numbers for the Dinner with David Fletcher (0412 645 087 or 02 9522 9525).
3. The Christmas in July Dinner cost is \$56.00pp. Please **make out a cheque to "M.O.C.A." but mail to David Fletcher, 46 Holt Rd, Taren Point NSW 2229**. It would be appreciated if this is mailed as soon as possible.
4. Christmas in July Dinner theme is: A Touch of Frost, so it's dress up time.

(Did you know that Banjo Paterson was born just out of Orange?)

TRIVIA NIGHT

7.30 P.M SATURDAY JUNE 12TH RYDE
EASTWOOD LEAGUES CLUB

MAKE UP A TEAM & TEST YOUR GENERAL KNOWLEDGE ABOUT MORGANS & EVERYTHING YOU NEVER THOUGHT YOU WOULD BE QUESTIONED ABOUT!

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- **THERE WILL BE PRIZES**
- **A FEW GOOD LAUGHS**
- **MANY ARGUMENTS**

INVITE FRIENDS & FAMILY TO COME ALONG AND ENJOY A FUN NIGHT WITH FELLOW CLUB MEMBERS

PLEASE REGISTER WITH GRAHAM MITCHELL 9960 3836

COMPETITION REPORT *John Coneybear* *CAMS Delegate & alternate CSCA Delegate 2010*

Two members attended the MG Car Club's Super Sprint at Eastern Creek International Raceway on April 17th. Sue Lane and Mike Bendeich had the trusty Morgan 4/4 out for a run and although Mike was faster, Sue won the handicap.

Things were better for the Jaguar round on May 15th as Morgan had seven starters and Jaguar put on prefect weather for us. The gates were kept shut until 7am so there was a line of cars down the road. However, once open we all steamed in and grabbed garages and unloaded the cars as most are transported on trailers these days. Graham Dell was on fire all day; even being the first car to be done with Scrutineering before having the mandatory cup of tea and setting the tire pressures. Morgan members were everywhere:

Wayne Patterson was looking after Scrutineering with the assistance of Todd Hamilton and Peter Canavan while Henry Walker and Rhonda Calcott were working in the tower (although I suspect Henry is also a member of Jaguar as he has a wonderful collection of Jaguar road cars).

Entered for MOCA

were Ross Simpson in a Caterham Super Seven, Mike Bendeich and Sue Lane in a Morgan 4/4, Graeme Downer in a Morgan +8, Tim Hurst in a Morgan +8, Daniel Linderman with a very quick Datsun 1600 Turbo and Graham Dell in a Lotus Super Seven replica. Handicaps were set then all attended the drivers meeting and the event was under way. There were a few adjustments to be made after the first run with Tim Hurst's +8 developing the engine problems that haunted him last year and Graham Dell's Lotus pushing oil out the dipstick hole but all assisted with tools or spare parts. It was just like old days with the garages full of members and Morgans and the Team Morgan banner suspended from the garage front (don't ask how many members it took to put it up – see below). About 3pm, we packed up and headed for



home although Ross, Graeme and Daniel stayed on for another run. A well run event and a great day of Club motor sport. I will have final results and the handicap winner at the June general meeting. The next event is the Austin Healey Club round at Wakefield Park Sat June 26th.

The Morgan competition is wide open with only 3 events left in the Club year. I did not attend the HSRCA Race meeting that featured the Ken Ward Sports car race but it was reported that Geoff Williams in the Morgan +8 was the worthy winner of that 20 lap event; well done Geoff. Graeme Downer also ran his +8 and came 16th.

Don't forget we will need all your help at our event in August. I am sure that Graham Richards has or will be in contact with you in the near future to get your help.

See you there

CAMS & CSCA

I attended the meeting of the CAMS State Council on 8th May.

We now have a new CEO to run the show from Melbourne and put the system back on track (we hope). All areas of state motor sport activity have had positive starts for 2010 with good numbers of registered competitors in Hill Climb, Supersprint and Motokana disciplines. It was good to see some new blood in the form of a regional Manager, a young man by the name of Avner Kooperman who sounds very positive and focused and is promoting an Event called CAMS CARnival in early October at Echuca, Australia's first National Car Club Motoring Festival. More information as it comes to hand.

