



The Morgan Ear



April 2016



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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
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*Views expressed
by contributors do
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*Technical items
are the views of
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and the Club can
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responsibility for
their accuracy.*

Front Cover:

*A 66 year old
Morgan by Tony
Browne. It's two
years younger
than he is!*

Back Cover:

*The Bugger Café
in NZ with 3
Wheeler by Lyle
Honest*

This month I have two historical articles that I hope you will find interesting reading. The first is about the very first Morgan 4 Wheeler and the second is about David Van Dal and his R4 Morgan. Vern Dale Johnson once said to me that I'm like a kid finding all these new and interesting bits of Morgan history. I must admit that I was excited to read both these articles.

**Take note
Closing date
for articles is
the 14th April**

At our last general meeting, there was some discussion about Alan Coulson's "single door" Morgan. Stan Jodeikin mentioned (if I have it correct) that two Morgans were built for the Queensland Power Authority without doors and Alan's car is one of them. Geoff Hollings was able to provide some great photos of Alan's Morgan.

Also at our meeting, Geoff (due to a cleanup at home) presented an old Telegraph article about a Doctor needing to sell his Morgan because it attracted a little too much attention from the opposite sex. It was the Morgan or the marriage. There's also an old article from Col Davidson (heritage unknown) about a similar conflict between the husband, the wife and the Morgan.

I'm sure many of you would have read Simon Ashby's articles about his Morgan

twin cam. It's actually based on Ken Ward's twin cam. Simon has sent through his race history since putting the car on the track. Despite a few problems, he's done very well and hopes to do better this year with upgrades to the cams and the exhaust.

Stan Jodeikin is back this month with instalment five about their Morgans over America trip.

Summer/Autumn is always a good time to be out in the Morgan, although it can be a little hot. The Ernie Dal Santo run in NSW very hot while the All British Day in SA turned out to be near perfect. The WA Morgan owners left their run until 4 in the afternoon and were able to enjoy the cool sea breeze on their backs.

Last month's cover featured Peter Canavan's lovely 4/4. Peter said he had been waiting 28 years to see one of his Mogs on the cover. If you would like to see your Mog on the cover, please send me some high resolution images. Our cover this month is Tony Browne's Morgan. Tony said it is 66 years old and only 2 years younger than he is. It was his first car and he has owned it for 51 years. On the back cover is Lyle Honess' 3 Wheeler. Lyle just keeps on finding interesting places to visit in his Morgans.

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New Morgan models:

Morgan have announced two new models at the Geneva Motor Show.

EV3, Morgan's first production electric vehicle, will go into production in Q4 2016. Pricing and performance figures will be comparable to the petrol 3 Wheeler, and it will have an operational range of 150 miles.

There is also an 80th anniversary 4/4, a limited edition celebratory model. It celebrates 80 years of the 4/4, the longest running production car in the world. The 4/4 was announced in 1936 at exhibitions in London and Paris. Just 80 examples of the 4/4 80th will be built - 3 colours are available, reminiscent of those offered on the first cars.

MCNSW motor sport facility:

Over a number of years Motorcycling NSW has been making steady progress on a very large project in the Shoalhaven area, the Shoalhaven Motorsport Complex.

The plan is to develop the complex to provide for various forms of motorsport competition - car, bike and kart, driver and rider training and various community projects such as fun runs, cycling events etc. If you would like to know more about the project, MCNSW have a new updated website which has a whole lot of information about the project. We are asking members to support the project by making submissions of support by email or post. Web address:

www.shoalhavenmotorsportcomplex.com.au

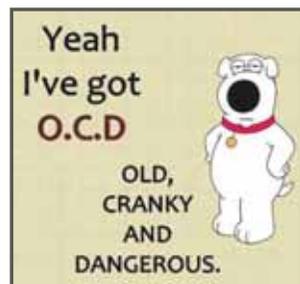
Holiday runs:

Graham Balfe and the Morganeers from Bowral have organised a mid week break in the southern highlands in April. So far there are 15 Mogs and 30 people attending.

Graham Balfe has planned a 10 day holiday run in October from Wed 12 to Fri 21. There are 3 nights in Pokolbin, 3 nights in Mudgee and 3 nights in Blayney.

Memorabilia:

Last month I was clearing out a few cupboards of Morgan memorabilia as we needed to move some furniture for repainting of the house. Amongst the items was a copy of a brochure on the making of the Amoco advertisement featuring a red Morgan and a copy of the newspaper advert and the article on the sale of a certain red Morgan with the headline "Buy my Morgan, save my marriage". I have passed on these to our Registrar, Stan, who is putting together an album of the Club's memorabilia. Contact Stan if you have any items that may be suitable.



SHOALHAVEN MOTORSPORT DEVELOPMENT

Here is an email from Daniel Gatt, General Manager of Motorcycling NSW Limited about the new Shoalhaven Motorsport Complex Development Application.

As you may be aware, over a number of years Motorcycling NSW has been making steady progress on a very large project in the Shoalhaven area, the Shoalhaven Motorsport Complex.

Over the recent years with the loss of venues such as Amaroo Park and most recently Oran Park, the demand on current motorsport facilities within NSW has increased leading to both limited track availability and rising venue hire costs for promoters, resulting in rising costs for competitors and motorsport enthusiasts.

Ultimately, the Shoalhaven Motorsport Complex will be a multi-faceted facility allowing for various forms of motorsport competition - car, bike and kart, driver and rider training and various community

projects such as fun runs, cycling events etc.

At present, the Shoalhaven Motorsport Complex Development Application has been submitted and needs your support. We have today received confirmation from Council that the Shoalhaven Motorsports Complex Development Application (DA) is now formally out on public exhibition (again).

Following the exhibition there will be a determination to see if the project proceeds. There is a \$9.5 million grant riding on the outcome, and of course, if it doesn't happen then we'll remain with the limited number of racing facilities available to us.

If you would like to know more about the project we have a new updated website which has a whole lot of information about the project. See their website: www.shoalhavenmotorsportcomplex.com.au.

COMPETITION

Ross Simpson

The latest CSCA Supersprint round was held on 15 March at Sydney Motorsport Park North circuit under the control of the MG and Newcastle Club.

MOCA had two runners, Tim Hurst and myself both running Plus 8's.

The weather was extremely hot for this time of the year and there was a shortage of runners as the afternoon progressed, resulting in an earlier than usual finish to the day.

Tim managed a superb time to be FTD for the day but I managed to pip him for the handicap by 0.18%.

As always, John Coneybeare made himself available to assist in scutineering and stayed through the day to keep Tim and I company and offer his "fatherly" advice.



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The story continues with part 5 of Stan and Jenny's trip over America.

You might be forgiven for being confused, but from Baddeck, Nova Scotia, we were headed to Sydney! Not our beloved hometown, but Sydney, Nova Scotia!

