

# *The Morgan Ear*

*March 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:  
1<sup>st</sup> Thursday of the  
month at 8.00pm.*

*Venue:  
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their accuracy.*

**Front Cover:**

*Peter Canavan's  
1950 4/4 4 seater  
by Geoff Hollings*

**Back Cover:**

*Under the bonnet  
of a Plus 8 by  
Peter Gow*

With automotive manufacturing disappearing from our shores, it is good to see that the Federal Government is reforming the motor vehicle laws.

The first change will allow the direct importation of new motor vehicles. The second change relates to allowing vehicles of at least 25 years old to be imported.

Previously, it was only vehicles before 1 January 1989 that qualified without certification. The third change relates to removing the \$12,000 special duty on imported used vehicles.

The aim of these changes is to simplify the importation and certification of vehicles from countries with comparable standards. The UK currently meets these comparable standards.

We may even find that imported Morgans may be cheaper from 2018. I guess we have to wait and see.

Also, there's still the luxury vehicle tax too driving up the price of our cars. I wonder if they will tackle that too?

There's also the news that from 2019 onwards, electric and hybrid vehicles will be part of the Morgan range.

Having talked about future events, I have

taken you back in history with interesting articles on the Pedro Serra Plus 4 Plus and the Morgan Hardtops. Laurie Curtain had wanted to know why the Pedro Serra

Morgan Plus 4 Plus had a different grill.

We have a couple of social run reports; SA Christmas Show and CARnivale 2016. Also, we have another interesting article from Stan from his Morgans over

America trip. Always interesting!

After last month's article on day time driving lights (from Miscellany), Geoff Williams has sent us his solution to modifying your Morgan's lights. Also have a look at his website for other technical articles.

Choy-Lin Williams has a further update on the Morgan Supersprint in August. The call is out for flaggies for the event, so step forward. It's always a good day of racing.

The last thing I have this month is the review of Making a Morgan and some Morgan Collectables. I can highly recommend the Making a Morgan book.

### **Change to our mailing address:**

Geoff Hollings has set up a new post office box at Gordon - See page 3 for details.

**Take note  
Closing date  
for articles is  
the 14<sup>th</sup> March**

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Six Morganeers participated in the CARnival display on Australia Day. This year Macquarie Street could not be closed due to construction work in the city for the light rail project, so it was held at Parramatta Park instead. There had been a rain for a couple of days before, so a couple of display areas were closed and all cars were directed into the large grass area opposite Old Government House. Parking was therefore a little crowded and many clubs were spread about although we managed to herd the 6 Mogs together.

The weather was varied, initially cloudy, then a short shower which cleared away for a warm and sunny day. There was a continuous stream of visitors all day. Other activities in the park were tethered balloons early in the day, amusement rides, a stage with concerts for the kids and later music for older ones. There was a fireworks display during the evening, but we did not stay that late.

I am hoping that we can return to the city after the light rail is completed as we found there was a greater variety of things for us to do during the day.

Cars and Coffee, Woolwich: On the last Sunday in January I took my Mog to Cars and Coffee at Clarke Park, Woolwich. Entry fee was \$10 per car, and the car enthusiasts who brought their cars were a mixture of the exotics and modified car. Amongst the exotics were a good display of Ferrari, Lamborghini, McLaren, Audi, Porsche, Lotus, BMW and Cobra. There was one GT40 and one Morgan.

There was a constant stream of visitors throughout the morning. The 1-2km queues along Woolwich Road when coming to and leaving the display, and the long wait for coffee was disappointing. Let's hope the organisers put in place some better traffic management and more coffee carts, then it would be an interesting club visit, making sure we had an allocated area which would require getting there early.

You can read more about the display on their Facebook page: "carsandcoffeesydney".

I popped in to see Bob Little in Macquarie Uni hospital last week. He will be there for about 6 weeks so they can cure the infection in his knee. He would welcome a visit or a call from fellow Morganeers.

Morgan announced that it will lead a £6m project to develop new powertrain technologies, in collaboration with UK companies Delta Motorsport and Potenza Technology. With funding from the UK's Advanced Propulsion Centre, the consortium will develop hybrid and electric powertrain systems which will significantly reduce vehicle CO2 emissions and deliver best-in-class fuel economy.

The technologies developed through this project will be introduced progressively on Morgan sports cars from 2019, with hybrid propulsion available on all of its models by the end of the decade. The advantages in terms of performance, fuel economy and refinement are expected to increase demand across its most important markets

in UK and across Europe. This will result in a growth of the workforce at the Malvern factory and within the partnering companies.

Morgan expect the project to deliver growth and employment benefits at Morgan and in its partner companies, and

that it will broaden the appeal of the Morgan brand and attract new customers in key markets.

**Regalia:** The club is looking for a volunteer to take over the regalia role. Please let me know if you can help.

## DELEGATES

*John Coneybear*

Club Lotus held the first event for 2016 on the 6th February. Ross Simpson made the trip down to fly the Morgan flag. Then the 2015 Presentation evening was on the 24th after a change of dates, due to the problem of organising the trophies over the December break. I will report on this next month.

The second Competition event will be the Combined MG Clubs at Sydney Motorsport Park North Circuit on the 13th March. I encourage members to have a go or just come out and have a look.

The Bathurst 12 hour endurance race was a great success with five different makes of sport cars in the first 5 places on the lead lap (NO Morgan's) and the race was not

won till the last corner.

Wakefield Park is under new management and they are putting a structure similar to CAMS in regard to Safety and Licence requirements' and fees. It is now much harder to get on to the circuit and this proved to be a good thing at the Lotus event with a couple of hard hits and drivers walking away just shaken.

The TSOA 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 so far, so it should be interesting. Just a side note the Sprite Club is having their National competition event there on Good Friday and it could be worth a trip to

see all those Sprites in one place. Also the HSRCA are at Wakefield Park on the 27th and 28th of February and our team of scrutineers will be there to help out and don't forget the AGP in Melbourne in March. The CAMS State Council meeting will miss this Ear so a report next month.

"See you there"



More Morgan Mania – drawings produced for Miscellany by Bryan Reading

# GOVERNMENT REFORMS TO MOTOR VEHICLE LAWS

*Media release by Paul Fletcher MP, Federal Member for Bradfield and Minister for Major Projects, Territories and Local Government - More choice for car buyers and less red tape for the car industry under planned Government reforms to motor vehicle laws.*

Planned changes to the Motor Vehicle Standards Act 1989, announced today (10 February 2016) by the Australian Government, will give more choice for car buyers and save industry over \$70 million a year in lower regulatory compliance costs.

Consumers will get more choice in three main ways.

## **1. Personal import of new motor vehicles**

The law will be changed so that, from 2018, a consumer will be able to personally import a new car or motor cycle from another country with comparable standards to Australia's, up to once every two years, if specified conditions are met.

The vehicle must be a motorcycle or right hand drive passenger vehicle, be no more than 12 months old and have no more than 500km on the odometer.

The Australian Government will specify the countries considered to have comparable standards. Of the world's right hand drive countries, Japan and the United Kingdom currently meet the standard. Other countries may be included upon reaching a comparable standard.

"Over one million new vehicles are sold in

Australia today; over 90 per cent are imported and within two years all cars will be imported once Ford, General Motors and Toyota cease local manufacture", Minister for Major Projects Paul Fletcher said today.

"With around 30,000 vehicles a year expected to be personally imported, most Australians will continue to purchase vehicles directly imported by manufacturers and sold through their existing dealer networks".

"These new arrangements however will offer consumers greater choice. If a manufacturer chooses not to sell a particular model in Australia, a consumer may now have an option to source this model overseas."

## **2. Improvements to existing schemes for specialist and non-standard vehicles**

The changes will improve the existing arrangements for importing exotic, rare, classic, collectible and special purpose vehicles.