CSCA next delegate meeting May 17th

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TASSIE HOLIDAY RUN, PART 2 *Geoff Hollings*

It was good to have a few days in one spot, and our motel in Hobart, with cooking facilities, was close to good shops, cafes, pubs, and a short walk to Battery Point. Saturday was sunny for our display on the Parliament House Lawns where we were joined by Tasmanian Morganeers – John & Willene Weatherill in their 1937 4/4, Robert & Peta Phillips in their 2005 4/4 and Ken & Lynne Martin in their 1978 4/4 4 seater. Ken is not a club member but lived in the same building as a long time friend of ours so we invited him to join us on the day. When he not driving his Morgan, Ken plays jazz, his other great interest for which he is recognised as an accomplished player. Richard Rogers in his 4 seater and Roger Shawyer in his rebuilt +8 (gleaming more than ever) were able to come as well.

Plenty of interest was shown in the 17 cars on display and the Morganeers displayed similar interest in the nearby Salamanca markets (lots of unique hats and scarves for our winter runs!). Local Morganeers who could not bring their cars along also dropped in to have a chat, admire the cars and share “war” stories. Barry Robinson from WA introduced himself; next year, he will add a Supersports to his 1946 4/4 and 1973 +8. It ended with a great dinner that night at the Soho Hotel (see below).

Sunday saw some going on a boat trip



around Bruny Island while others looked around town. Robert & Peta led one group on a scenic run through the back roads to Franklin and Cygnet. The wooden boat centre at Franklin was very popular, with Graham Mitchell booking in to make his own Huon pine boat later this year.

It was an early start for the run to Strahan, the longest drive we had in Tassie; coffee in Hamilton, lunch at Derwent Bridge or Lake St Clair, coffee in Queenstown (after viewing the “moonscape”), arriving in Strahan about 5pm. It was a long day due to the road which was windy and bumpy in places. At Derwent Bridge, we met Marg and Stephen Hyam who, as a good former Morgan owner, remembered the chassis number B1608 of his 1964 4/4 which he’d bought from Stan Tilley and sold in 2004. We tracking down the new owner. In Lake St Clair, we met Noel Tuckey (in Tasmania to promote his book *Thylacine Man*) who helped to prepare Trevor Chappell’s 1954 +4 which had been fitted with a Vanguard 6. Known as a +6, Trevor brought it along to the 2001 Muster.

Strahan was a bit of R&R – a train trip on the West Coast Wilderness Railway to Queenstown or a boat trip on the Gordon River where Stan and Bianca did some kayaking, much to the envy of many. We also met up with Andrew and Jennie Patterson who happened to be touring Tassie in their Morgan.

In Zeehan, the museum gave a good history of the region where significant mining had occurred especially around Queenstown. We passed a number of

(Continued on page 21)



Peta & Robert Phillips



Stan &
Bianca
Jodekin



Julia Woolgar



Peter Chatfield
& Linda Greer



A fine display... see pp16-22



Where shall we go next? see pp 16-22





Above: The people you meet! Richard Rogers & Roger Shawyer





Sheds of Tasmania



(Continued from page 16) current mining operations on our way to Hellyers Gorge for the lunch stop. From there, we travelled through lush green dairy country on our way to Stanley. Julia drove Vern's +8 for the day giving us a bit of a show with her right foot. Stan and Bianca left early for their trip to Cradle Mountain and a walk up to Marions Lookout. Bianca drove back through a foggy Hellyers Gorge to arrive at Stanley at 9pm after a long, enjoyable and energetic day. With so much road kill and near misses of the same, we understand that Stan is still recovering!

We had a day of rain at Stanley but this did not dampen the spirits or activities with some sprinting up the Nut and others visiting the Tarkine forest adventures and Arthur River. Bob Little used the caravan park garage to repair his rear axle bearings and Dave Fletcher needed some repairs to his exhaust pipe (above). This was fortunate for Peter Chatfield, as the welder (Richard Haines of Smithton Mechanical & Exhaust Service) kindly came in the following day to repair his broken rear shock absorber brackets. Others did communal washing (thanks to Amanda) or had some serious coffees and shopping in the rapidly closing down shops; there was also time to receive fly fishing lessons from Vern.

Anzac Day brought dawn service for some including Dave Fletcher, who then led us along the coast road to Boat Harbour and Table Cape on the way to Sheffield. A detour in Penguin for the local parade resulted in the group becoming scattered, but we all made our way to Seven Sheds brewery in Railton. An informative tour, beer and mead tasting and lunch were all

welcome.