Today was to be a circular 208 mile (330km) drive around the stunning Cabot Trail, considered one of the world's most scenic destinations, with stunning ocean vistas, old-growth forests and rocks scarred by glaciers. The Cabot Trail winds through stunning landscapes, along the Margaree River and through the rugged mysterious highlands of the Cape Breton National Park of Canada. The trail was named after Italian explorer John Cabot (Giovanni Caboto) who reached the Nova Scotian shores in 1497, when he met the original inhabitants, the Mi'kmaq people. The Cabot Trail was completed in 1932 and connects Acadian, Irish and Scottish settlements.

Of course, I was able to see Canada's First Heritage Lighthouse. By Australian standards, it is relatively young, built in 1915, of cast iron and relocated in 2010 to Dingwall, where we visited. A little later we had a delightful seafood lunch at Ingonish, which I could not pronounce or remember, so I kept on calling it Babaganush (vegetable dip from Coles!).

That evening we arrived in Sydney, which was the capital of the Cape Breton Colony from 1785 to 1820, until it became part of Nova Scotia. Although everyone went to bed early, I was reminded by daughter

Bianca that a full lunar eclipse of the moon would be occurring that night from 10:00pm until midnight. And of course, please send live photos!

This was a somewhat rare lunar event. The last time it occurred was in 1982 and the next time would be in 2033. During a lunar eclipse, the moon takes on a distinct reddish tone and may be referred to as a "blood moon". So while everyone slept, and Jen peered through the hotel windows, I was outside in the howling wind taking photos in Sydney, Nova Scotia, to send to her in Sydney, Australia! It is also on a harbour, but let's not compare the two!

Next day, bleary eyed from my late night, I stumbled to the obligatory drivers meeting for instructions to our next destination, which was to be the Fortress of Louisbourg.

The first French Settlers arrived in Louisbourg Harbour in 1713. Seventeen years later the most formidable French military establishment on the Atlantic was under construction on the southwestern arm of the harbour. The fortress town served until 1758 as the governmental, commercial and military centre of the French colony that included Cape Breton and Prince Edward Islands.

Visiting the Fortress of Louisbourg National Historic Site was an absolute eye opener. It is located on a 14,826 acre site, built from 1720 to 1745. The British destroyed it shortly after it was completed, and then totally reconstructed in the mid 20th century. While there, you meet people



Chickenburger Car Display



Stan and Lighthouse on Cabot Trail



Chickenburger Diner



Canadian Customs pushing the Mog onto Ferry



Forgan towing the Mog



Forgan and Mog

dressed in period costume, carrying out tasks and living, as they would have in the 18th century.

As you move around, you are challenged by French soldiers, and if your British/English accent gives you away, you are liable to get a little bayonet prick in the stomach area. However, if you “bribe the guard”, you are let through to proceed on your way.

I spent about four hours there walking around the various installation and exhibits. Jen was amazing as she patiently waited at the local coffee inn. By the end of the day she knew everyone who had passed through and when I arrived they let out a mighty roar “you must be Stan the ozmogman!”

Next day’s push was to Halifax, another 200 mile drive via Sherbrooke village. A beautiful winding scenic drive along the eastern coast of Nova Scotia. We stopped for morning tea at the historic Sherbrooke village at Beanie’s Bistro and met a lovely Aussie lady working there, from Mooloolaba, Queensland.

Halifax is the capital city of Nova Scotia. It was one of the first English settlements in Canada being established in 1749. It is a significant port city and Bedford Basin at the northern end of the harbour was used by Maritime Command to form the North Atlantic convoys before they sailed for England in WWII.

A highlight was the visit to the Maritime Museum of the Atlantic. Halifax was the nearest organised landfall from the stricken Titanic which on 15 April 1912, sank some 1,300 kms off the coast, with the loss of 1,522 lives, played a big role in the rescue and then later burial of people. The

Maritime Museum houses many artefacts from the Titanic, as well as small craft boat building, to World War Convoys, Days of Sail, to the Age of Steam, as well as antique displays of turn of the century ocean liners. The downtown Fairview cemetery holds over 150 graves from the disaster.

In World War I, Halifax became known as the City that died, as it was the site of the largest man made explosion that levelled much of the City. The Halifax Explosion was a maritime disaster on the morning of 6 December 1917. SS Mont-Blanc, a French cargo ship laden with high explosives, collided with the Norwegian vessel SS Imo in the Narrows, a strait connecting the upper Halifax Harbour to Bedford Basin. A fire on board the French ship ignited her cargo, causing a large explosion that devastated the Richmond district of Halifax. Approximately 2,000 people were killed by blast, debris, fires and collapsed buildings, and an estimated 9,000 others were injured.

The blast was the largest man-made explosion prior to the development of nuclear weapons, releasing the equivalent energy of roughly 2.9 kilotons of TNT.

That night we were invited to meet-up with local Morganeers and BATANS (British Auto Touring Association) at Chickenburger Restaurant.

The Chickenburger Restaurant has been a destination for families (and car groups) for 70 years. Today, this historical (funky) landmark remains a community icon. It is also heralded as a Canadian gem, being the oldest drive-in diner in Canada. The hundreds of cars and traditional diner food was awesome. We were made to feel very

welcome by the group who were very interested in our journey.

And then the rain came. Apparently a hurricane was headed our way and we were encouraged not to proceed to our next destination, Yarmouth, to board a ferry for Portland, Maine, USA. The intrepid group of 21 Morganeers and their cars, decided to make a dash for the coast to beat the storm. On route we stopped at Peggy's Cove lighthouse and the memorial to Swissair flight that crashed on 2 September 1998 killing all 229 aboard. The people of Peggy's Cove and Chester sailed out in their fishing boats to try and save them.

A beautiful red 1994 Plus 8 owned and driven by Jim Taylor and Ellen Jo Baron was struck by a wave of water sent out by a massive pantechnion. The result was instant stop as the Morgan died from the blast of water into its engine bay. Morganeers gathered for several hours at a Chevy dealership to try and dry every wire they could find. But the Morgan just would not fire up.

We had a 6:00am destination with the ferry and were determined to get the Morgan back to USA for repairs to the Ecklers of Morgan Motors of New England fame. Problem was that we first had to get through Canadian and then USA Customs. Both indicated that a vehicle cannot be pushed but has to be under its own power or towed. I then volunteered the "Forgan" to do the towing, which meant a mad flurry to procure some chains and tow ropes. I had no idea what the capacity of my Mustang would be to secure the equipment to.

Next morning at 4:00 am we made

arrangements and towed the Morgan from the motel in Yarmouth to the ferry station. The Canadian customs were fantastic and six of them pushed the Morgan onto the ferry with me playing "dummy tow car" for the ship's captain.

We were warned that under no circumstance would the USA Customs assist nor accept a car being pushed off the ferry. After a relaxing, somewhat rough sea 10 hour crossing, we reached Portland, Maine in USA.