Today, individuals can import a car or motorcycle under concessional arrangements if it was manufactured before 1 January 1989. Keeping this fixed date would have steadily reduced the scope for importing genuine classic cars into the future.

The new rule will allow a vehicle which is at least 25 years old to be imported under these arrangements.

For newer vehicles, the Register of Specialist and Enthusiast Vehicles will be

revamped, and limits on the number of vehicles that can be imported by each Registered Automotive Workshop will be removed.

In line with the Australian Government's deregulation agenda, the changes will also simplify the pathways for importing non-standard vehicles used for special purposes, such as mining equipment, exhibition vehicles and vehicles not permitted for general road use.

While the Government is improving these existing schemes (under which used cars that meet specific criteria have long been able to be imported, and will continue to be able to be imported), it is not making any general change to the rules for used cars. As the Government announced in late 2015 in its response to the Harper Review, the Government has decided not to proceed with reducing parallel import restrictions on second-hand cars.

### **3. Removal of \$12,000 special duty on imported used vehicles**

The Government will amend the Customs Tariff Act 1995 to remove the \$12,000 special duty on imported used vehicles from 2018.

"Although this duty is not often applied, it is on the statute books, costing more to administer than it raises – and is seen by consumers as a hurdle to importing second hand cars even in the specific circumstances where such imports are permitted. By removing this duty, we will provide more options for Australian consumers," Mr Fletcher said.

Industry will enjoy lower regulatory compliance costs, as these changes to the Motor Vehicle Standards Act will align Australian rules more closely with

international vehicle standards. This will reduce regulatory costs for manufacturers while maintaining high standards for vehicle safety and environmental performance.

"Motor vehicle manufacturing is a global industry where global standards apply – so it makes sense, and saves money, for Australia to use the global standards as much as possible," Mr Fletcher said.

The changes will also simplify the importation and certification arrangements for vehicles, to improve efficiency and remove unnecessary red tape for businesses.

Under the new law there will no longer be a requirement to physically affix an identification plate to vehicles. Instead the vehicle's details will be entered on a new Register of Approved Vehicles—an online, publicly searchable database of new and used vehicles approved for use in Australia. This measure will save manufacturers an estimated \$18 million per year.

The changes announced today follow an extensive consultation process undertaken as part of the review announced in 2014. Legislation to implement the changes will be introduced into Parliament later this year.

*For further information visit [www.infrastructure.gov.au/vehicles/mv\\_standards\\_act](http://www.infrastructure.gov.au/vehicles/mv_standards_act)*

*ED: Thanks to Christine Stevens, President of Australian Historic Motoring Federation Inc for sending this through to us.*

# MAKING A MORGAN

Peter Gow

I was lucky enough to receive "Making a Morgan" for Christmas. It was written by Andreas and Dagmar Hensing and is published by Veloce Publishing.

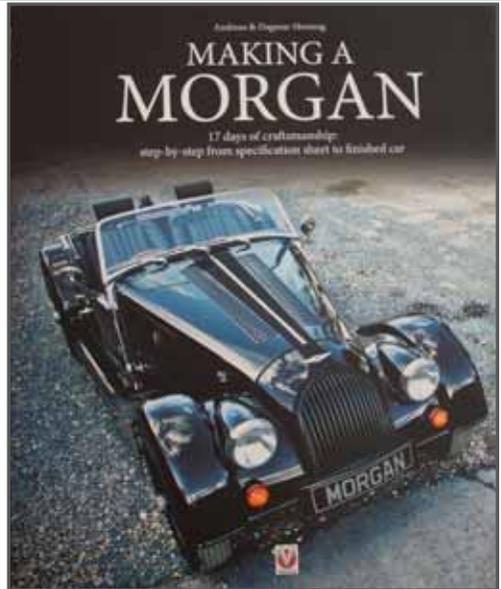
I will bias my review by saying upfront, this definitely needs to be added to your Morgan book collection.

If you have done a Morgan restoration or are contemplating one, this is the book for you, although it will take a little longer than the "17 days of craftsmanship". That's right, only 17 days from start to finish to make a Morgan Plus 4!

The book is full of great photos and has a very interesting commentary. It starts with the Morgan Story upfront and then moves on to the build process. It shows all the key moments when bringing a new Morgan to life, like when the chassis is fitted out with the suspension, brakes, engine and transmission and wheels, or when the chassis is fitted with the wooden frame or when the metal skin goes on and its ready for the paint shop (starting to show personality). It then goes to the trim shop and it is turned into a "real" car ready for its first test drive.

There's lots of insights too, like "did you know that the wooden frame is dipped in preservative (Protim 800) to enhance its life?"

The authors also take time to show the accumulated knowledge of the skilled artisans, the way they work and their commitment to building each individual vehicle.



Here's what they had to say:

*"And from the beginning, we did not feel like intruders, but rather were welcomed by the workforce. We found a home within the old brick walls, were allowed to breathe in the atmosphere, to experience the spirit that makes Morgan so special. For us that was an honour".*

Making a Morgan is a wonderful behind the scenes look at the Morgan Motor Company and the people that build them.

Having completed my own Morgan restoration (closer to 18 months), it brought back some great memories. It's great to see a piece of engineering "come alive" and then go on to provide so much pleasure.

For more information, visit [www.velocebooks.com](http://www.velocebooks.com).

# HYBRID & ELECTRIC MORGANS

*Charles Morgan*

The entire Morgan line-up goes hybrid and electric from 2019 on.

Morgan will spend \$8.6 million in cooperation with the British government to go hybrid and electric starting in 2019.

That should keep prices down while giving the small carmaker a chance to double its production figures through new markets.

*Here's a quote from Charles Morgan's twitter feed:*

That sounds like a very long burnout to me, but since £6 million is not a lot of money, I asked Morgan to see what should we expect from them in the next few years or so.

Morgan is working with Delta Motorsport and Potenza Technology on the new drive-trains, which will be based on existing technologies.

From 2019 on, there will be a combination of pure EV and hybrid power-trains across the range from Three Wheelers through the steel chassis/wooden frame models to the top-of-the-line aluminium cars, but Morgan won't tell whether they will come up with a specific car just for the electric drive-trains or not.

Morgan expects the lower emissions to lower their prices as well, opening up new markets and doubling their annual production figure over the next decade, which is at just 850 vehicles at the moment.

The company will also stay loyal to BMW, Ford/Cosworth and S&S engines when it comes to internal combustion, but there's no comment on going all-wheel drive using electric motors as we move closer towards the Geneva Motor Show.



# DAYTIME LIGHTS

Geoff Williams

ED: After last month's article from *Miscellany*, Geoff has sent through his own article from his website (<http://geoffshed.net/>).

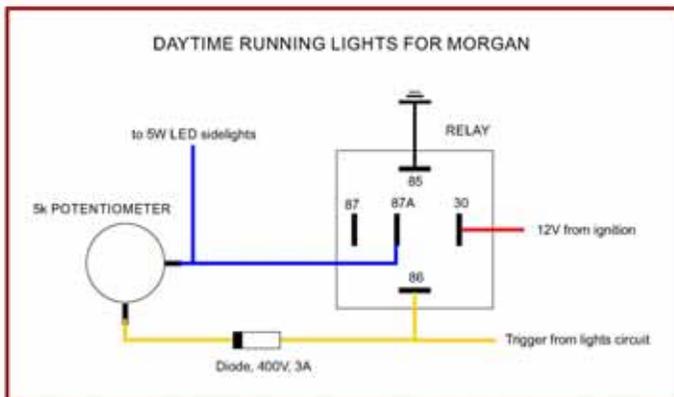
Daytime running lights (DRLs) are a great safety device and save driving with the headlights on during the day.

The challenge was to fit DRLs which suit the classic Morgan lines but are still effective.