Exploration was the order of the day at Sheffield – some went to the shops, some to the junk shops (sorry, antique stores), some for a drive to Wilmot to see the Original Coles Store and Lake Barrington and others to Cradle Mountain. There were reports of great walks to Marions Lookout, around Dove Lake and through the Enchanted Forest.

The final day in Tassie saw people going in all directions – to Deloraine, Elizabeth Town and Burnie before meeting at Devonport to catch the ferry. A small band drove to the Hellyers Rd distillery for a tour of the 10 year old (really young) distillery. Whiskey was tasted fresh from the barrel at 62% alcohol, which certainly made the palate hot. We enjoyed a beautiful meal at the restaurant there, so put it on the list for your next visit.

After an easy crossing overnight on the ferry, we met up at St Kilda Maccas for breakfast. There followed a challenging journey finding our way along the freeways in Melbourne which had limited signage for those travelling north (*Note from Stephanie:- on behalf of the partners in the cars - CHALLENGING IS NOT THE WORD FOR IT*). I must remember to update the maps in my GPS before we go next time (*Stephanie again: OR ELSE!!*).



Most made it to Nagambie for coffee before travelling via back roads to Yarrowonga where we all came together for lunch by the lake. The nice man at Nagambie info centre, impressed by and on the lookout for more Morgans, directed lost souls such as David and Sue Lyon to Yarrowonga to join us.

Rutherglen proved a great stop to get back into the routine - wineries, cafes and pie shops. Gordon McKinlay, a local second hand Mercedes dealer, showed us his car collection – mostly Mercs but also his Studebaker group Nc car which he raced extensively, including at Bathurst. To celebrate the end of the tour we dined and wineed at the Tuilleries which was easy walking distance from the motel and offered a lovely menu. Bruce, Ros and Julie travelled from Cobram for the dinner.

There were a number of awards given during the trip including ones for being incorrigible, energetic; a heart starter (coffee finder), a driver, a collector ; for fitness, mechanical assistance, wine (cartage) and mixed navigation. Bruce and Ros received the distance award for doing over 6,000 km to our 3,500 km.

Thanks to our hosts in Victoria and Tasmania for their hospitality, friendship and assistance. We hope to see you all again. Thanks also to those on the tour who made it the success it was. We found it most enjoyable, and the good humour (under the occasional adversity), convivial company and willingness to join in our

plans made it all the better.

Geoff & Stephanie

Where shall we go on our next trip?



Graham Dell & Dave Fletcher feel short!



FROM OIL LEAKS CURED TO GEARBOX LOCKUP

1970 4/4 *Dave Fletcher*

Time for a test drive... out to Waterfall, down through national park to Audley Weir then a hill climb to Loftus. On the way home, call in to see the mechanic to report no more leaks. As I go to drive off, I cannot get out of reverse gear!

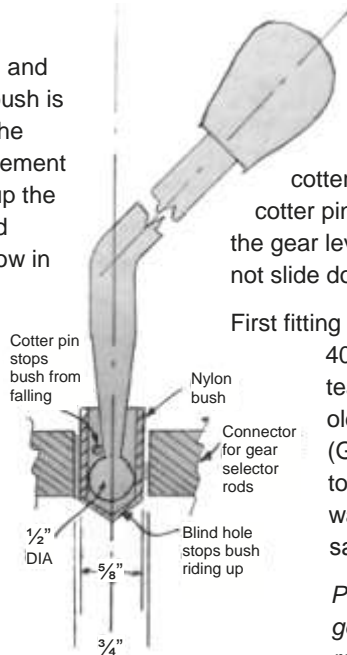
Mechanic Mark is alerted and thinks that because the bush is missing from the end of the gear stick (with no replacement available), it is messing up the selectors. He wiggles and jiggles and *hey presto*, now in 1st gear, all OK.

Now packed for Tasmania, we leave our driveway and... the gearbox locks up. An emergency call to Mark has him there in 8 minutes and eventually, we unlock it. A quick ring round a few club members results in a drive to Minto to buy a nylon bush but it turns out to suit a single rail box not a three rail.

At another dead end, I ring John Coneybeare who says he sort of understands the problem and suggests we make a new part! OK, let's do it but when? It's 5:30pm Friday afternoon and we sail Monday evening from Melbourne. John says "How about now?" so we agree on first thing Saturday morning.