The "Forgan" and Morgan were then prepared for the tow. Fortunately we were allowed to leave the ship last, but soon got caught up in the stop-start traffic entering USA customs. It was a difficult tow in the wet with continual short bursts forward. Eventually we reached the customs official and he was not happy to be confronted with two cars to deal with. We were treated with suspicion and lots of questions about our situation. Eventually we got through and were met by a tilt-tray on the other side. The Morgan was then loaded, but unfortunately the chains used on the back axle ripped the brake lines out! So now the Morgan was severely crippled. It took another six days to sort and repair the Morgan, fitting a new ecu unit and with the problem being a relay high up in the dash area, having being drowned by the original wave of water, shorting.

To be continued...

Next stop, the Autumn MOG Concours at the Owl's Head Museum, Maine

ALL BRITISH DAY IN SA

Tony Heard

The All British Day was on 14 Feb 2016 at Echunga on their oval. The weather was near perfect, unlike some other years of very high temperatures.

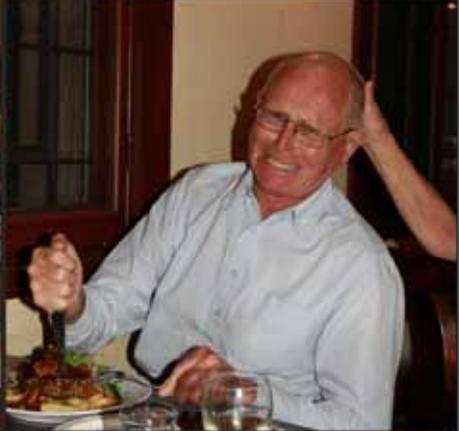
Eight hundred British cars were on display, with the feature car for this year being the Bristol. Thirty two cars made up their display from local and interstate, with all models represented.

The Morgan display featured eight cars and John Moss's 100 MPH plus Salt Racer motorbike.

The cars were all very nicely presented.

Thanks to all the entrants and thanks to Malcolm Johns our Marshal for placing the cars in a straight line.





Here's a run report from John in WA on their Valentine's Day trip to Yanchep



On Sunday, 14 February (Valentine's Day) and after 7 very hot days in a row in Perth, above 40 degrees (a record), some 10 Morganeers with 6 guests in a total of 14 cars took on the summer weather for a coast run north to Yanchep (about 80 km).

Our group included 4/4, Plus 4 and Plus 8 Morgans, a very beautiful XF Jaguar and Allan and Sally's magnificent Aero 8. Our guests (all enthusiasts) were from the UK, NZ and local.

Bill Gliddon, a new member, drove his XF with Hellie as his recently restored 1937 4/4 was in the process of licencing and unavailable for the day unfortunately.

We met and departed from the well-known Cottesloe Beach just before 4pm, so as to avoid the heat of the day and travelled with the Indian Ocean on our left and with the usual S/W sea breeze on our backs.

Along the way we deviated inland slightly to tackle the scenic Reabold Hill (well known in my day for night 'parking'). The run went well and was uneventful other than a number of cars became separated due to the traffic. Even so, the

temperature was a warm 33 degrees.

We arrived at the Yanchep National Park at around 5.30pm (as planned) and proceeded to the Yanchep Inn for mid-strength liquid and other refreshments.

The Yanchep Park and Inn (old English style building) are well known in WA with a Lake, Caves, Koalas, Kangaroos and black Carnaby Cockatoos among the many tourist attractions.

Unfortunately the lake is currently in a bad way as are the caves which have suffered from low rainfall and heavy draw on the aquifer in the area.

Other than the excuse to drive our Morgans, the highlight of the day was the fine food put on by the Inn staff, served in the Banquet Room, with a number of Valentine's Day participants and a Wedding or two nearby.

The meals were bountiful – see Allan's massive lamb shanks, Brian's triple hamburger and the 'to share' lamb roast.

Whilst the Inn is a little 'tired' these days the hospitality and service was great and the food difficult to fault.

As the evening passed 9'ish, we bid goodbye to Yanchep and returned home (non-organised route) ready to take on the forecast coming week's hot (above 38 degrees) temperatures.

Generally a good day and a good start for WA Morganeers' activities for 2016.

MORGAN OR MARRIAGE

The Daily Telegraph

Geoff Hollings brought this article from the Daily Telegraph along to the last meeting. It was written by Virginia Hodgson and published on 25 May 1983. It was titled the "Doc's Dilemma".

Dr Kim Mukerjee has a serious marital problem - he must sell his luxury sports car or lose his wife. He believes the fire-engine red Morgan sports car is ideal for a bachelor with \$25,000 - and an ego that needs constant attention.

His wife says too many sorts go for the sports.

It's not that Dr Mukerjee needs the money - he and his wife, Vandy, run a successful market research company in the Melbourne suburb of Prahran.

But married life became a nightmare from the day he bought the car of his dreams 18 months ago. Dr Mukerjee said yesterday the car drives women crazy - and that's the problem.

"Women leave notes on the windscreen with phone numbers and suggestions we meet," he said.

"Pretty girls I've never seen in my life wave wildly as I drive past."

While Dr Mukerjee enjoyed the attention, his wife was not so appreciative - her sense of humour eventually wore out.

It was the last straw for

Mrs Mukerjee when a mysterious blonde left her lipstick under the passenger seat.

"I told him the car goes or I go," she said yesterday.

"Although I can see the funny side, the car has caused a lot of trouble - it's a strange machine." Dr Mukerjee said he was sorry to have to sell the car and added: "I suggest only bachelors apply."

This advertisement has been widely discussed by MOCA members since it appeared on the 24th of May in the Financial Review, and then in the Telegraph.



**Buy my Morgan.
Save my marriage!**

I have a fire engine red '75 Morgan + 8, 70 mph in 6.5. It also produces birds out of the woodwork. My wife handled all this until a blonde left a certain something under the seat. As a doctor I only use it on weekends so it's immaculate.

I'm looking for around \$25,000 - from a bachelor! Telephone (03) 51 9811 daytime or A.H. (059) 88 2212.

What was it the blonde left under the seat?

Why don't the rest of us have this problem, i.e., birds leaping into our cars and making interesting suggestions?

Correspondence on these and similar matters is invited and eagerly awaited!

THE OTHER WOMAN

Unknown

This very aging and very dog eared article came from Col Davidson as part of his clean up. There's no source to refer to but thanks to the author for their touch of humour.

The modern eternal triangle is likely to be composed of Man, Woman and Machine.

Pittsburgh (AP): Creeping around outside his northside home with his 357 Magnum pistol still smoking, Ralph Zelik bumped into two policemen. He figured the best thing to do was confess. "I just killed my motorcycle" Zelik, 34, admitted. Nearby, lay the cycle, with five slugs in it.

At a hearing, Zelik told the magistrate the shooting followed an argument with his wife over the motorcycle. The charges were dismissed. The magistrate said Zelik had inflicted no harm.

This heart warming little domestic drama would make a nice episode for an afternoon TV soap, that is, if the scripter's were hip enough to realize that plugging a Honda with a 357 Magnum (which by the way is quite a piece of artillery) is just the sort of thing that tears apart many modern marriages.

