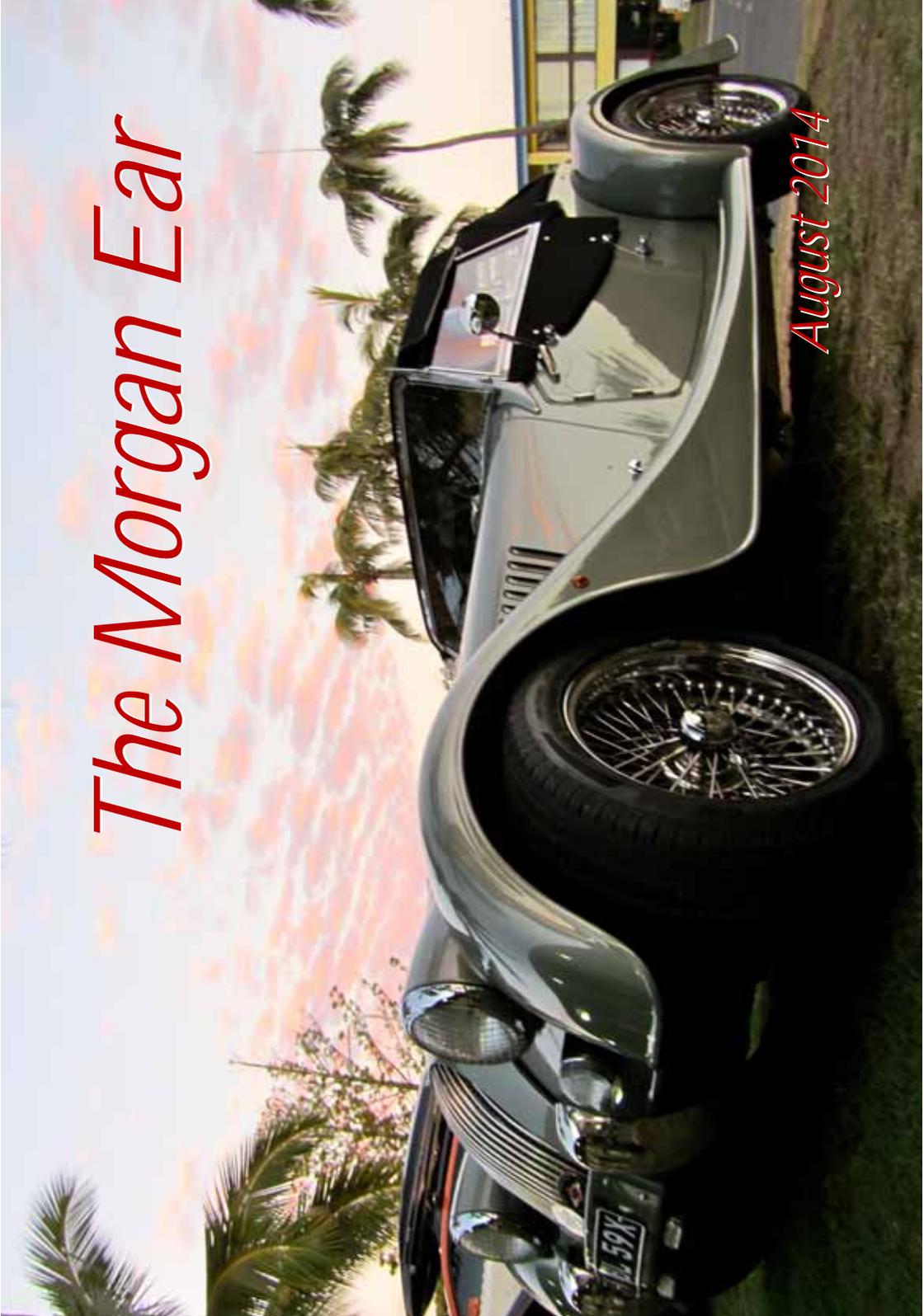


The Morgan Ear

August 2014



Make mine a Morgan



The Morgan 4/4 illustrated

(Note options include Stainless steel wire wheels, overriders and Mohair soft top)

In a world of mass production, it is still possible to have a new car hand built exactly to customer requirements.