I arrive at 8am and we remove the gear lever, roughly measuring the connecting

hole. Straight away, John seems to be threading a candle stick into the lathe (although on closer inspection it is a rod of nylon). With several machining and trial fits, the OD is sized. Then the ID is drilled to suit the gear lever spherical ball. With a blind hole in the bottom to stop the bush from riding up, a small hole is drilled in the bush side and a cotter pin inserted and trimmed. The cotter pin sits above the spherical ball of the gear lever to ensure that the bush does not slide down.



First fitting --- *purrrfect*. All this achieved in 40 minutes then we had a cup of tea. I make suitable payment in old Irish currency, including GST (Good Samaritan Task). Drive off to Bundanoon at 11:00am on the way to Tasmania. "J.C. you are a saviour."

PS. On the Tassie trip the gearbox locked up (selecting reverse gear) 7 times. Just now I took the tunnel out so there was clear access to the gearbox extension then back to mechanic Mark. He advised that a spring on the LHS of the gearlever extension housing was distorted so he replaced it from his spares inventory. We took the forward cover plate off the housing so we could see how the gear selection worked. By adjusting the spring pressure we replicated the problem. Then we finetuned the spring tension and PRESTO!! Problem fixed. Thank my lucky stars (Virgo).

MURPHY'S LAW IN ACTION IN A +8 *Geoff Williams*

Murphy's law: *Anything that can go wrong will go wrong*

Following on from Peter Canavan's recent article on replacing the bushes on the gear selector shafts on the Plus 8 Rover 4 speed gearbox (1973 to 1976), I thought I would share a recent experience which provides a lesson for those who have this gearbox in their Plus 8.

The Rover 4 speed gearbox is not particularly strong and does not have a satisfying feel to the gear change which is why it is important to rectify any excess play in the selector mechanism. About a year ago I had replaced the selector shaft bushes and it had certainly made an improvement.

In January this year, I drove the car to my local mechanic for its annual registration inspection. Everything was going really well – all the Lucas items were defying tradition and actually working, wheel bearings fine, handbrake fine etc. Next came the road check of the brakes. Then I hear this call from the car – “Geoff, is the gearlever normally this loose? And looked over to see our friendly mechanic holding the gearlever in mid air!

“Oh, s...” I said, “It's not supposed to do that!”

These gearboxes have a plastic spherical seat at the bottom of the gearlever which plays the critical role of keeping the gear lever in contact with the selector rods as well as keeping it in the gearbox. Need I tell you what can happen to 1970s British Leyland plastic after 35 years of enduring

the heat under the gearbox tunnel of a Plus 8?

My next challenge was how to get home from Richmond to Kurradjong Heights. We found with a bit of levering of a large screwdriver it was possible to jam the gearbox in one gear. I chose 3rd knowing that even on a hill I could take off in 3rd in the Plus 8.

The drive home was accomplished without drama but with me secretly hoping a spare part would be unobtainable and I could finally replace this gearbox with a nice 5 speed Toyota unit.

However, a bit of Googling found several sources of the original BL part. It is Rover part # 571933. I bought mine on eBay but it is available from British Motor Imports at McGraths Hill and also from Scotts Old Auto Rubber. Cost approx \$60.



Gearlever spherical seat
Part # 571933

The good news is that the part can be easily replaced in a few minutes, without having to remove the gearbox tunnel.

If you have a '73 to '76 Plus 8 I would recommend buying this part and fitting it. Undoubtedly your little plastic spherical seat is just as likely to fall apart as mine if it is the original.

Then again... perhaps you could just replace the gearbox with a nice 5 speed unit. Happy motoring!



FLAGGY CALL-UP

SATURDAY 21 AUGUST 2010 (7:45 am to 5:00 pm)



Below is a table of *proposed* flag marshals for the MOCA supersprint at Eastern Creek this year. Flaggy's still required as trainees must be accompanied by a licensed flaggy and drivers positioned so as not to cross the track. *Italics* indicate *unconfirmed* positions.