Gone are the days of The Other Woman. Today's average walking around male is often more in love with his machine than anything else in his life. Mrs. Zelik has won for the time being, but the future is cloudy and now that the Honda is dead, who knows what sort of machine is going to get Zelik on the rebound?

Zelik's decision to execute his bike instead of, say, selling it or giving it to his friend

Heine is highly significant. It is an act of true love.

The annals of crime are bulging with eternal triangles that ended with repeated lethal gunfire. Practically any edition of The Daily News has an identical story on page three: Frustrated Husband Nabbed After Shooting "Other Woman".

"My wife told me I had to get rid of my girlfriend or she'd kick me out. I couldn't leave the kids". Asked why he shot his girlfriend, he explained: "I couldn't stand nobody else having her if I couldn't".

Obviously, Zelik's wife had laid down the law: "It's either that damn motorcycle or me". And Zelik, sitting in the kitchen brooding over several beers, finally grabbed his 357 Magnum and rooty-toot-toot, he plugged the poor thing right in the cylinder head.

Here, is a great idea for a play, truly modern in its clean delineation of the contemporary war between Man and Machine, or better yet Woman and Machine; the Frankie and Johnny legend updated.

How many hollow eyed men stalk the streets haunted by dreams of lost mechanical loves brought on by the insistent demands of the female in their lives will never be known.

But if I have heard it once, I have heard it a thousand times:

HOLLOW EYED MAN (H.E.M.): Geez, that's a great looking Morgan. I had a Plus Four once, but (His voice trails off as he

walks around the machine, examining it lustfully yet with a touch of pathetic *déjà vu*).

ME: Yep. She rides like a barrel of rocks going over a cliff, but there's something about the thing that I dig.

H.E.M.: Yeah, I know. I sure do know. Can I sit in it for a while?

ME: (magnanimously): Go ahead. But watch the door. She's got a wood frame, and...

H.E.M.: You don't have to tell me about Morgans boy, that '52 Plus Four of mine had a case of termites you wouldn't believe. Gee, this sure feels good. It feels just like old times to me.

ME: You had a '52? Had a Standard Vanguard motor, and..

H.E.M.: Yep. Never forget the time. (Again his voice trails off, I sense some lurking tragedy and prod him on)

ME: Well, what happened?

H.E.M. (Slowly disentangling himself from the cockpit with the practiced grace of an old Morgan zealot. Getting in and out of a Morgan is not a trick that is learned overnight. He pats the drophead's bonnet affectionately and continues in a faraway voice). Yep, she was British Racing Green and the day I had to get rid of her she was in better condition than when she left the Malvern Works. Even now, sometimes I dream about her. There I am, going flat out, the wind blowing over the screen. And then I wake up, lying there next to Marge, in a cold sweat, wondering if I done right.

ME: Done what? What did you do? Did you sell it to somebody?

H.E.M. (giving me a sharp, horrified look): Sell it? Sell my Morgan? Are you out of your mind? That's the last thing in the world I'd do. My God, I'd just as soon sell my kid, or even Marge for that matter!

ME: Well, what happened? You can't just leave me hanging here.

H.E.M.: At first, Marge seemed to like the Morgan. In fact, I think it was the Morgan that really got her the night I met her at that drive-in. I tooled in, blipped the engine a couple of times and sat there waiting for the carhop to take my order. There I was, surrounded by chopped Fords and '49 Chevys.

She walked over and said, "What'll it be, Buddy?" But I could tell she was really eyeing the car. It was Marge, of course. That night, I picked her up after work. We drove out to a place I knew on the beach, and naturally one thing led to the next, and...

ME: You married her.

H.E.M.: For the first few months it was okay. But then, one night she told me she was pregnant. Well, you know how the Morgan takes potholes and street car tracks. After that, she took to asking me if we could borrow my mother's Buick when we went out. After the kid came, we went back to the Morgan for a while. But then she started to complain that it didn't have a heater and finally she began to nag about putting the top up, and whoever puts the top up on a Morgan? She really got mad after what happened to Stanley.

ME: Stanley?

H.E.M.: Yeah, the kid. We had him back in the luggage carrier behind the seats one

night and I hit a railroad track going maybe 75. It was too dark to see it coming. The kid left the car going straight up like a rocket, like he was shot out of a gun.

ME: Great Scott!

H.E.M.: It wouldn't have happened if the little bloke had listened to me. I told him to hang on. No, he's laying there in the back, sucking on a rattle, when off he went. Served him right!

ME: What happened to him?

H.E.M.: He went straight up and disappeared in the dark. It took us forty minutes to find him. He was hung up in a tree, about eighty feet up. I ripped my new pants climbing up to get him down. Stupid little so and so...

He was just hanging there like a Christmas tree ornament. You might have thought he'd at least holler to let us know where he was.

ME: That must have really tore it!

H.E.M.: Almost, but not quite. I sweet-talked her for a while and got a parachute safety harness for Stanley that bolted to the frame and that quieted her down some, at least for awhile. Then, a couple of months later it was all over.

ME: Something else happened?

H.E.M.: Well, you know Morgans. But this time there was no more sweet-talking Marge. We were all dressed up going to a dance down at the high school that the PTA was throwing. We were just tooling along. The old Morgan never sounded sweeter. When all of a sudden, out of nowhere, the son of a bitch let go.

ME: Let go? You mean your engine blew?

H.E.M.: Hell. no. It was nothing as simple as that. For a minute I didn't know what had happened. I just heard this loud explosion and I thought maybe one of the tyres had popped. I looked around and I saw that Marge was gone. Just disappeared. One minute she was sitting in the seat next to me, and the next poof, gone!

ME: Another pothole?

H.E.M.: Nope. That's what I thought at first too. But what happened was that she was wearing her fancy gold evening dress, made out of these little prickly wires, and one of those wires punctured the bladder in the seat she was sitting on and it blew her right out of the car.

ME: My God, no!

H.E.M.: Yep. Until that time I guess Marge never even knew that the Morgan didn't have regular seat cushions like other cars. It has bladders you blow up inside that thin little leather cushion, just like a beach ball. Well, she really popped one. Found her in the weeds. She took a cab home and didn't talk to me for three weeks.

Then one night I drove in the driveway. She came out on the back porch and said either the Morgan had to go or she was taking Stanley and heading for Reno that night.

ME: You can't blame her, in a way.

H.E.M.: Oh, let's face it, we were both at fault. There's no right or wrong in the love game. Anyway, I went down in the basement to think it over. Must have drunk at least a half a quart of Jim Beam. I could hear her upstairs, sobbing and calling her mother every ten minutes. Finally I knew what I had to do, and that night I did it.

ME: This is terrible. Poor Marge.

H.E.M.: Oh, she won out. No doubt about it. I went out and sat in the Morgan for a couple of hours and then dug a big hole back of the garage. Took me 'til damn near morning and I buried her there.