The bespoke world of Morganeering starts with the iconic Morgan 4/4, a model nameplate which has been in use since 1936, making it the longest running nameplate currently in use by any manufacturer. Classified as a fuel efficient vehicle in Australia, its price benefits from resultant Luxury Car Tax savings.

Greater performance is available from the iconic 2.0 litre Plus 4 model, arguably considered the best all round value for money in the Morgan range.

If outstanding performance is mandatory, then the V6 Morgan Roadster, now fitted with the 3.7 litre Ford Mustang engine will exceed your expectations!

Then there is the ultimate Morgan Classic experience from the new BMW V8 engined Plus 6 model.

Whichever bespoke Morgan you choose you will be enjoying a classic English sports car, built to your exact specification, just for you.

Our website has comprehensive information on the model range and if you'd like to know more we're always happy to talk about the unique Morgan experience.

All enquiries should be directed to: Chris van Wyk
Morgan Cars Australia Pty Ltd,
Level 1, 362 Swan Street,
Richmond, Victoria 3121
P: 03 9329 0344
E: chris@morgancars.com.au
Please visit our website
for more information.
www.morgancars.com.au



MORGAN MOTOR COMPANY

The Morgan Ear

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

(Founded by Ken Ward in 1958)

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

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

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

*Front Cover:
Vern and
Amanda's
Roadster in North
Queensland*

*Back Cover:
Ross Simpson
catches Graham
Dell snoozing at
Wakefield Park*

This month's magazine is heavily biased toward the administration of the club and setting it up for the next 12 months.

Nominees have come forward for various roles and we still have two positions that need to be filled.

Vern has said that he is stepping back from the Committee but will continue to be an active member of MOCA.

I would like to congratulate Vern on his enthusiasm and his professional approach as our President. I am always amazed by the interesting articles he finds and sends through to me. He has always been very supportive of my role as editor.

We have an article from NW Mogazine talking about the importance of participation in club activities and the need to think about the changes that we may need to make to foster a healthy and vibrant club.

Part of club vibrancy is the participation in club runs. We have reports and photos on three runs; the Blackheath soup run, the midweek run to Rosies cafe and the Adelaide June run. The mid week run to Rosies Cafe was so successful that Ross Simpson suggested that there should be a trophy (the Pensioners Trophy) for the members who support these mid week runs.

We also have an update on the Morgan Supersprint from Choy-Lin. This is one of the stellar events of the racing calendar. A lot of work goes into this event with MOCA members acting as officials and flag

marshals. The response to last year's event was overwhelming. Let's do it again this year!

One of the other aspects of being part of MOCA is the sharing of technical information. There is a light hearted article from the Morganeer. Driving our Morgans at night time can be challenging. At least in Australia, we don't have to worry about black bears in dark tutus dancing the can can.

Simon Ashby also shares with us his latest update on the Ken Ward replica Morgan.

There's also a Morgan article that goes all the way back to 1947.

I was lucky enough to be given a stack of old motoring books. One book, titled "British Sports Cars" has a very interesting chapter on Morgans.

Do you know who achieved the highest speed in a 3 Wheeler? You will never guess who she was. There's some further background research on her exploits. Imagine in the 1930's and at the age of 42 driving at speeds in the region of 150mph, on record-breaking and test runs. That's both courageous and determined.

I have also been collecting other interesting historical articles for future magazines. It is always important to understand and appreciate the past before moving forward and changing the settings for the future. Our goal should be to continually strive for a healthy and vibrant club. Enjoy the read!

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

PRESIDENTIAL PONDERINGS

Vern Dale-Johnson

I've noted nominations for Committee positions opened in July. It is time for all members to think about their contribution to the club, it is not appropriate or fair to continue to ask the incumbent committee members to continue to serve – shaking up the committee keeps MOCA healthy.