Please contact Graham Richards to confirm your position or register as a new flaggy/trainee. Email glrichards@bigpond.com.au

FLAG POINT		ALL DAY	AM Only	PM Only
F0	FINISH	<i>D.Bendeich</i>	T.Hollings(T)©; <i>J.Price</i>	B.Little©
F1	End of Straight	<i>I.Southwell;</i> R. Perkins(T)©	D.Caswell (T)©	D.Lyon©
F1.5	Left Hand Sweeper	K.Wilkinson© D.Jones(T)©	<i>J.Hurst</i>	R.Gregory©
F2	Hairpin Bend	I.Smith(T)©; M.Wight ©	R.Simpson(D)©;	D.StJulien(D)©
F3	Hairpin Consequence	K.Wall© A.Wall©		
F4	Track EXIT (Red Flag)	J.Elborn©; N.Bailey(T)© P.Williams©		
F5.5	Double Sweeper	D.Fletcher©; G.Attiwell(T)©		
F7.4	Tricky Left Hander	B.Bailey© J.Robison(T)©	S.Jodeikin©	
F8.4	Speed over the Rise	R.Sanders©	P.Chatfield©	S.Jodeikin©
F9	Downhill Braking	J.Wilcock© L.McMurray(T)©	E.Harford(T)©	<i>D.Rose(T)</i> <i>A.Rose(T)</i>
F11	Multi-camber Sweeper	J.Wroe(T)© P.Yeend(T)©	F.Cooksey©	R.Nissen©

Other Officials

Track Entry	G.Hollings©; B.Williams© am; T.Hollings © pm (Track Gate) Kate Coneybeare-Driver wristbands ©		
Stewards, Scrutineers, Clerk of Course, Race Secretary, Tower and Administration	G.Williams© - Clerk of Course	H.Walker©-Race Control (Tower) S.Chatfield©	
	CLWilliams© - Event Sect.	W.Paterson(S)©	T.Hurst©
	D.McGee© - Chief Steward	M.Alchin©-compliance	D & C Hamilton©©
	T.Hamilton© - Chief Scrutineer	<i>(2ndSt)</i>	
	G.Richards© - Chief Flaggy	Brad, B & B.Little ©©©	

(T) =Trainee; © = Booking confirmed by Official; (D) = Driver (S) Scrutineer (St) Steward

WHEN YOU NEED A SCREW!

Stan Jodeikin

My 1954 Morgan Plus 4 completed 4,000 kms during the recent Tassie tour, and ran absolutely perfectly and trouble free, with only one minor hiccup along the way... soon sorted out by a proper screw.

The trouble began after filling up with petrol at remote Triabunna between Swansea and Port Arthur. At first, I thought it was substandard fuel, but soon the splutters and lack of power became more frequent.

At first light, an investigation of the distributor revealed that the plate that houses the points, condenser and rotor was loose.

The screw that held the plate down to the distributor housing, which was of hardened steel, had worn the softer steel distributor threads away.

The men at camp gathered round the Morgan to offer suggestions of how to get to the nearest auto electrician some 18kms away. All agreed that the best way to keep the screw from working loose, was to wrap some electrical tape around the thread. This would form a firm plug to hold the screw down in position until I could obtain tools to tap a new thread into the body.

It was at this point that fellow traveller and mechanic, Julia Woolgar thought that the boys' idea was inefficient, inept and would not last the distance.

She immediately ordered that

the electrical tape be removed and proceeded to cut a fresh strip, making a small concertina type pad.

The faulty screw was then re-inserted into the body and the "concertina pad" of folded electrical tape placed on top of the screw head.



The distributor cap was then placed on top of the concertina pad, with the resulting pressure directly onto the screw head.

The technique worked an absolute charm and thanks to Julia's lateral thinking, enabled me to complete the 55kms to John Weatherill's garage in Dodges Ferry without missing a single beat.

John thereupon used his trusty tools to re-tap fresh threads and insert new softer screws into both sides of the distributor housing.

The Morgan never missed a beat for the remainder of the journey.





*They
gathered
round... see p24*





Morgans living up the main road in Beverley see p29

With the long warm summer finally drawing to a close, it was time for WA Morgan owners to dust-off their cars and take to the road on a beautifully clear 'Morgan Perfect' Sunday morning. Brian Nash organised a run through the Perth hills out to the historic wheat-belt town of Beverley some 130Km south east of Perth.

We had ten Morgans, a stunning bright red Jaguar XK 150 and my son's 1962 MGA (so desperately in need of a run and driven by my wife). Joining us were two good

friends and Morgan enthusiasts from Canada who are still waiting for their Aero 8, ordered over 4 years ago but still requiring import compliance for North America. So it was fitting that we were joined again by Allan Blood in his Aero 8 to show our visitors what they are missing!