I was able to convert the small sidelights on my 1975 Plus 8 to 5W LEDs (fitting of the LEDs would be easier in the larger sidelights fitted to later cars).

Then I designed a circuit which allowed the DRLs to operate when the ignition is turned on but automatically dim to sidelight strength when the sidelights or headlights are switched on. It is a legal requirement that DRLs must extinguish when headlights are switched on.

Incorporated into the circuit is a dimmer control so the brightness in sidelight mode can be adjusted to suit the owners.



Here is the circuit diagram for DIYers. You will see that the relay is actually used to turn power off rather than on.

# CARNIVALE 2016

*Ian Southwell*

For the first time in over 30 years, this Australia Day event was not held in the Sydney CBD.

This was brought about by the closure of parts of George Street. The Police Department were not prepared to close Macquarie Street for the best part of a day because this would leave only one street to take all the North bound traffic and one to take all the South bound traffic on the Eastern side of the CBD.

Therefore Parramatta Park was selected for this year's CARnivale. One of the reasons for its selection was that there were various other activities taking place in the park that day.

Unfortunately for the CARnivale organisers, the large amount of rain leading up to Australia Day made two of the smaller areas set aside for the car display unable to be used.

This meant that that all the 600 cars being displayed had to be fitted in to the largest of the three areas set aside for their display, hence the display area was overcrowded with very little space between the cars.

On the plus side, the numbers of visitors viewing the cars was quite considerably higher than I had seen in previous years.

However on the downside the number of cars on display was considerably lower than previous years.

This could possibly be attributed to the fact that there were very few alternative activities to attract the attention of the owners displaying their cars for the eight hours, compared to what there had been previously in the CBD.

The performance on the day by the CARnivale organisers was quite good considering the limited amount of space made available to them.

They marshalled the cars into and out of the display area with very few problems.

However the performance of the Parramatta Park organisers left quite a bit to be desired.

There were not a lot of other attractions at the park on the day. Never the less the facilities were less than adequate. There were large queues for the toilets and food stalls. By early afternoon a lot of these food stalls had run out of supplies and their range of supplies was at best, very limited.

*ED: Photos by Geoff Hollings. A very different array of wheels. I like the two wheels on the back of Mike Bendeich's Chalmers. You are really up at 4WD level.*

*From Vern Dale-Johnson on getting old:*

Some people try to turn back their odometers. Not me! I want people to know why I look this way. I've travelled a long way and some of the roads weren't paved.

Eventually you will reach a point when you stop lying about your age and start bragging about it. This is so true. I love to hear them say "you don't look that old."



# MORGANS OVER AMERICA

*Stan Jodeikin*

A photo opportunity of Elaine and Philip Fisher from California in their superb 2005 Aero 8 captured the moment.



Elaine was one of the main organisers of the MOA adventure and had spent four years putting the trip together with impeccable detail and success. We spent a lot of time during the journey travelling with them, as we shared many other interests along the way. In fact, I had previously met Philip some 20 years earlier when he visited Australia and I took him on a MOCA run to the Bradman Oval in Bowral.

Our next adventure began when we were headed to Prince Edward Islands (PEI) from New Brunswick, Canada. We drove across the incredible Confederation bridge, a two lane 80km per hour roadway that spans the Abegweit Passage of Northumberland Strait. The 12.9 kilometre bridge opened on May 31, 1997 after 4 years of construction. It is the longest fixed crossing over ice-covered water in the



world and endures as a major 20th Century engineering marvel.

Once across, we soon passed the legendary Anne of Green Gables on our way to Charlottetown, known as the birthplace of Canada. Anne of Green Gables is a 1908 novel by Canadian author Lucy Maud Montgomery. Written for all ages, it has been considered a children's novel since the mid twentieth

century. The property has a schoolhouse where Lucy Maud Montgomery taught and the church she attended.

That night we met up with the British Car Club of PEI

at their local pub, which doubled as their headquarters. I was totally mortified at what I witnessed, in that they had posters and memorabilia of every conceivable British car, but not one single Morgan object. I then presented a MOCA 50th Anniversary badge to the club President Dan Tweel to redress the imbalance. Hopefully they have adorned the wall with the badge!



Next day we headed off to Pictou, which was settled in 1767 but did not really start to develop until the first Scottish settlers arrived in 1773 aboard the ship Hector. In Nova Scotia, you are “nobody” unless you are related to “somebody” who arrived on this ship. A very informative couple of hours were spent touring this amazing Tall Ship. It is not a seafaring ship in the category or class of our replica Bark Endeavour that brought Lieutenant James Cook on his first voyage of discovery, to

Australia and New Zealand, from 1769 to 1771.

Nevertheless, walking around the Heritage Museum, listening to the story of Scottish migration to the New World, hearing the sizzling sounds of the working blacksmith's forge, and the rhythm of the mallets and chisels of the ship's carpenters was very worthwhile.

We then spent a long drive looking for a recommended Lobster fishing village in Antagonish to eat fresh caught lobster.

Unfortunately the season had just closed, so we missed out on that treat and had to settle for a lobster roll in a restaurant.

Our next visit was to Baddeck, which is an old village developed around the ship building industry. It attracted well known persons who built their summer homes there. A magnificent museum and National

Historic Site has been built in the town.

The museum commemorates the genius and compassion of renowned inventor Alexander Graham Bell. Exhibits show how he and his associates achieved Canada's first powered flight with their airplane Silver Dart, produced the world's fastest boat, advanced recording technology, designed giant kites and, of course, invented the telephone.

Original artefacts, films, and family photographs highlight his scientific and humanitarian work. It was with regret that I was unable to spend more time at the museum and would definitely like to return to the museum to explore more.

The highlight that evening was a fresh lobster dinner at the hotel restaurant, which was enjoyed by all. *To be continued.....*

## COUNCIL OF MOTOR CLUBS REPORT

*David Fletcher*



Sunday 15 May is the date set for the Australia wide **National Motoring Heritage Day**. This year Bella Vista Farm and Mittagong Public School have withdrawn but Penrith Fire Museum and the Motorlife Museum have been retained and a Central Coast location added by the Austin A40 Club. Other locations may emerge in the fullness of time.

**Affiliation Matters:** Last CMC meeting (Feb) Mountain Cruisers Car Club was voted into the CMC fold. Club Maserati has applied and Classic Falcon Owners Club (1960-66 cars) will be voted on next meeting in March.

**Goodwood Revival:** This year the theme will be dedicated to our Jack Brabham.

**Historic Plates:** For those using logbooks, the police have been trained to check that logbooks have been filled in for the current trip. Penalty for not doing so is \$410.00 and the officer will wait while you fill it out in front of him (how embarrassing).

**Classic Vehicle Scheme:** Similar to the Concessional plates scheme, we are used to, still has not been finalised by the RMS. This covers cars that are modified (and not fitting into the "H" plates scheme) and allows 60 days of travel including club runs. It will run as a two year trial.

*ED: This article was translated by Douglas Hallawell and published with courtesy of its author, Jake Alderson in Miscellany.*

Chris Chapman and I have long held the view that to research any aspect of Morgan history, especially pre-1970 before the USA and European vehicle build regulations started to take up most of the development time, one needed to start from a motor sport point of view.

Morgans were, are, and hopefully always will be, sports cars designed to be used in sport but not exclusively so. Initially the sport included sprints, hill climbs, circuit racing, trials and rallies. Studying Morgan history in this way helps explain why designs were changed but some other researchers who take most of their information from published catalogues, trade leaflets and motor show reports end up with 'rather sterile' books giving little to no reasons for these changes.

The introduction of wire wheels in 1957 came about when the Californian Sports Car Club banned Morgans fitted with bolt-on steel wheels from racing because of wheel breakages. Once it was brought to the attention of Peter Morgan he quickly set about modifying the hub design and fitting wire wheels as the Californian market was very important to Morgan at this time. Some books either don't even mention this or give an incorrect introduction date for wire wheels.