Thank you to those who have filed their nominations.

noisy, and dramatic so why is everyone either ignoring you or giving you an indulgent smile reserved for the unwittingly idiotic? Supercars are engineered in the dark, by fanatics, often without adequate development or model-specific taillights. For years they live on rumours and creaky prototypes in the skin of their predecessors. Then the funding comes through and one day they have a chance

Role	Nomination	Role	Nomination
President	Geoff Hollings	Vice President	
Treasurer	Louise Barker	Secretary	Dennis Jones
Editor	Peter Gow	Club Captain	Graham Mitchell
Membership Secretary	Cully Gower	Competition Secretary	Ross Simpson
Registrar	Stan Jodeikin	Regalia Secretary	Amanda Dale-Johnson and Sharyn Yeshouroun
Delegate - CAMS	Graham Dell*	Delegate - CSCA	John Coneybear*
Delegate - CMC	David Fletcher*	Delegate - ABCC	Robin Sanders*
Delegate - MCNSW	*	Webmaster	Geoff Williams*
Club Plates Secretary	Peter Canavan*	Club Plates Inspector	Brian Williams*
VP WA	Len Taylor*	VP Victoria	Brian Hardy*
VP SA	John Moss*	VP Queensland	Ed Filmer*
VP Tasmania	Mac Russell*	Morgan Ear mailing	Graham and Kay Dell*

* Volunteer and/or appointed positions

You will note my name is not included in the above, I purposely have stepped back from the Committee but will continue to be an active member of MOCA.

Jack Baruth writing on the fleeting popularity of supercars in the August 2014 issue of Road and Track made these comments (with a bit of my poetic license to give you the gist without the verbiage):

“your rental Diablo will certainly be wide,

to fly. The horsepower numbers of the new supercar are staggering, the performance is unheard of, the doors cause starlets to indecently expose themselves. To find one's supremely successful self behind the Alcantara wheel of the new supercar is to be as a god among mortal men, desired or at least envied by all. No Honda owner ever knew this feeling, even if the letters on the back of his Honda read NSX. But such a thing cannot last. The next supercar is announced, and it is brilliant beyond

previous imagination. The spotlight that seemed to follow your every move is dimmed, then unceremoniously switched off. Residuals free-fall. The waiting lists prove to have been written with palimpsest permanence. A valet parks you in the shade of an entry-level Bentley. Ebay auctions fail to reach reserve. Now you would like to sell, to have the next new thing, but you no longer own a supercar. You own a used car that was once a supercar. Get rid of it soon, because in short order, it will be worth even less. When their day is done, nobody but the car geeks will care." Perhaps that is why a Morgan will always turn heads regardless of its age, regardless of its pedigree".

However, having said that, perhaps I should stop lusting after the new +8 Speedster and be satisfied with the lovely Sage Lady!

Ian and Barbara Smith hosted a wonderful 'Souper' on June 15th at their cottage in Blackheath in the Blue Mountains with the run from Kurrajong up through Mount Victoria organized by Jim and Chris Wilcock. A cozy event with great friends!

This was followed by a mid week run to Rosie's Café on June 26 for coffee, then on to Max and Gill Scott's for an informal sausage sizzle. Again a great event with great friends – just unfortunate we had to leave early to beat the traffic back to Cronulla.

With regards to mid-week runs, VicMog has done some investigation and developed a process to do impromptu E-Trips. E-Trips is a way for any VicMog member to run an approved club trip at short notice. A member decides they want to run a trip. The member goes to the

VicMog website, fills in the simple E-Trip form, and sends it to the E-Trip coordinator. The E-Trip coordinator assesses the form to ensure the proposed run meets guidelines (purely a social run for CAMS insurance purposes) and timing to ensure it doesn't conflict with other events and forwards it by email to other VicMog members who have expressed a desire to be on the E-Trip mailing list. He also fills in a CAMS form for a social event. Something to think about for MOCA through our Club Captain and State VP's.

John Merton made the following comment on the NBC chatline

"If you know Todd Hamilton's beautiful MX 4 three wheeler, it's now owned by Alan Hawkins who also has a collection of Ducati racing bikes. Todd used to start the car on the crank on its occasional runs, but Alan has the starter (a modified outboard motor one) all sorted, and the car is now an instant starter on the button. It's getting a lot of use, he has it out on club runs (around Tuross on the NSW south coast) practically every Wednesday, and these usually average around 100k of running at highway speeds. It's nice to see that older Morgans are actually leaving the Sydney area for the country rather than vice versa, both because it widens knowledge of the marque and there is more "highway freedom" to enjoy them rather than city traffic snarls." Nice update, thanks John.