ME: Good Lord! You mean, you took Marge behind the garage and...

H.E.M.: Sometimes I wish I had. No, I pushed the Morgan into that hole and buried her. Six feet deep, forever.

ME: Buried the Morgan alive? I don't know how you could do it.

H.E.M.: Don't be silly. I'd never do that to her. I took my twelve gauge Remington full choke and gave her both barrels in the crankcase. She never knew what hit her.

ME: That took a lot of guts, Mister, but I can see that you had to do it.

H.E.M: I'd rather see that Morgan dead than to have some unfeeling bloke kicking

her around and maybe selling her to some kid who'd chop her up and use aerosol paint all over her, or maybe worse. Nope, I killed her. Nobody else will ever have her. She's lying there tonight, and one day when I go, I hope we'll meet in Heaven. Then I'll drive her forever, just like the old days.

There wasn't much I could say, and after patting the Morgan badge one last time he wandered down the street, lost in his own mysterious reverie.

Yes, there are countless souls right now, perhaps some even reading this, who have been part of the modern eternal triangle: Man, Woman and Machine.

ED: I read recently about a Dino 246 GTS being unearthed from the front yard of a home in Los Angeles. There's also the story of a powder-blue 1964 Ferrari 330 America too. Apparently, the widow of a Texas oilman had died and was buried in her car and covered in concrete.

An interesting news story from Bob Bailey from the Vintage Sports Car Club of Australia :

On the 18th March 1916 Boyd Edkins, the noted Sydney motor enthusiast, dealer and competition driver left Melbourne at 5am with the intention of breaking the then existing Melbourne to Sydney record of 19 hours and two minutes set in 1913 by A.V.Turner. Boyd arrived at the Sydney GPO, 558 miles later, at 9.55 pm breaking the record by 2 hours and 7 minutes and amazingly beating the Melbourne to



Sydney rail express time by 5 minutes. This was a major breakthrough in travel times in Australia demonstrating the great value of the motor car.

The re-enactment on 18th March 2016 was using many parts of the old Hume Highway.

A poignant note to this event is that the car's owner for the last 15 years, Peter Adams, passed away only last weekend after a long illness and his family are both participating and enthusiastically allowing the VSCCA to use it for this event.

ERNIE DAL SANTO RUN

John Coneybeare

The Ernie Dal Santo Memorial Run was a very hot day for our Morgans.

After a week of checking the Plus 8 out and the prospect of a 38 degree day out west, it was a toss up to take the Subaru or the Morgan.

I had done my picnic shopping on Saturday and packed the basket to fit the Morgan, so the decision was made and the Plus 8 packed.

About 8.30am, I headed out refuelled and travelled to the McGraths Hill meeting area. The day was warming up quickly and the big engine was behaving itself. The engine temperature was holding steady.

At the meeting place there were lots of happy faces, a reasonable split between Morgans and modern transport.

Bruce and Ross Callahan were down from Queensland and Noelene Dal Santo was their guest.

After the driver's meeting, we all headed of to explore the early towns that were set up along the Hawkesbury River around Windsor and Richmond and ending up at Kurmond then Kurrajong Heights.

Now Morgan members are not the best navigators around and selecting someone to follow with a reasonable chance of completing the course and after a couple of misadventures, I slotted in behind Keith and Monique Wall in their trusty Plus 4 and all was well, Keith is not shy to push the old car along at a reasonable clip and we arrived at the lunch destination in good time.

The cars were hot but still running.

Lunch was held at Geoff and Choy-Lin's home half way up the Kurrajong Hill. Choy-Lin had plenty of cold water, tea, coffee and special home made cake and biscuits with cooling fans set up so we could cool down. The temperature was now holding around 38 to 40 degrees.

After lunch, we spent time in Geoff's shed checking out his projects.

Then it was back in the traffic and the drive back to Sydney. The Morgan behaved itself although the temperature gauge was now on 140 degrees in the afternoon traffic. Five minutes at each set of lights doesn't help but there was no steam.

A great day and good company.

Thank you to the organising team and Geoff and Choy-Lin for the use of their home.

ED: Since their was no steam, was there water in the radiator?



ASHBY TWIN CAM MORGAN *Simon Ashby*

Here is the latest update from Simon. We covered the restoration process and now its good to see the results coming through.

I hope you and all your members have had a good start to the new year. I thought it was about time I brought you up to date on the twin cams season last year and sorry for the delay. I have also attached 2 images which may be of interest to you and your readers.

All went very well in general and as the season progressed, I learnt the strengths and weaknesses of the car along with its handling and capabilities.

I started off with a shake down at Curborough, a small twisty sprint track. This was a non competitive outing and just to see how the car would handle in general. Well, it really was not a good start as the rear diff exploded under the strain and there was an electrical gremlin!

With so many Mog speed competitors around, I was quickly advised to contact Billy Bellinger who would be able to help.

We pushed the car onto the trailer and I made my way home, a little dejected! The advice was good and after a phone conversation with Billy I had the axle removed and sent the next day. He swiftly rebuilt it and returned it in time for the Anglesea Sprint. The diff was now uprated and new toughened half shafts are now fitted.

Anglesea was great apart from the weather, it poured all day on the Saturday but cleared up a little on the Sunday. I

managed 2nd overall on Saturday (I like the wet conditions) and midway down the order on the longer international circuit the next day.

With a few points in the bag, I started to think about the next event but needed to overcome a problem that was to stay with me all season.

When I left the start line I had found I had to rev to about 7,000 and slip the clutch to get the car moving. Initially I thought it was the diff being too big then the tyres being too sticky and of course the driver! More about this later.

Next we set off for Gurston Down hillclimb near Salisbury. This is a downhill start so I thought this would help me off the line. It was another good day, warm and dry. The car went really well once I managed to get it rolling but torque at the bottom was non-existent. Again food for thought. The Morgan turnout was small but I still managed to gather a few points.

Aintree Sprint was next, this is on part of the old British Grand Prix track and runs alongside the Grand National steeplechase course. There was a good Morgan turn out and the weather was hot. This is a high speed sprint with only a need to touch the brakes once at the first corner. Again the car was great but lacked the starting grunt. More points were won (4th overall) but I was still trying to work out the lack of power at the bottom end which was costing me valuable time.

Next up was the Loton Park hillclimb. Another wet day which may have helped



Alan Goodwin of Aldon Engineering (who also has a twin cam) and made an appointment to use his rolling road.

This in hindsight would have been best done at the beginning of the season, anyway this did explain a few things and showed the bottom end torque dip in the readout. Subsequently I have now changed the cams and the car is booked in for a completely new tuned exhaust in a couple of weeks time. I am hoping then I might gain those valuable tenths to get me a little closer to the rest.

Other changes made have been the rollbar due to national MSA rule changes here which is a shame as I really did like Ken's design. I have had to fit a complete hoop that goes from one side to the other with a diagonal brace.

me to a 2nd overall. The car was handling great now after a few suspension tweaks and the tyres we brilliant in the wet. I can recommend the Avon's.