Sometimes the unexpected comes to light using this method of research and one that surprised me was the use of a hardtop on the Morgan in the 1960's. Traditional

British sports cars such as the Morgan were of necessity of light weight with minimal body protection for the occupants. Cut-away doors helped the driver manhandle the steering wheel in driving tests and other sporting events (no power steering in those days). HFS Morgan had seen a market for a more comfortable but heavier Morgan and this was the coupé. It even had sliding side windows. By the mid 1950's, sports cars became very popular in overseas markets too. Triumph and Austin Healey soon became big players alongside MG and smaller manufacturers.

Not everyone who bought a sports car wanted to compete, some just wanted a good handling, fast tourer and the traditional design became a little too spartan for them. One way to improve comfort was to fit a hardtop. The Triumph TR2 started to appear early in 1954 and by the end of the year the factory had produced a glass-fibre hardtop designed by their stylist Walter Belgrove. At this time glass-fibre was becoming popular as a lightweight construction material that could be moulded into complex shapes making it an ideal choice. In later years a pressed steel version was also available from the Triumph factory. Peter Morgan initially resisted the idea of a hardtop for the Morgan believing, like his father, that the coupé did the job just as well.

If we now turn to motor sport the story takes a somewhat dramatic turn at the 1955 24-hour race at Le Mans when after just 2.5 hours of racing Pierre Levegh driving a Mercedes Benz 300SLR hit the rear of Lance Macklin's Austin Healey

100S. The Mercedes became airborne, hit an earth bank, landed amongst the spectators and exploded. Eighty-two spectators and the driver were killed, with even more being injured. The whole world was horrified and many countries took urgent steps to make sure a repeat of the accident couldn't happen there.

Several immediately banned motor racing, including France, Spain, Mexico and Switzerland, the latter's ban still being in operation today I believe. The forthcoming French Grand Prix was one of several cancelled and Mercedes Benz announced they were pulling out of motor racing. In England the governing body of motor sport, the RAC, announced the imposition of new safety measures to prevent wayward cars hitting spectators, and all racing venues had to comply. Some of the smaller ones, such as Castle Combe, found these too expensive to implement, and motor racing ceased there for several years (motorcycle racing was unaffected).

The French government's ban on motor racing in France was soon extended to a ban on open sports cars competing in rallies run over French territory. This ban was still in place for the 1956 Monte Carlo Rally, a major international event in the winter rallying calendar. Many felt this ban was an over-reaction, and of course it meant the popular trips across the Channel by British Morgan owners to compete in smaller French events were now unacceptable.

In February some clarification was given on the rallying of production sports cars, revealing that they were still banned, even if fitted with hardtops unless they had winding or sliding fitted windows, and at least 100 had been built before the end of

January. This rule allowed in the coupé Morgans, but not the standard two or four-seater Morgan sports cars. The aim of the ban was to prevent thinly disguised racers from competing.

By 1958 the specifications for the accepted cars were being listed by the Federation Internationale de l'Automobile (FIA) as Grand Touring (GT) cars and Appendix J (for production cars competing in International events) was updated, requiring full width windscreens to be fitted but with a minimum height of 20cms, and a minimum space for luggage in the car amongst other requirements.

Autosport magazine published details of its Series-Production Sports Car Championship for 1959 in its issue of February 27th. The Championship was open to sports cars complying with Appendix J. Windscreens of vehicles above 1,000cc had to be at least 20cms in height and 100cms in width. The Morgan 4/4 Series II was eligible for Class B, 1,101 to 1,300cc, whilst the Plus Four was eligible for Class D, 1,601 to 2,000cc. Chris Lawrence decided to enter this competition in TOK 258 but he was more interested in the BARC Championship for Marque cars being held to that Club's own freer regulations for the Fred W Dixon Trophy (which he won).

The first race that Chris entered in the Autosport Championship was the August Bank Holiday BRSCC meeting held on Monday August 3rd 1959 at Brands Hatch which included two of the Autosport races. Chris found a full width Morgan windscreen produced considerable drag compared with an aero-screen and substantially reduced speed. The Morgan hood was better but tended to balloon out, so Chris

decided to try a hardtop. Examination of a TR2 glass-fibre version showed it was just a little too wide but by removing around two inches from the centre it could be made to fit. The two halves were then rejoined with an aluminium strip that was laminated over. This was then fixed to a purpose-built rear section, fabricated from aluminium sheet and Perspex that wrapped around to the sides. It proved successful.

For 1960 the FIA had further altered the regulations for the Grand Touring (GT) racing category. Five years had passed since the 1955 Le Mans disaster, following which the engine capacity for the then newly introduced GT category was fixed at below 3 litres. The public outcry against powerful sports racing cars had now subsided, so the engine capacity limit was removed for 1960, allowing in such cars as the Chevrolet Corvette.

The windscreen dimension regulations were toughened, however, ruling out the 1959 Sports Car Champions Aston Martin from competing in the GT class in 1960 with the same cars. As a concession to the possibility of bad weather conditions an oblong could be cut out of the windscreen in front of the driver for better visibility. For recognition as GT cars there had to be a minimum number of 100 identical units manufactured in twelve consecutive months. However two different carburettor specifications of number or size were permitted within each 100 built.

During 1959 the top rally driver Lyndon Sims had approached Peter Morgan asking if he could take a works Morgan through the 1960 Monte Carlo Rally. Peter had agreed to provide a special car for this event, and it was collected from the

Morgan factory early in January, being registered YUY 224.

It was a red coupé, with black interior but had several works modifications to suit the rally, of which the most important was a non-detachable hardtop. This had been manufactured at the Morgan factory out of four pieces of 18 gauge aluminium sheet, beaten into shape and wheeled smooth by Percy Sambrook, the Sheet Metal Shop Foreman. They were fitted around a wooden former made by Arthur Frith, the Body Shop Foreman. The aluminium panels were then ali-welded together by Percy to produce a unique hardtop. Whilst the main reason for the hardtop was to comply with the regulations for the Monte Carlo Rally, Percy believed that Peter Morgan was also considering whether it should be made available as an optional extra for the coupé, hence the construction of the re-useable wooden former, but Peter eventually decided not to pursue this.

The coupé was fitted with a 3.73 rear axle, disc wheels and disc brakes, a heater, a large petrol tank (around 12 gallons) and two spare wheels.

After the rally the works car was returned to Peter Morgan at the factory and Lyndon was pleased to be offered this Morgan again for the Tulip Rally in May. Lyndon had entered the Morgan in Class D, for under 2,000cc GT cars. This historic Morgan survives to this day.

Not long after returning from a trip to the Nurburgring in May 1960 Chris Lawrence discussed his intention with Peter Morgan to enter the prestigious RAC Tourist Trophy (TT) race, due to be held over 3 hours at Goodwood on Saturday August 20th. It was now run for GT cars. Peter

could see that Chris's well prepared Plus Four TOK 258 could do well, with ensuing excellent publicity for the Morgan marque, so he agreed to enter Chris as a Morgan Motor Company entry. As the body on TOK 258 was rather the worse for wear Peter arranged for the Morgan factory to update the body to the current shape, panelling it in aluminium and fitting new aluminium wings. The original cowl with the long grille was retained and a new chassis was used too. (We believe that part of the old body and chassis was subsequently used on a car that was constructed from parts in the 1970's). The cobbled-together hardtop must have been seen by Peter Morgan, but was left alone at this stage. The whole car was repainted in its original red at the Morgan factory too.