The landlord of the Beverley Hotel provided copious quantities of excellent classic country cuisine so we all left happy but very full. This time of year we look forward to many more Morgan Runs!

FRONT END STIFFNESS *by BLUMOG (John Robison)*

Waiting for a replacement front axle for my +4 (with the front end disassembled) gave me time to reflect on my mechanic's comment - "like driving a billycart". Over the years, I had heard a lot and read many papers on the stiffness of the front end of Morgans. Could anything be done to improve the ride and drivability of a car I wanted to use as a tourer, not racer?

My micrometer showed that wear of the old king pins (20,000 kms) was mainly from the bottom bush and only about 15-20mm up from the normal "at rest" position of the axle. Logic told me that if the main spring rate was reduced and the distance the axle could move up and down was increased, the ride would be softer.

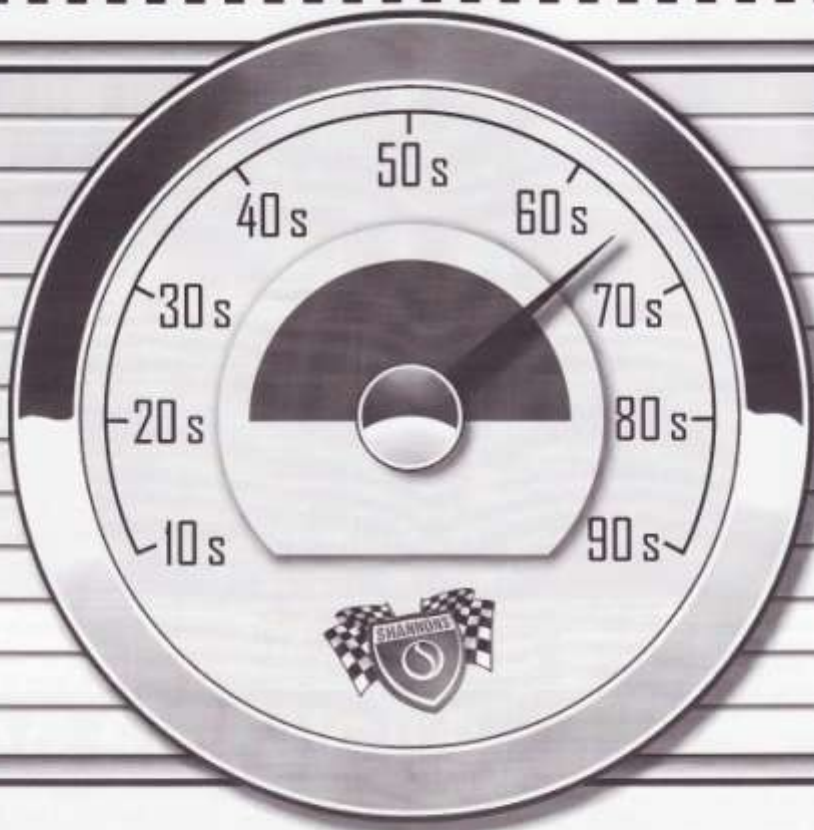
New main springs were made from 7.1mm Ø wire (down from 8.1mm) with the same number of coils (20) and I.D. of the original springs. This reduced the main spring rate from 93lbs to 60lbs - a reduction of about 30%. It also increased the available travel

distance of the axle up and down by 20mm. Some of this would be taken up with the addition of a thrust race. The damper blades were retained for the time being, not wanting to make too many changes all at once. (I now believe these could be removed).

The 40mm rubber buffer inside the top tube was replaced with a 75mm length spring with a total compressed height of 25mm. This gave an extra possible 15mm of axle movement before the axle tube "bottomed out", which would probably be needed because of the softer main spring. It also cushioned "bottoming out" to be softer than the rubber. A nylon cup was fitted to the bottom axle tube which held an oil seal.

The bottom rebound spring was remade with oval wire 5-6mm Ø which gave an added available 6mm of travel but did not change the spring rate significantly. Hard chrome king pins,

Continued on page 31



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(Continued from page 29)

grease lubricated and gas SPAX front & back completed the job. I believe I've achieved an improvement in the ride and

handling of the car, but it is hard to remember. I need others who have a similar problem to drive BLUMOG and give me an unbiased opinion. Anyone?