Now midway through the season I was definitely enjoying racing the twin cam and it was certainly turning a few heads with the twin cam fitted, it sounds great!

Needless to say, I told the build story and explained how I came to know more than most about Kens' car, thanks to Noel Bryan.

The last half of my season saw visits to Curborough (2 events) 3rd and 6th o/a, Shelsley 3rd o/a and Prescott 2nd o/a. All demanding tracks. I was particularly pleased with the Shelsley and Prescott runs, coming close to the Morgan records in class. At the last meeting at Prescott I discussed the low torque problems with

My championship finish was 5th overall and 2nd in class (4/4 modified up to 1750 cc) This was after a count back that raised me from 6th to 5th and 3rd to 2nd due to a very competitive tussle with Rob Stones in his 4/4 sport that just split us by 0.1 point!

This season, assuming the car goes as well, I plan on doing about 8 events around the country and to try to improve on last year's times. Perhaps with the new cams and exhaust, I can. I will let you know as the season unfolds.



Here's an interesting article from the January 2016 Miscellany Magazine. Thanks to Miscellany for allowing us to reprint it.

Devotees of Morgan motorsport history will know the name David Van Dal. He was one of the most committed Morgan racers in Australia in the 1950's, and developed what started out as a flat-rad Plus 4 all the way into a single seater race car, known as the R4 Morgan, for the Formula 2 races taking place at the time.

Craig Atkins saw the pictures of the new AR Plus 4 rear suspension and was reminded of the R4, which used a similar arrangement. In fact David had originally intended an independent rear suspension for the car, but ended up retaining the Morgan back axle and using four trailing links and a panhard rod, as can be seen in the photo. He had designed a double wishbone front end too, using a transverse leaf spring, but Peter Morgan convinced him of the benefits of sticking with sliding pillar. The R4 proved to be extremely successful with at least 18 top three finishes from approximately 45 races (there are some gaps in the records).

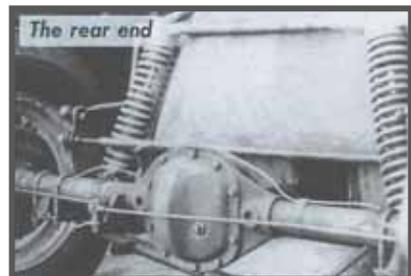
The following is from Craig's articles on racing in Australia, published in Miscellany in 1998.

David Van Dal had raced a highly modified flatrad Plus 4 in WA with great success since 1951 and in December 1954, with the backing of Bill Richards (the local Morgan agent in Perth), began work on a "special" based on the Plus 4.



The R4 Morgan emerged after just 6 months as an open-wheeled racing car. The Plus 4's rather flexible chassis had been replaced with a highly rigid tubular space frame incorporating the original front end, which was widened by 2 inches and had Austin A40 stub axles grafted on. A Peugeot 203 rack and pinion steering box and locally made, finned, alloy brake drums based on those of a Fiat 1300 replaced the originals.

Although the original Morgan rear axle was used it was located by parallelogram linkage and panhard rods with the rear suspension comprised of telescopic dampers within coil springs.



The highly modified Vanguard engine, which carried four Amal carburetors and

four separate tuned exhaust pipes (with no attempt at silencing!), developed 138 bhp at about 6100 rpm. This extent of engine development from the original Vanguard (65 bhp at 4200 rpm) was quite remarkable as the TR2



engine developed a mere 90 bhp at 4800 rpm and even the TR4 engine-based Morgan Supers Sports of the early 60's only developed 115 bhp at 5500 rpm. Like the TR2 engine which had a reduced capacity (down to 1991 cc. from the 2088 of the Vanguard) that of the R4 was 1997 cc. However, the cylinder head on the R4 was modified to give a 9.6: 1 compression ratio (compared to 8.6: 1 for the TR2 and 9: 1 in the Super Sports). High compression pistons and a highly unorthodox camshaft (designed by Peter Pugh the camshaft wizard at BSA) were fitted together with enlarged valves, stronger valve springs and alloy pushrods. The head was even copper-plated to help dissipate heat.

The camshaft was drilled from the nose to a depth of 5.5 in. to remove distortion at high revs. This problem was solved in the TR2 engine by increasing the diameter of the front half of the camshaft (J Robson, *The Autocar*, 8 April 1955). The hard chromed crankshaft was balanced and polished and the big end bearings enlarged (in width) to take silver-plated bronze-steel shells and modified with cross-drilled pins to allow increased oil flow.

Despite these improvements the crankshaft was the Achilles heel lasting only 18 hours of flat out racing before needing to be replaced (at 20 hours it

simply shattered at the rear web and the engine exploded!). It is interesting to note that Standard Triumph had also found difficulty in maintaining adequate lubrication of the crankshaft bearings under increased load in developing the TR2

engine (ref. as above). There were numerous other unusual features of the car, such as an aluminium flywheel and a hydraulic clutch, which reflected Van Dal's skill and attention to engineering detail.

At its first real outing "in anger", at the WASCC Caversham meeting in December 1955 with Van Dal at the wheel the R4 (also known as the BRM [Bill Richards Motors] Morgan) won all races entered and broke the track record by 6 sec! The R4 was really very quick going from 0-60 mph in ca 6 sec with a recorded top speed of 128.3 and a standing 1/4 mile time of 13.6 sec. The records indicate that the R4 participated in at least 45 major events, plus sprints and hill climbs. The results have been incompletely recorded but of those that have there were 8 firsts, 5 seconds, 5 thirds and 6 fourth places. The car established a new lap record for Caversham in 1955-56 that was only bettered when the Ferraris, Maseratis, and Coopers came to town for the AGP in 1957. In fact Jack Brabham's Cooper just managed to equal the R4's lap record on the day!

Two panels from the original R4 body, the bonnet and the rear pod, have been unearthed in Perth recently and it is possible that sometime they could form the starting point for a recreation of David Van Dal's R4 Morgan.

I saw this very interesting article in the January 2016 Miscellany magazine. It's about the first ever Morgan four wheeler and how it was recreated.

One of the stars of the Brooklands Morgan Day was this, the only 1913-4 four wheeled Morgan in existence.

It has been rebuilt by Chris Booth, completed this year after more than 30 years of 'work in progress'.

In 1913 it was mentioned in the motoring press that HFS Morgan was working on a four wheeler based on the new trike. There is only one photo of the "quad", taken outside the rectory at Stoke Lacey. A patent was taken out in 1914 for the new design of rear axle, but the project didn't go into production.

Very lightweight four wheeled cycle cars were very popular in the early years of motoring, especially in Europe, but Morgan's three wheeler was clearly a more popular proposition in Britain.

In the 1930's some rather unusual remains were spotted on the Morgan scrap pile by employee Derek Evens.

It was the rear half of a very early chassis, but with a unique rear cross member and bevel box.