The race was run by the BARC. This year it was no longer a qualifying round for the World Championship of Sports Car Manufacturers, for it was now open only to Grand Touring cars built to Appendix J and counted towards the International Grand Touring Cups awarded by the FIA. The BARC had further stipulated that the cars must run in closed form, encouraging fixed head coupés, and permitting hardtops and even requiring hoods to be erected on normally open cars. It was a move back to the roots of the TT when competing cars were not purpose built racers but were actually purchasable from manufacturers and were manufactured in some volume.

The FIA itself had introduced a 'GT Cup' championship for a series of international races for GT cars in 1960. The FIA GT Cup was running for its second year in 1961 and Chris Lawrence was keen to take a 'Lawrence Tuned' Super Sports to some of these endurance races, including

the Le Mans 24 hour race held in June, where it would compete in the under 2 litre GT class for cars complying with FIA's Appendix J. Chris thought it stood a good chance of doing well so he discussed his plans with Peter Morgan who agreed to build a special car for him. The chassis number 4840 was to be allocated to this car and it was to be registered XRX 1.

GT class convertibles had to be fitted with full width windscreens and a hood or hardtop. Chris Lawrence felt a Morgan was far more aerodynamic at speed when fitted with a hardtop as he had shown with his modified Triumph hardtop on TOK 258. Peter Morgan had seen this but felt it to be too low so he told Chris he would design one himself for the new car. Chris Lawrence and Len Bridge (Chris's company secretary and a fellow engineer) helped get the factory prototype made in aluminium at Williams and Pritchard in London where the 'model' was the works car HUY 982. It was then to be manufactured in glass-fibre nearer to Malvern.

Chris and Len were disappointed as they rather hoped they could capture this market with their own design. They had recently designed a neat version for the racers based on the Ashley Laminates hardtop for the Austin Healey Sprite but with more aerodynamic details to the leading edge and the sides. It was actually Len Bridge who sat inside a Morgan whilst thin strips of wood were laid over the car to determine the required shape. A skeleton frame was then made up from welding rod and taken to Williams and Pritchard for their aluminium prototype to be made.

Peter Morgan's hardtop made its debut on XRX 1 at the Nurburgring in May. When



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Chris and Len saw it they were not impressed feeling it was too bulky so they decided to go ahead with production of their own version as it would be more suitable for racing. They were told by workers at the Morgan factory that Peter had wanted it to have enough clearance for someone of average height wearing a Trilby hat! As a result it ended up looking rather like a mushroom.

The continuing absence of an available Morgan factory hardtop provoked some owners to have them built to special order elsewhere. One was Tom Moore of Nelson in Lancashire who owned a 1954 Plus 4 two-seater. He commissioned Universal Laminates of Royton to make a good quality glass-fibre hardtop, complete with headlining and an interior light, and a matching set of sidescreens with sliding side windows. He was very pleased with the result, later sending a photograph of the car taken during Easter 1961 to Peter Morgan. The car and its hardtop survives, indeed they are in my garage. Sadly the sidescreens fell victim to vandalism long before I bought the car.

Peter Morgan introduced the low-line Super Sports racer for 1962 and Chris Lawrence returned XRX 1 to be rebuilt to this design, changing its registration to TOK 258. The old body and hardtop were removed and taken to the store. Peter's hardtop design had not been popular for racing and it was replaced by the LawrenceTune product designed by Chris Lawrence and Len Bridge. The prototype (fitted to TOK) had been made in aluminium but the hardtops were subsequently made in glass-fibre by Microplas Ltd, of Mitcham in Surrey, a well known motor orientated glass-fibre

company that advertised hardtops for Triumph TR2 owners. Several Morgan owners ordered these rather than the factory's, to the initial embarrassment of LawrenceTune. (In fact the factory did not go ahead with Peter's design leaving the LawrenceTune version to become the market leader.) After its factory conversion to the low-line form the new TOK 258 and its hardtop were painted red on Chris Lawrence's instructions.

Some time later a factory employee named Mike Duncan decided the old body from XRX 1 would be ideal to update his own Plus 4 for racing. He acquired the Peter Morgan hardtop too but sold that on. I wonder where that is now?

Following on from Peter Morgan's visit to the USA early in 1961 he took on board the request for better side windows for the two-seater, going for sidescreens with sliding windows. When HUY 982 had become the 'model' for Peter's hardtop it had been fitted with an early pair of these. They became a Morgan option and sets were fitted to the factory low-line Super Sports prototype 170 GWP and to the new TOK 258. When TOK 258 came back to the Morgan factory for checking over prior to the 1962 Le Mans 24 hour race Peter Morgan had the car repainted a dark green. The race organisers had contacted him requesting the Morgan was repainted in the national racing colour for Great Britain.

The factory's own lowline car 170 GWP was to be a spares donor vehicle for the race, so Peter had this painted to match. In view of the potential for hot summer days over the race weekend Peter had the two  
*Continued on Page 26.....*

# PEDRO SERRA COACH BUILDING *Fernando Aydillo*

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*Here is another interesting article on the Morgan Plus 4 Plus.*

*It all started because Laurie Curtain wrote to Geoff Hollings asking whether all these cars were made with the classic waterfall grill. Obviously, this one wasn't.*

*Laurie had received a few photos showing a Plus 4 Plus which had been spotted in the large town of Santo Domingo De La Calzada in Spain.*

*It's the Morgan created by Pedro Serra Coachbuilding.*

*Here's an article from Morgan World (Issue Number 34) from Melvyn Rutter.*

Pedro Serra Coachbuilding by Pablo Gimeno - a most interesting Morgan by Fernando Aydillo.

The history began in 1955 when a newly appointed Spanish Agent for Morgan cars was established. His name was Francisco Alcaraz and his address was at Modesto Lafuente, 8, Madrid.

Trade in the years in Spain (after our Civil War 1936-1939) and WW2 (1939-1945) was based on 'barter'.

Mr. Alcaraz exported some minerals (iron and wolfranium) to the U.K. in exchange for a certain amount of pounds sterling. This amount was enough to buy 13 Morgan cars (7 roadsters, 4 DHC's and 2 four seater DHC's, known as 'SnobMogs' but not enough for the 14th car. A chassis-engine unit was therefore added to the order to complete the sterling amount he had to spend. This was the 3380 chassis number delivered from the factory on

December 6th 1955.

It was sent to Barcelona to the Serra workshop to be coach built into a closed coupe with a 2 small seats behind. It was homologated as a 2 seater but really was a more practical 2+2 for a rich family man.

To complete the story and the agent's history, it took him 5 years to sell all the cars. He did order one more car from the Factory in 1957.

The chassis-engine unit/car was finished in the Serra workshop on August the 28th, 1956 and registered in Madrid with the number plate that is still on the car now (M-147999).