Christmas in July is just around the corner. Amanda and I are taking the entire 10 day tour and look forward to meeting up with many Morgan friends.

We're hoping for bright skies and no snow on the roads. Enjoy the ride!

YOUR CLUB NEEDS YOU *NW Magazine May/June*

Ed: Here's the article that Vern referred to in the July Ear together with Steve Hutchens (Editor) response. It comes from the May and June 2014 edition of the NW Magazine (with reference to Mike Cook in Hemmings Sports and Exotic Car, November 2007, p. 41).

It sums up very nicely why club membership is so important and mentions our need to adapt as a club as we move forward.

Remember when you passed another sports car and waved? There was even a pecking order - the guy in the MG waited for the driver of the Jaguar to wave first. But we all waved because we were all sharing a new and exciting form of transportation. The car club movement nourished this.

Those of us who drove sports cars in the 1950's joined general sports car clubs for companionship and because there was usually an event to attend at least once a month. As the sports and imported craze developed, individual marque clubs were formed and we lined up to join those.

These were all driver groups, although we would have a show once in a while to remind us to clean the road dirt off the cars. And social occasions? Regular dinner meetings, weekend lunches during the winter, you name it.

Aside from group recreation, your sports car club gave you technical support. There was always someone who could help you

set those pesky SU carbs or diagnose where the electrical glitch was. Parts? If you had a British sports car, the local dealer seldom had the part you needed and the U.S. distributor might be slow responding to orders.

A fellow club member might know an MG parts place in Chicago or have a cache of Speedster parts in his basement. Before the Internet, word-of-mouth was the way to find out things like this, and the logical place to start was your local car club. Even the Sports Car Club of America began with a group of enthusiasts who wanted to get together and race.

When I first came to New York, word-of-mouth told me about a restaurant run by French racing champion René Dreyfus that catered to the sports car crowd. I dropped in for a drink. Up on the walls around the bar were car club badges from all over the world. The British Racing Drivers Club, L'Automobile Club de L'Ouest (it sanctioned Le Mans), SCCA and even, to my delight, the Miami Valley Sports Car Club from my home town, Cincinnati. Le Chanteclair was a home for car nuts and racing fans. It was like a club meeting every day with famed racing drivers and Sprite-driving enthusiasts sharing experiences.

Le Chanteclair is gone, and the car club scene isn't doing as well as it once did. Most of my knowledge is about British car clubs, but I'm sure others are losing members and suffering lack of participation

in the same way. It isn't just car clubs but other hobby organisations as well.

Time was, when our local clubs had a show, half the membership would turn out and everyone proudly brought a car to display and be judged against its peers. These days the number of cars is down by half, and any whisper of actually being judged will reduce it further. The top quality cars sit home in the garage and others aren't entered because "It's not ready" or "It isn't good enough to show!"

Where did this inferiority complex come from? When I needed a left-hand widget for a Triumph, I often called a fellow club member or two who might have one in the garage.

These days, all people can think of is: "Look on eBay!" It is amazing what can be found on eBay, but it's "Buyer Beware" and little hope of recourse if the sometimes costly part doesn't fit or won't work. And you miss the conversation over coffee in the fellow member's garage.

A given local car club might have 100 members. All of them might say proudly: "I pay my dues." If ten members are dedicated enough to run for office, be newsletter editor or volunteer to run an event, the club is in good shape. If those ten decide they have had enough and no one else steps forward, you have a sound treasury but there is no club.

To survive, a club has to have participation. How often these days do a few dedicated members work hard to lay out a rally or plan a tour and have only one or two cars show up? How many officers

are re-elected because no one else has the interest? At one recent meeting I attended, the long time president looked around the white-haired crowd and shouted: "I want to see more dark hair!" Yet lots of younger folks are "paying their dues." It is possible to get a reasonable turnout for a dinner meeting, but check the parking lot and you'll find most members left the MGB, TR6, Porsche or EType at home.

Hemmings Sports and Exotic Car exists to serve car enthusiasts. If you are reading this and aren't a member of your marquee club, be it MG or Alfa or Mercedes, you are missing opportunities to benefit from real, personal contact with others who are equally fervid about your favourite marquee. Go to www.hemmings.com and look for the "Clubs" heading. Whether you own a Berkeley or a Bizzarrini, there's a club for you!