MINUTES OF MOCA INC GENERAL MEETING held 6th May 2010 at Ryde-Eastwood Leagues Club, Ryedale Rd. West Ryde

Meeting opened at 8.15 p.m.

Apologies: Bob & Noelene Bailey, Allison Brancourt, Peter & Ann Clark, Kate Coneybeare, Col Davidson, Stan & Jenny Jodeikin, Brad Little, John Merton, Judy Mitchell, Madeleine Sanders, Brian & Pam Williams.

Visitors: Sue Lyons, Henry Black (prospective member)

Welcome: President Jeannie Elborn welcomed members and visitors to the May meeting. She noted that Henry Black was in the process of buying Stuart Littlemore's Plus 4.

Minutes: Minutes of the General Meeting held 1 April 2010 which had been published in the Ear were taken as read.

Motion: that, subject to two typos being corrected, the minutes be accepted and signed by the President as a true and correct record. Moved John Coneybeare seconded Dave Fletcher - carried unanimously

Jeannie advised that there had not been a Committee meeting in April as most committee members had been away.

Matters arising from the Minutes: Nil

Applications for Membership:

Magazine: Keith Adkins, Launceston, Tas
Jack Frost, Launceston, Tas
Full: Geoff Stebhens, Qld

Moved Peter Canavan seconded Bob Little - carried unanimously

Incoming Mail:

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

Email from Darin Carr from Xavier College at Llandilo, requesting that some Morgans take part in a Car Inspection Day on 13 May, 2010 as part of the school's Physics course for year 11 students.

Jeannie hoped that at least a couple of members would be able to show their cars to demonstrate the progression from then until now as regards safety features.

Accounts to be Paid:

\$1,571.66 University Western Sydney - Printing Mar & Apr Ear
\$ 377.29 Australia Post – postage for the Ear
\$ 150.00 All British Association – 30 tickets for Kings School Display Day

Motion: that the accounts be paid. Moved John Coneybeare seconded Robin Sanders - carried unanimously

Reports:

President: Jeannie advised that she had a very good trip to NZ at Easter to spend time with 2 of her sisters (she has a third sister living in the South Island). The weather was marvellous with sunny days and cool evenings. She explored the Bay

of Plenty area travelling some great Morgan roads.

Vice President: No report.

Secretary: No report.

Membership Secretary: Peter had nothing to report.

Treasurer: In Peter Clarke's absence, Peter Canavan noted the following balances:

General Account	\$16,480.34
Investment Account	<u>\$21,308.07</u>
	<u>\$37,788.41</u>

Motion: that the Treasurer's Report be accepted. Moved Wayne Paterson seconded Peter Chatfield - carried unanimously

Club Captain: Graham gave a rundown on the forthcoming events for the next two months and asked those interested in taking part to put their names in the book or contact him. Details of the events have been printed in the Ear.

He noted that there were less than 30 members who had indicated their attendance at the Trivia Night, so unless there were more attendees he may have to cancel the event.

Graham thanked Peter Canavan for organising a run to Fagan Park, while Graham and other members were in Tasmania. Graham thought the Tasmanian trip was brilliant and he and Judy intend to go back in September & October so that he can take part in a course to learn to build a wooden boat.

Five Morgans had taken part in the annual horse event at Horsley Park early in May and all participants had enjoyed the night, though Graham felt that more Morgans had

been needed.

Competition Secretary: In Tim's absence John Coneybeare gave a brief report on the recent CSCA event at Wakefield, where Sue Lane won on handicap. John advised that there had been many incidents and breakdowns resulting in lengthy delays to the program.

The next event is the Jaguar event at Eastern Creek on 15 May 2010.

John also noted that the HSRCA event at Eastern Creek had gone well and Geoff Williams did particularly well, winning two of his races and running second in the third race. Reg Darwell, Stuart Littlemore and Graeme Downer had also taken part, but Stuart had unfortunately experienced serious car problems on the Friday and was not able to race for the remainder of the weekend.

John asked that HSRCA events should be published in the Ear so that members could attend the events in their cars which were on Club plates.

Editor: Sue noted that the Ear this month had a Tasmanian flavour. She thanked the members who had helped her with the magazine which had been put together while she and Peter were in Tasmania on the run. She noted that a recent edition of Top Gear Magazine had featured many of the roads and areas which the MOCA group had travelled along.

Closing date for the June Ear is 15 May.