Liberating things from the scrap pile was strictly forbidden, so on the day it was collected, Derek went to the scrap yard after work and purchased the remnants of the four-wheeled chassis.

He intended to rebuild it himself but after

50 years without progress, passed them on to 3 wheeler expert Chris Booth.

Chris gradually found enough suitable components, including the remains of another 3 wheeler chassis of the same age, to complete the car.

Many of the missing components for the rear end were unique and had to be specially made - but there were only the patent and a 1914 drawing discovered by Martyn Webb, both of which differed from this chassis, to go on.

Chris designed the back axle to be the closest approximation of the original. By 2012 all the parts were collected and he started to assemble them into a complete car.

It was finally on the road in March 2015, more than 80 years after Derek Evens rescued it from the scrap yard!

Chris has taken the "quad" to several events this year, and it's also on display at his museum at Rolvenden in Kent.

Photo at Brooklands by Peter Chapman, during the rebuild by Chris Booth, original photo from MMC.

ED: A special thanks to Miscellany for allowing us to re-print this article.



1913 four wheeler rear axle



The one original photo



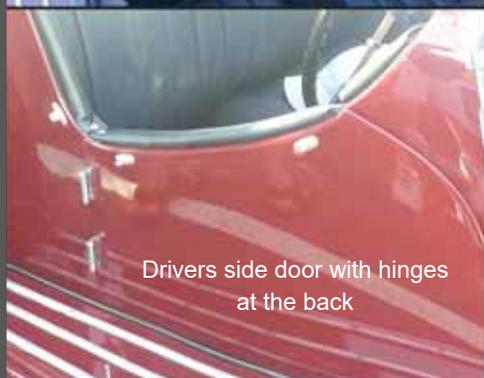
Miscellany January 2016

The completed quad at Brooklands

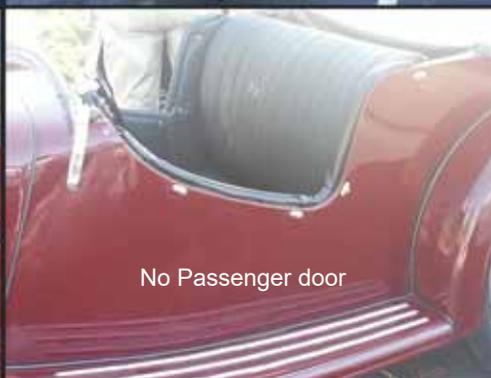
The first ever Morgan four wheeler - recreated



Alan Coulson's unique
Morgan Series 1. Photos by
Geoff Hollings



Drivers side door with hinges
at the back



No Passenger door



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DELEGATES

John Coneybear

The 2015 CSCA Presentation evening for 2015 was held on the 24th February at the Carlo Bowling Club and it turned out to be a very nice venue with a comfortable room provided and plenty of good finger food,

Tim Hurst was our only recipient on the night receiving a class win at the 2 rounds he contested in his Plus 8.

Morgan had four members attend the evening.

The Combined MG Clubs event will be over before this report gets out, so the Jaguar meeting on the 14th May on the North circuit SMSP is the next to look forward to.

The Triumph and CSCA Clubs Driver training day for 2016 is to be at the Marulan Driver Training Complex at Marulan on the 17th of September. We have not had an event there before so it should be interesting.

The CAMS State Council meeting was not held on the 13th due to not enough delegates being there and then rescheduled for the 27th Feb. I attended

again on the 27th and again we did not have a quorum. So the meeting reverted to an Executive meeting and the delegates are unable to vote, a long drawn out procedure to ensure all clubs are able to take part.

Standing orders are no quorum wait 15 minutes, then wait another 45 minutes - 1 hour in total and no business discussed. The meeting is rescheduled or if a 2nd time, it reverts to an executive meeting.

One fellow said in the lift when leaving not much talk about racing cars here today. The best news from CAMS is that 2 new Circuits have development plans in at their Councils for approval one at Nowra and the other at Wyong, both in NSW.

Just a side note the Sprite Club is having their National competition event on Good Friday at the Marulan Circuit, could be worth a trip to see all those Sprites in one place. Also the HSRCA were at Wakefield Park on the 27th and 28th of February and our team of Scrutineers were there to help out.

From our members:

Vern Dale Johnson - The April 2016 edition of Retroautos is now on line. There's plenty of reading, and it's free. Click on this link: <http://issuu.com/retroautos> (or go through www.retroautos.com.au). This month the headline story is about the previously unknown and never seen replacement for the FJ Holden, the "FG". We bring you the inside story of its development, styling and why it never got beyond the prototype stage.

Laurie Curtin - My local car club 'The Great Lakes Historic Automobile Club' holds its big -deal car show each year at a great location in Tuncurry at John Wright Park. This year the event is on Sunday June 12, 'Queen's Birthday Weekend' so there's time for a nice social weekend and it would be wonderful to gather a Mess of Morgans for the occasion. There is a heap of quality accommodation in Forster/Tuncurry and some very nice drives.

MINUTES OF MOCA INC GENERAL MEETING

held 3 March 2016 at Ryde-Eastwood Leagues Club, Ryedale Rd, West Ryde

Meeting opened at 8.10p.m.

Present: 27 members and 3 guests

Apologies: 15 members

Welcome:

President Geoff Hollings welcomed members and guests to the March General Meeting.

Minutes:

Minutes of the General Meeting held on the 4th of February 2016, as published in the March 2016 Morgan Ear, were taken as read with no corrections.

Motion: that the Minutes be accepted.

Moved Peter Canavan; seconded Max Scott - carried unanimously

Matters arising from the Minutes: None

Applications for Membership: None

Correspondence:

Postal : Accounts for payment, Spit Junction PO Box renewal, CAMS affiliation certificate and various club magazines.

Emails : Early advice of Tasmania tour Easter 2017, Hunter Valley Steamfest 10th April, Auto Source International with tour of Glamorous Goodwood etc, NSW road racing club ladies development program, Hill End at Easter invite and Veloce Publishing.

Accounts to be paid:

The following payments require approval:

Arrow Publishing – Printing and Envelopes
\$1,060.73

Australia Post – Ear Postage February
\$207.55

Geoff Hollings – PO Box Rental, Gordon
\$184.00

UWS - Printing of Ear \$2,774.46

Australia Post – PO Box Rental, Spit Junction \$121.00

TOTAL \$4,347.74

Moved Louise Barker; seconded Ian Southwell - carried unanimously

Committee Reports:

President (Geoff Hollings)

Geoff reported on the key items from the recent committee meeting including :-

- Christmas in July
- Short Holiday run in April
- Long Holiday run in September/October
- Annual awards presentation, November

He outlined the Motorcycling Australia plan to build a new racetrack.

Geoff reported on Morgan news of electric 3 Wheeler and the 80th anniversary 4/4 announced at the Geneva Motor Show.

Graham Balfe reported that there are 15 Morgans taking part in the April run to the Southern Highlands. Full details of the holiday run in October will be included in the Morgan Ear.