If you are a club member but not an active participant, you are actually lessening your potential enjoyment of the hobby! Reading a newsletter, looking at the Spyder in your garage or bidding on eBay doesn't come close to enjoying a club event. LIVE!

Here is the response from Steve Hutchens (Editor - NW Magazine):

I recall reading this article in 2007 and thinking about the issues it raises for our car clubs today. Would it be productive for our club executives to have a serious discussion of the issues it raises? Certainly it would, but at the risk of rankling some feathers, I'll take this opportunity to offer another perspective.

Assuming free choice, human interaction is based on exchange. If I give you my time, I expect to receive a certain amount of satisfaction. Given limited time, we will use our time where we receive the most satisfaction. Cost/benefit - choices have costs and benefits. Costs include time, money, energy, and alternatives. Benefits include satisfactions.

If you are retired and Saturday morning presents you with the options of a MOGNW club run, playing golf, or simply sitting at home, you will choose the alternative with the best cost/benefit ratio.

Let's look at Cook's article from an older club member's perspective. I can identify with almost every club benefit he mentions:

- Waving at other sports cars? Check.
- Joining general car clubs for the camaraderie? Check.
- Calling friends in the club to try to find parts? Check.
- Enjoying restaurants with club friends after a meeting or event? Check.
- Taking your knowingly ill-prepared car to an event? Check.

If you are reading this, you probably still belong to a car club. It is safe to say, however, that you, your menu of options, and your car club have changed from 30 years ago. Still, faced with a choice, you will choose the option with the best cost/benefit ratio.

Now for the feather rankling. I would respectfully suggest that the majority of the time you should not do a car club event to "support the club" if that is the only reason. Doing a club event to "support the club"

rather than because you really want to amounts to choosing your second or even third most satisfying use of your time. I would suggest that there may be a possibility that you may ultimately come to the point where your club membership is more of a burden than you want to bear.

Perhaps what I am saying is that car clubs today need to deliver a different set of benefits than they did in 1972 to remain competitive for our time. Clubs need to deliver what the current members enjoy, not the product that they enjoyed 10, 20, or 30 years ago.

Gray hair? Yes, or none at all, but a club does need to attract new members to continue to exist. We can look to Morganeers in our age cohort or those the ages of our kids or some of both.

Recruiting younger members confronts us with the challenges of a cross-generational club. We have the good fortune that some of the younger car guys out there find Morgans attractive. Find one of these younger potential Morganeers and talk a little about what is fun car-wise for each of you. Where is there overlap? Maybe we could lower our mean age by bringing them aboard. Owning a Morgan could come later.

As for maintaining the interest of our current members, what can we do to adapt our enthusiasm for all things Morgan so that our activities fit the interests and stamina we have today.

As Historian, I've read what we did 30 years ago and I suspect we may need to adapt to our aging reality.

SOUP RUN TO BLACKHEATH

Jim Wilcock

On a day that threatened rain but didn't, we had a splendid run to Blackheath. The 'Morgan Ear' asked everyone to meet at Kurrajong village at 10.00 for 11.00 and so we did. On the day, we had 16 Morgans and 50 Morganeers.

I talked to a man in the village and he said that he had never seen so many MG's parked at the one spot. ***I mentioned to him that when an MG grows up it becomes a Morgan.***

I wish I hadn't said a thing because I think he believed me and I didn't know how to let him down gently.

The run to Blackheath was grand and the Smith reception was even better.

I have never had so many resplendent soups, for those of us fortunate to have a moustache the taste lasted all the way home.

The cakes and biscuits I am told were all low G.I. and they still tasted yummy.

It was great to catch up with so many members from past runs and adventures.

I am sure all of the members that turned up would like to thank Barbara and Ian for once again opening their Blue Mountain retreat so we could have a good natter.

Ed: I'm sure that Jim's comment will either amuse or upset MG owners. Thanks to Geoff Hollings for the great photos.

Morgan Service

If you own a Morgan why trust it to a non-Morgan specialist?