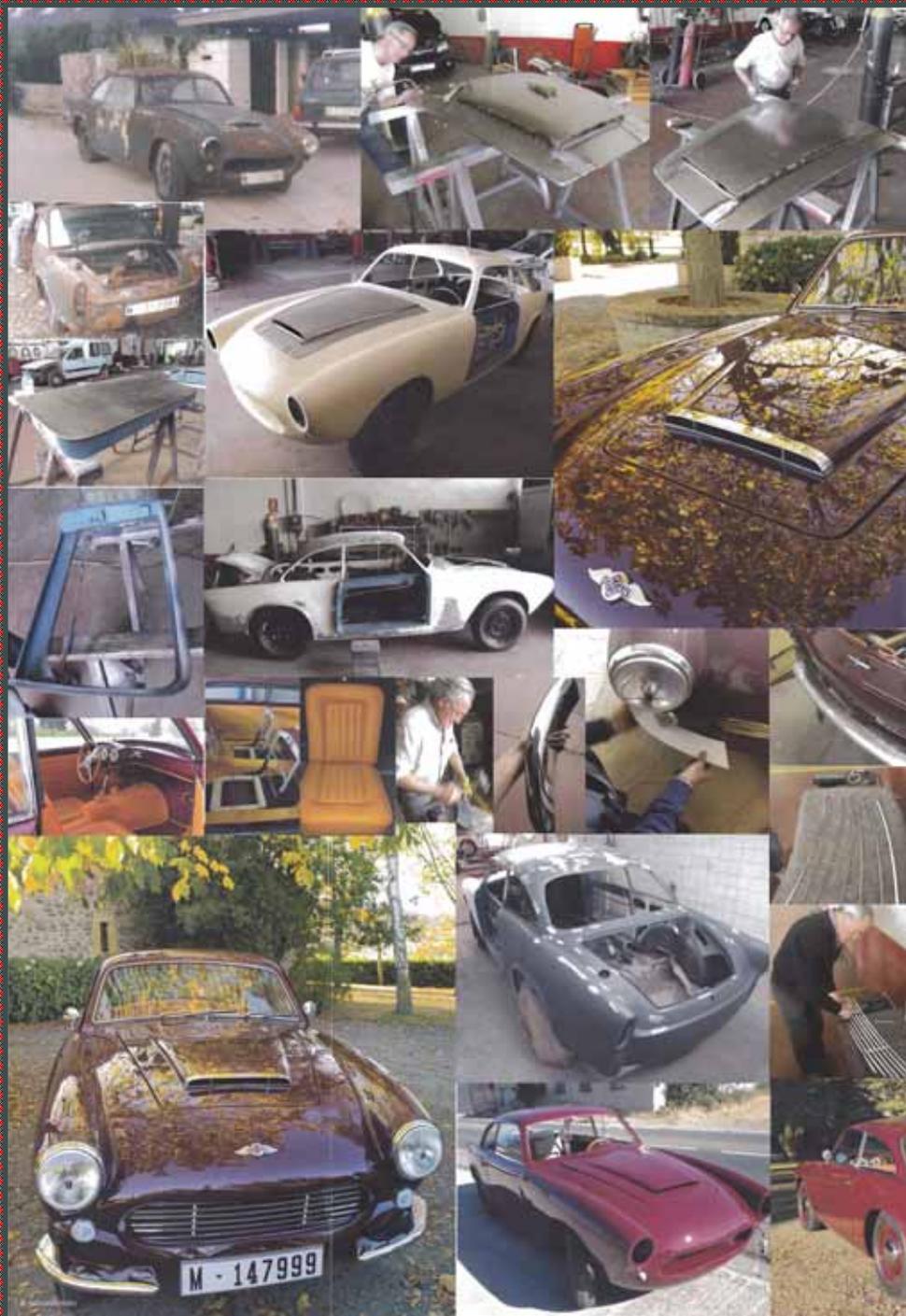
The complete history is not known accurately but I think it had about five or six owners. I knew its history from the seventies. The car was in a garage for a brake overhaul. The owner did not collect the car for more than one year, after which the garage owner started to dismantle the car for spares.

It is possible that some of the people working at the garage informed the owner and so he rapidly got the money together and paid the garage. He took the car away but sadly he kept the car at his house in the garden near Madrid, without any kind of protection against the elements.

At the end of the seventies the car left the house garden and was bought by a carpenter. The carpenter kept the car because the owner did not pay for his wood work carried out at the house.

So, here we are at the beginnings of the





eighties and the carpenter began to dismantle the car nut after nut and with a little help from his friends kept the car until 2009 (nearly thirty years) when in August 2009, I bought from him the remains of the car (pictures with the car in white primer) but without bonnet, door, bumpers etc.

I began to dismantle the car again and start with a professional and serious restoration work. I spent four and a half years with a lot of problems, the biggest being the glasses. All the six glasses are new and are different sizes and were very expensive to have made as 'one offs'.

In one of the pictures you need to look at the front suspension. NOT a Morgan item but replaced by a Fiat 1400 unit with different steering bars. The reason is that the car was made in steel and was quite heavy, at around 1,250 kgs, so 400 kgs heavier than the original. Original 16 inch Dunlop steel wheels are reinforced as well, to support the extra weight.

The car is a mix from other periods cars such as the rear lights from the Simca Aronde Oceanne, front flashers from a Fiat, boot system from a Fiat/Seat 1400, gearbox lever from a Mercedes Gullwing and so on.

Instruments are typical period brown on cream Morgan tacho, speedo and quadrant, restored at Melvyn Rutter's place. No wood frame at all not even the dashboard, so something special for a Morgan isn't it?

I'm a member of the Spanish Morgan Sports Car Club and I own/restored 6 Morgans, 5 Plus 4's from 1953 to 1964 and a 4/4 from 1969. In my mind, the more Morgans you have, the happier you are, even though sometimes they can give you

lots of headaches!

*ED: Thanks to Melvyn Rutter for allowing us to re-print this article with the photos.*

*By the way, wolfranium is apparently the technical name for the element tungsten.*

*ED: Here's a little more about Pedro Serra from several internet searches:*

Pedro Vidal Serra was born in Barcelona in 1926 and is a designer and coachbuilder of cars. He is particularly related to several of the bodies of the Pegaso Z-102 and several redesigns models for Chrysler and SEAT.

In 1927, the family emigrated to Paris, where Pedro Serra grew up until 1932. His family returned to Barcelona, where his father resumed the automotive business, founding a body shop in the industrial front of San Juan de Barcelona.

At fifteen years in 1941, he started as an apprentice in his father's workshop. In the late forties, he performed one of his first works, which consisted of providing a sports body to a 1927 Amilcar, belonging to a friend.

The decades of the fifties and sixties are the period of maximum activity and creativity, reaching 350 vehicles skeletal disparate brands such as Armstrong-Siddeley, Bugatti, Hispano-Suiza, Lancia, Rolls Royce Pegasus and Seat.

Apparently, his drawings are unknown, although in an interview he said that he worked directly on the sheet and the chassis, modelling by hand and by hammer. The result was highly original, distinguished and sporty creations.

*Continued from Page 21.....*

hardtops repainted white, the idea being this colour would reflect the sun's rays keeping the drivers relatively cool. It worked well. He had learnt this trick from the BMC rally team which had used white hardtops for the Austin Healeys used in summer rallies for years. On arrival at Le Mans the Morgan team discovered the Sunbeam Alpine using the adjoining pit was also dark green with a white hardtop!

From then on the GT 'kit' for Morgan racing was to be the optional sliding window sidescreens coupled to a glass-fibre LawrenceTune hardtop.

I'm sure many readers will be surprised that something as dull as a hardtop has such an interesting story behind it. As we can see it was really the Morgan way of competing successfully in the new GT racing class born from the disaster at Le Mans in 1955.

**Top 1:** The special coupé with hardtop in the 1960 Monte-Carlo Rally.

**Top 2:** TOK 258 with the modified TR2 hardtop in place as used in 1960.

**Top 3:** Peter Morgan's hardtop being built in London with HUY 982 fitted with new sliding window sidescreens acting as the model.

**Top 4:** XRX 1 debuts Peter Morgan's hardtop at the Nurburgring in May 1961.

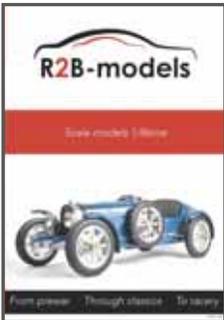
**Top 5:** Mr and Mrs Tom Moore with the Universal Laminates hardtop, Easter 1961.

**Top 6:** Practice for Le Mans 1962, with TOK 258 and hardtop coloured red.

**Top 7:** Le Mans 1962, green TOK 258 with white hardtop.



# MORGAN COLLECTABLES



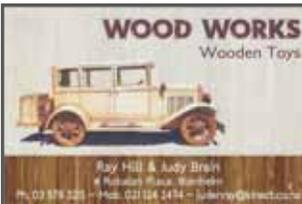
This is an extract from an email from R2B-models. They are able to build a customized model based on your pictures. They can make a detailed scale model of your vehicle at scale 1/8,

regardless the model, colour, year of construction or specifications.