Jeannie offered a vote of thanks to Sue and her helpers for putting the magazine together under difficult conditions.

Regalia: No report.

Registrar: Stan was absent but through an

email to Jeannie he advised of his meeting with an author in Tassie who had a very good friend with an unusual Morgan. The friend turned out to be none other than our member Trevor Chappell who lives in Toowoomba. Stan telephoned him and had a very interesting discussion about his Mog.

During the Tassie tour Stan had also met an artist who paints Morgans and on his way home bumped into two Morganeers, Cliff & Ingrid Pallister who were doing a vintage caravan tour.

Stan advised that there are currently 4 Morgans and a trike for sale on the website.

Delegates: CAMS: John Coneybeare reported that CAMS has a new President called David Morgan. The next meeting of CAMS would be this Saturday.

CMC: David Fletcher advised that the Display Day at Eastern Creek would be held on 22 August 2010. Tickets were \$12 per car and must be paid for in advance.

Dave also advised that plans for Christmas in July were well advanced, Details had been published in the Ear and the motel rooms were booking up fast. The theme for the Christmas dinner is "A Touch of Frost". Dave requested that those attending the dinner please send him a cheque for \$56 per person, payable to MOCA. This will avoid the need to collect money on the night.

MotorCycling NSW: John advised that further ballots were about to take place.

The Association of British Car Clubs: Peter Fuller advised that tickets would soon be available for the Kings School Display at a cost of \$5 per car.

General Business:

Geoff Hollings showed us the Morgan Centenary banner which Julia Woolgar had donated to the Club.

He spoke at length about the very successful Tasmanian Tour and highlighted some of the hospitality shown by Tasmanian Morgan owners. There will be further articles in the Ear.

Jeannie proposed a vote of thanks to Geoff & Stephanie for all their work in organising the very successful Tasmanian Tour

Graham Mitchell & Ian Smith also shared anecdotes on the trip.

Todd Hamilton asked why the minutes of the Committee meetings are not published in the Ear. Jeannie explained that there had been much discussion at a previous meeting as to whether or not to publish the minutes. She noted that the business discussed at the Committee meetings is brought to the general meetings for any decisions, which are then recorded in the minutes of the general meeting. Jeannie agreed to raise the matter at the forthcoming Committee meeting on Friday 14 May 2010.

Todd also noted that lack of participation in racing by Morgan owners. There was open discussion and a number of views put forward as to why this is so. Bob Little expressed the view that members are basically there to enjoy their Morgans in whatever fashion they choose.

Technical Discussion:

Michael Wight asked for technical assistance in solving his steering problems.

There being no further business the meeting closed at 9.35 p.m.

CALENDAR OF EVENTS 2010

* event included in Social points score competition

JUNE

Thurs 3*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Sat 12*	Trivia Night – 7.30 p.m. Rydale Rm, Ryde Eastwood Leagues Club. Friends & Family welcome. Organiser: Graham Mitchell
Sun 20*	Club Run to Northern Beaches. Meet McDonalds Warriewood, Warriewood Rd. 9.30 for 10am depart. This is a picnic day – BYO lunch. BBQs available. – 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 at Orange. Organisers: David & Jenny Fletcher
Sat10—Sun11	6Hr Relay Regularity, Wakefield Park.
Thurs 29*	Mid-week Run to Forest of Tranquility, Ourimbah. (Entry Fee). BBQ picnic. Meet McDonalds Cnr Pacific Hwy & Lady St. Mt.Colah. 10.30 for 11am depart. Organiser: Graham Mitchell

AUGUST

Thurs 5*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Sat 7-Sun 8	FoSC Meeting, Wakefield Park
Sun 8*	Club Run to Wisemans Ferry. The Unofficial Series 1 Run. Organiser: Peter Canavan
Sat 21*	MOCA Supersprint, Eastern Creek
Sun 22*	Shannons Display, Eastern Creek
Sun 29*	Kings School Display

SEPTEMBER

Thurs 2*	MOCA Annual General Meeting, Ryde Eastwood Leagues Club. 8pm. Bring a plate for supper.
Sun 12*	Club Run: Rookwood Cemetery Open Day. Organiser: Michael Wight
Sat 18-Sun 19	HSRCA Meeting – Wakefield Park

OCTOBER

Thurs 7*	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm
Sun 10*	Club Run to Mt Wilson.



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