Vice-President (Stan Jodeikin)

Stan and Jenny had started to plan for Christmas in July at Jenolan Caves but after visiting believe it will not be suitable. Another venue is being followed up, tentatively for 1-2 July. Stan explained the latest flaggie situation for the August Supersprint and asked for as much support as possible and that all involved check their licences are up to date.

Secretary (Dennis Jones)

Dennis informed the meeting that he and Rosemary would be travelling overseas during June, July, August and September. He asked that any members who could help out with the secretarial duties during this time to please contact him.

Membership Secretary (Cully Gower - Apology)

Geoff reported in Cully's absence that membership renewals have been going well.

Treasurer (Louise Barker - Apology)

Louise reported that as at the 29th of February the club had an operating surplus of \$4,999 with \$37,912 cash at bank.

The operating surplus is largely due to the timing of receipt of membership income prior to regular outlays for magazine printing, postage and other expenses.

Membership income was \$14,166, 94% of the 2015/16 budget.

Motion: That the report be accepted.

Moved John Coneybear: seconded Peter Canavan - carried unanimously

Club Captain (Ian Southwell)

Ian reported that the Ernie Dal Santo run on the 14th of February went very well even though it was a very hot day, there

were 13 Morgans taking part. Thanks to Geoff and Choy Lin Williams for making all welcome during the day at their home.

The coffee run to North Head on Wednesday the 24th of February was also a hot day with 6 Morgans braving the speed humps in the North Head reserve road, including Alan Coulson's unusual Series 1.

Upcoming events are the dawn dash to Kurnell on Sunday the 13th of March with breakfast supplied by the club.

On Wednesday the 30th of March there is a midweek run to Cataract Dam, Peter Canavan will be the organiser of this run.

During April there will be runs to Elizabeth Farm on Wednesday the 13th, on Sunday the 24th a run to Wollombi Tavern and from 27th to the 29th the Southern Highlands run, the details of these runs will be in the April Ear.

Competition Secretary (Ross Simpson)

Ross reported that the next event is on Sunday the 13th of March at Sydney Motorsport Park North. Ross and Tim Hurst are due to compete.

Editor (Peter Gow)

Peter informed the meeting that Peter Canavan has waited 28 years for one of his cars to be on the front cover of the Ear, as will be the case on the March edition.

Peter detailed some of the Morgans on show in Geneva.

Envelopes with the new postal address have been ordered.

Registrar (Stan Jodeikin)

Stan reported that there are 10 Morgans officially on the market at present.

He also talked about the possible effects of Morgan supply and price due to the proposed Australian motor vehicle import regulations.

CAMS and CSCA Delegate (John Coneybeare)

John reported on the difficulties of holding recent CAMS meetings due to the low turnout of delegates with the meeting being held as an executives.

John talked about:

- The new CSCA race circuit checks.
- The CSCA presentation on the 24th of February at Carlingford.
- Next meeting is on the 13th of March and following that the Jaguar event on the 14th of May.
- Triumph have a driver training day in September.
- Austin Healy are having a national meeting at Easter.

John will include detail of the above in the next Morgan Ear.

CMC Delegate (David Fletcher - Apology) - No report.

ABCC Delegate (Robin Sanders - Apology) - No report

General Business:

Alison gave members an update on Bob Little's stay in hospital.

Peter Chatfield told the meeting about difficulties with re-registering his Morgan. It appears the RMS registration software needs to be changed to accept less than 17 digit VIN numbers.

Todd Hamilton talked about recent HRCA events, there seems to be a problem with too many races which is affecting participation.

Technical Discussion:

Stan Jodeikin needed a new windscreen and feels he has a supplier who he could recommend to other club members, contact Stan for details.

There being no further business the meeting closed at 9:20pm.



More Morgan Mania – drawings produced for Miscellany by Bryan Reading

CALENDAR OF EVENTS 2016

APRIL		
Fri 1 - Sun 3	VIC	Great Macedon Grand Tour (Sold out).
Sun 3	WA	Northam Flying 50
Thu 7	NSW	MOCA General Meeting, Ryde Eastwood Leagues Club. 8.00pm.
Wed 13	NSW	Coffee Run and Inspection Tour of Elizabeth Farm, 70 Alice St., Rosehill. Meet at Elizabeth Farm Tearooms at 10:15 for 11:00 Tour - \$8.00 and \$4.00 concession.
Sun 17	WA	Autumn Sunday Run
Tue 19	WA	Track Day
Sat 23 - Sun 24	SA	Anzac Weekend Mallala All Historic Race Meeting
Sun 24	NSW	Club Run to Wollombi Tavern. Meet at McDonalds at Mt Colah @ 10:30. Lunch to be at the Wollombi Tavern or alternatively a picnic lunch in the adjoining grounds. 105kms from Mt Colah
Sun 24	QLD	MOQ run to Kilkivan where we will inspect a working gold mine and see a gold pour.
Wed 27 - Fri 29	NSW	Southern Highlands 3 day run. For trip notes contact Graham Balfe (balfefamily@hotmail.com or 4861 1348)
Thu 28	VIC	VICMOG RDO Lunch run. Destination TBA.
TBA	QLD	MOQ Grandchester Pub, steam train loop and finish at the pub. Trains run last Sunday of the month. Organiser: Joe Day.
MAY		
Thu 5	NSW	MOCA General Meeting, Ryde Eastwood Leagues Club. 8.00pm.
Sun 8	WA	South run with beer tasting at Jandakot
Fri 13	VIC	Club meeting at Ramsay and Evelyn's
Sat 14	NSW	CSCA Jaguars Drivers Club Supersprint at Sydney Motorsport Park North
Sun 15	WA	Gin Gin Car Show
Thu 19	WA	Thursday Lunch Run.
Sun 22	QLD	MOCA sponsored event at the MacLeans Bridge Sports and Classic Car Festival
Thu 26	VIC	VICMOG RDO Lunch run. Destination TBA.
Fri 27 - Sun 29	VIC	Austin 7 Club: 40th Historic Winton
DIARY DATES		
Sun 12 JUNE	NSW	The Great Lakes Historic Automobile Club holds its big car show at Tuncurry. Contact Laurie Curtin for details (lpcandjc2@gmail.com)
Fri 1 - Sun 3 JULY	NSW	Christmas in July. Details to follow. Contact Stan Jodeikin
Sat 9 - Sun 10 JULY	VIC	VICMOG Christmas in July—Back to the 1890's.
Sat 13 AUGUST	NSW	CSCA Morgan Supersprint at Sydney Motorsport Park Gardiner Circuit
Wed 12 - Fri 21 OCTOBER	NSW	10 day MOCA Holiday Run to Hunter Valley, Mudgee and Central NSW. For trip notes contact Graham Balfe (balfefamily@hotmail.com or 4861 1348)

Remember to check the website in case of last minute changes



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A BOUTIQUE RESTAURANT

BUGGER
CAFE

XEB XEB