The support can be manufactured in various kinds of natural or varnished wood. Moreover, the display case can be provided with LED lights to place your scale model into the spotlights.

Here are some of the photos of their Morgan Plus 4. Geoff Hollings advised that the cost of the model is around 3,800 Euros or 1850 Euros for the DIY kit.

See [www.R2B-models.com](http://www.R2B-models.com) for details



Vern Dale-Johnson gave me this card after he returned from NZ. Vern

mentioned that he didn't have any Morgans but some of his other cars were very well crafted. Perhaps he might be willing to do a Morgan?

Contact Ray Hill at [judenray@kinect.co.nz](mailto:judenray@kinect.co.nz)



In 1985, Al Lieske and his cousin Steff Hartmaier finished a series of three serigraphic prints of his father's Morgan Plus 8. Each of the prints were limited to 100 pieces, numbered and signed.

We sold these prints mainly at the 1986 Morgan meeting in Baden-Baden, Germany. Recently I found in the archive of

our publishing company the rest of these prints. We would like to sell them now.

The size is Paper 50cm x 70cm, Print is 35cm x 42cm. Prints left include Sideview (14 prints), Mirror (3 prints) and Headlite (4 prints). The price for one print would be 280 EUR (\$300) plus shipping (approx. 30 EUR). In addition, there are 5 very rare E.A. (Edition Artist) prints left (testing the print) at 900 EUR (\$975).

Contact Alexander Lieske at [al@hal21.com](mailto:al@hal21.com).

# SA CHRISTMAS SHOW

*Tony Heard*

Our Christmas show this year was again at John and Helen Harrigan's place. A great roll up and a good time was had by all.

John and Malcolm excelled again with the cooking and folk bought all types of nice salads and sweets.

The Christmas show is always a good chance to catch up with lots of folk that can't make the organised runs during the year. Like all Morgan events, the talk tends to start at the headlights and end at the spare tyre and everything Morgan in between. Also, "Who's doing what and guess who has a car for sale".

New state VP Tony Heard thanked outgoing VP John Moss for his contribution to Morgan's and presented him with a brand new three wheeler Morgan.



We say thanks once again to John and Helen for hosting the Christmas show.

A Healthy and Happy New Year and look forward to driving your Morgan in 2016.





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# SUPERSPRINT 13 AUGUST 2016

*Choy-Lin Williams*

As promised, here is the list of officials and a map of the circuit and flag points we will use:

- Clerk of Course: Geoff Williams
- Chief Steward: John Coneybeare
- Second Steward: Wendy Maher (MGCC)
- Event Secretary: Choy-Lin Williams
- Chief Scrutineer: Todd Hamilton
- Chief Flaggy: Bob Bailey
- Assistant Chief Flaggy: Stan Jodeikin
- Tower to Track Communication: David Fletcher
- Timers: Eldee Timing

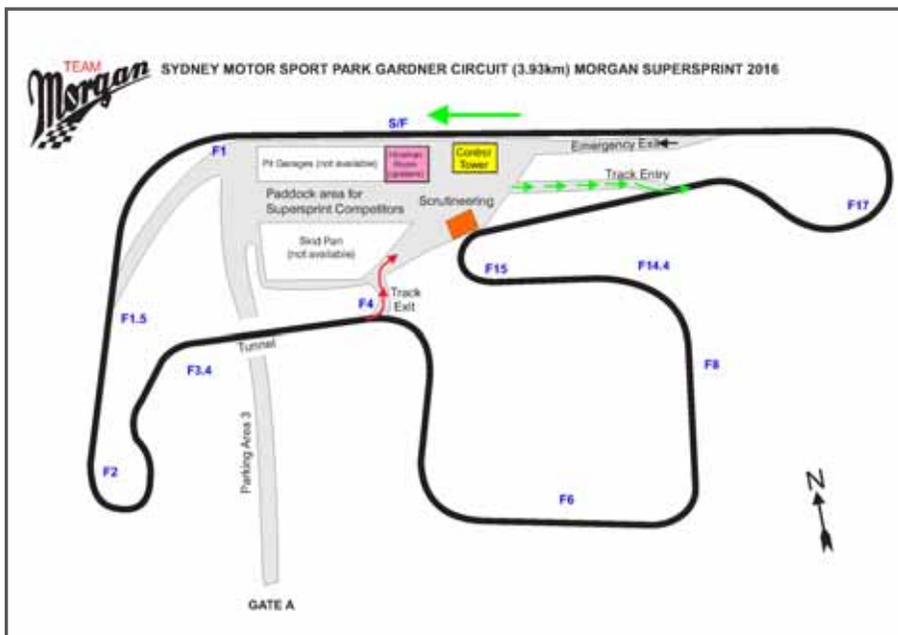
Yep, Bob Bailey is also a Bronze grade official. As Bob lives in the Southern Highlands and does not attend meetings regularly, Stan has kindly offered to present reports, and help by exercising his

powers of persuasion to encourage members to volunteer. Thank you Stan for taking on this task at GM's in addition to the multitude of tasks you have taken on for MOCA this year.

If you (and your family and friends) are able to assist please let Bob, Stan or I know. We will work together to ensure you are on the list. Also, please let us know if you have a CAMS Officials Licence since last August. I maintain a list to help us organise the placement of officials and make sure we satisfy CAMS requirements.

If you'd like to help but prefer to not be on a flag point please call me on 4567 7247 or send me an email at: [choy-lin@mpsconsult.com](mailto:choy-lin@mpsconsult.com).

Bob can be contacted on 4862 3741 or 0412 269 217 and Stan on 0408 608 002.



# MINUTES OF MOCA INC GENERAL MEETING

held 4 February 2016 at Ryde-Eastwood Leagues Club, Ryedale Rd, West Ryde

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Meeting opened at 8.05p.m.

**Present:** 39 members and 3 guests

**Apologies:** 15 members

## **Welcome:**

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

## **Minutes:**

Minutes of the General Meeting held on 3 December 2015, as published in the February 2016 Morgan Ear, were taken as read with no corrections.

Motion: that the Minutes be accepted.

Moved Brian Williams; seconded Peter Canavan - carried unanimously

**Matters arising from the Minutes:** None

## **Applications for Membership:**

Two applications have been received, Bill and Hellie Giddion, from WA Eric Legsmith, from Coffs Harbour who has a 1994 +4 four seater

Motion: that the Applications be accepted.

Moved David Fletcher; seconded Andrew Lippold - carried unanimously

## **Correspondence:**

Accounts for payment, various club magazines and membership renewals.

Emails from Gill Bevan of MSCC in the UK on the subject of:

- The recently started travel club with trips being organised to Le Mans and other destinations during 2016.
- Details of the Chateau Hill Climb ( near Malvern ) in July 2016.

- Invitation to an informal coffee meeting with Philip Loring (chairman MOG 2016) at Horwood House, UK on 19th Of August.

Veloce Publishing who have numerous car books available including "How to Build your own Engine Coffee table" by Gergely Balzath.

Auto Tours International, promoting car tours worldwide. BRM Chronographs, advertising very expensive looking watches. Mycarstorage, advertising a facility for short or long term vehicle storage.

## **Accounts to be paid:**

The following payments require approval:

Arrow Publishing – Morgan Ear printing February \$747.98

Australia Post – Ear Postage February \$213.23

John Harrigan – Intersate expenses (function in SA) \$165.30

Ian Southwell – Plates Day \$63.98

Geoff Hollings – Plates Day \$368.49

Gill Scott – Plates Day \$100.00

CMC display tickets \$400.00

TOTAL \$2,058.98

Moved Peter Canavan; seconded Vern Dale-Johnson - carried unanimously

## **Committee Reports:**

### **President (Geoff Hollings)**

Geoff thanked Max and Gill Scott for Plates Day in December and we are now open to suggestions for a venue for this year.

He spoke of his recent Cruise Holiday experience and how he and Stephanie

found it very enjoyable.

The "Cars and Coffee" at Woolwich Point was really good, the only downside being traffic management.

Bob Little is in hospital with an infection in his knee but following treatment is expected to recover well.

It was good to see Andrew Lippold and Max Scott at the meeting as both are undergoing medical treatment.

Geoff also spoke the announcement from Morgans to go hybrid and electric by 2019.

### **Vice-President (Stan Jodeikin)**

Stan wished everybody a good 2016.

He spoke of the early considerations for Christmas in July 2016 and this would be discussed at the next Committee meeting.

He asked for the attending members opinions on the Annual Presentation remaining a Lunch or reverting back to a Dinner as in previous years. A show of hands indicated a strong support for the event to remain a Lunch this year.

Stan informed the meeting that Bob Bailey was going to take on the role of Official Flaggie at the Supersprint this August.

He thanked Peter Gow for publishing his latest article about the Morgans over America tour and hoped that the members enjoyed it and found it interesting.

### **Secretary (Dennis Jones)**

Dennis had little to report but was looking forward to a number of jobs that should be completed on his Morgan this year.

He spoke about the dashboard that was advertised on the MOCA website market, although it was sold quite quickly to another member there remains a possibility that it may find a spot in his car.

### **Membership Secretary (Cully Gower)**

Cully reported that renewals are still coming in, at present the membership numbers are 12 – Life members, 162 – Full members and 10 – Associate members.

### **Treasurer (Louise Barker - Apology)**

Louise is an apology but sent the following email report, read by Geoff Hollings:

The operating surplus to the end of December was \$4,963, with \$37,876 cash at bank. At the time of writing this report (15 January 2016), the cash at bank was little changed.

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

Advertising invoices for 2016 have been issued, and the income from these should offset some of the impact of timing of invoices.

Membership income was \$13,681, up 28% from the same time last year and just over 90% of the full year 2015 membership income.

### **Club Captain (Ian Southwell)**

Ian reported that Plates day was a big success with possibly the largest turnout we've had for this event.

There were 24 members for the informal meeting at Winston Hills on the evening of 7 January, it was a good evening. Ian asked for any ideas for next year as a change is probably due.

Carnivale at Parramatta Park was very good from the high number of onlookers aspect but there were problems with getting cars in and out of the display area. Upcoming events as listed in the Ear:

- 14 February, the Ernie Dalsanto run organised by Todd Hamilton

- 24 February, coffee run meeting at the Spit reserve
- 13 March, Dawn Dash to Kurnell
- 30 March, midweek run to Cataract Dam.

Ian asked if there were any suggestions for future runs, if so please contact him.

During this report Graham Balfe spoke about the trip down to the Southern Highlands. Any members who intend participating were asked to contact Graham.

### **Competition Secretary (Ross Simpson)**

Ross reported that the 1st round is due on the coming Saturday at Wakefield, with the next one due on 13 March.

### **Editor (Peter Gow)**

Peter reported that an International Calendar for 2016 featured one of our Australian Morgans, Vern Dale-Johnson's Roadster. The Calendar was put together by ISIS Imports, the longest standing Morgan dealership in the USA (California). Bob Bailey has sent Peter a flyer on Wings over Illawarra Air Show, reputed to be one of the best air shows around. For anyone who is interested it is on Saturday 30 April and Sunday 1 May.

Peter requested that as February is a shorter month he would appreciate any articles and reports to be sent to him before the 14 February.

**Regalia (Vacant):** No Report.

### **Registrar (Stan Jodeikin)**

Stan reported that there are 12 known Morgans on the market at present including a new 3 wheeler for \$108,000, this is probably a demo car. He reported that Vicmog had supplied a list

of their cars to him.

Gordon Craig in the USA had been having trouble contacting the club via a post box, he asked if there was a need to more clearly identify our contact details.

### **CAMS and CSCA Delegate (John Coneybeare)**

John mentioned the upcoming events reported by Ross and informed the meeting that Ross was the only Morgan entrant for the next CSCA event.

The CAMS presentation event is expected to be at the Carlingford Bowling Club on 24 February.

### **CMC Delegate (David Fletcher)**

David reported on the following points to be detailed in his report in the March Ear – National Motoring Heritage day, CMC affiliation matters, Goodwood revival, Historic Plates logbooks and the proposed Classic vehicle scheme.

### **ABCC Delegate (Robin Sanders)**

Robin reported that the first ABCC meeting of the year will be on either 14 March or 21 March.

### **General Business:**

John Wroe suggested that a Club letter of thanks could be sent to the organisers of Carnivale. Also, although the weather was bad, better trained Marshalls would have helped to improve the event and finally the successful notifications were very late.

David Hughes brought to the meeting a number of plastic folders that are ideal for the Historic Plates log sheets and registration. They were made available to members on the meeting table. The meeting closed at 9:10pm.

# CALENDAR OF EVENTS 2016

MARCH		
Thu 3	NSW	MOCA General Meeting, Ryde Eastwood Leagues Club. 8.00pm.
Sun 6	WA	Sunday Run
Thu 10 - Sun 13	VIC	Phillip Island Classic
Sun 13	NSW	Dawn Dash to Kurnell. Breakfast will be provided by MOCA. Meet at the corner
Sun 13	NSW	CSCA MG Newcastle & MG Sydney Supersprint at Sydney Motorsport Park
Thu 17	WA	Thursday Lunch Run
Sat 19	WA	Possible run to Brookton Old Time Motor Show
Sun 20	TAS	Devonport Motorshow. Contact Mac Russell for show information. <b>NOTE:</b>
Wed 30	NSW	Midweek run to Cataract Dam, off Appin Rd. Appin. Meet at McDonalds, Princess
TBA	QLD	MOQ St Patricks Day in March. There are 2 possible weekends and we are waiting for the venue to confirm the date. It will be at Harrigans Irish Pub at Jacob Wells. Organiser: Margaret Day
APRIL		
Fri 1 - Sun 3	VIC	Great Macedon Grand Tour. If interested, please contact Brian Hardy at
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
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
Sun 24	QLD	MOQ run to Kilkivan where we will inspect a working gold mine and see a gold
Wed 27 - Fri 28	NSW	The Morganeers in the Southern Highlands have got together to arrange three days of fun. The event will kick off with a visit to David and Alison Keep in Tallong for afternoon tea and to view the 1952 Plus 4 restoration and the wonderful collection of period picnic baskets. There will be plenty of driving through the countryside, socialising, pub lunches etc. If you are interested in joining please contact Graham Balfe (balfefamily@hotmail.com or phone 4861 1348) for trip notes and accommodation details. <b>It is important to secure your motel reservation.</b>
TBA	QLD	MOQ Grandchester Pub, steam train loop and finish at the pub. Trains run last
DIARY DATES		
Sat 13 AUGUST	NSW	CSCA Morgan Supersprint at Sydney Motorsport Park Gardiner Circuit

Remember to check the website in case of last minute changes



DRIVEN AT HEART.

# Cremorne Prestige Service

## Sydney's leading Morgan repairer

Cremorne Prestige Service was established by Gary Ibbotson and Greg Pearson in 1992, specialising in the mechanical repairs of prestige British and French marques. We have factory trained technicians and we are one of Sydney's largest independent repairers. We are also factory authorised repairers and parts suppliers for Morgan, Lotus, TVR and Citroen cars. Additionally we are independent specialists for Jaguar, Land-Rover, Range Rover, Rover, MG and Peugeot. Servicing with us you will experience professional, friendly service at a reasonable price.



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