We have been regularly servicing Morgan 4 and 8 cylinder cars
doing engine, diff, front end & king pin rebuilds
All repairs have a 6 month/10,000km guarantee
Same day service/loan car

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There was a big turnout for our Adelaide Morgan Run. The twenty second of June turned on the weather and one of our biggest turnouts of Morgan cars in the State's history.

The meeting point was the car park at the Burnside Village Shopping Centre for a 9.00am start. Cars started arriving around 8.30 and by 9.00, we had eleven Morgans.

This was a nice time to welcome all of our new members who have recently bought Morgan's or imported them, some having their first outing with us.

Martina was handing out maps for the day's run and as usual a great drive.

From Burnside, we headed for the hills and at this time of the year the hills are a beautiful green from the new grass and the gold from the leaves in the last days of Autumn.

Martina's instructions took us in convoy through a very scenic route, lots of the roads used by the annual Tour Down Under and the Classic Adelaide.

After about an hour and a half of hills driving, the map found us entering the town of Hahndorf into the main street and into the nice car park of the Hahndorf Inn Hotel.

The car park is a nice feature of a Sunday morning run because it has a nice backdrop and allows for all cars to park together. A couple of hours later and it would be crowded out.

After a bit of Morgan chat, Martina was ringing the breakfast bell and we all headed inside. We had one nice long table and the service was so good, all had a hearty breakfast and coffee in just over half an hour. The food was terrific, so well done guys.

We returned to the car park for a bit more chat and then we all headed our own way home.

What a fantastic way to spend my Birthday. I didn't tell anyone but I had the party anyway.

Ed: Happy belated birthday. I couldn't think of a better way to spend it.

BREAKING NEWS.....

Collection of Morgans - A Muster of Morgans seems to be winning. However, John Mott ran a very good argument for a "Mess of Morgans". Here is what John had to say: *Since they invariably arrive at a gathering at varying times from all directions and then are incapable of parking in an orderly manner without a bit of direction from an organiser.*

100 Hottest Cars of All Time - The Morgan Plus 4 is on the list at number 62. Go to www.popularmechanics.com and search for "100 Hottest Cars".

Motorclassica - 24 to 26 October in Melbourne (one of the best car shows). Brian Hardy sent out a request for the Morgan display. Contact Chris on chris@rampage.net.au.

MOCA SUPERSPRINT - 16 AUGUST *Choy-Lin Williams*

Thank you to all who have agreed to help MOCA on the day. We have a few who are new to being an official at the track so here are some basic tips. You need to be appropriately dressed i.e. non flammable clothing and be prepared for sunshine, rain, wind and everything in between. If you are a flaggy it is advisable to wear neutral colours e.g. no red/yellow, so as not to distract drivers. (refer flag marshalls' instructions on website).

If you have an officials' licence please make sure it is current.

If you are not accredited but would like to apply for a CAMS Officials' Licence, and you are an official for the full day, please visit <http://www.cams.com.au/get-involved/officials/national-officiating-program> for more information.

Please contact me before the day as an easy way to apply is for me to include your application with my end of event report to CAMS. I will need your completed application form at the end of the day.

Entry is via Gate A, the main entrance off Ferrers Rd. The gates open early, scrutineers to assemble at 6.45am for a 7.00am start. Flaggy's to meet and sign on at 8.00am at base of the tower. Afternoon flaggy's, please sign on at noon at base of tower. Please park your vehicles away from the tower area as we need to keep this free for competitors and rescue/recovery vehicles. Please do not use the Figure 8, Skidpan areas and Dummy Grid. Competitors use the dummy grid area to unload competition cars from trailers. If

there is no room or directed otherwise, parking area 3 on the non-paddock side of the tunnel can be used.

Visit the MOCA website to view the Supplementary Regulations (supp regs) for the day, Instructions for flag marshalls and map of circuit.

All officials are provided with lunch and you are also invited to the end of event BBQ at the scrutineering shed. See you at The Creek.

Email: choy-lin@mpsconsult.com or
Phone: 02 4567 7247

Supersprint officials (non flag)

Clerk of Course: Geoff Williams

Event Sec: Choy-Lin Williams

Chief Steward: John Coneybeare

2nd Steward: Wendy Maher

Chief Flaggy: Stan Jodeikin

Tower Communications: David Fletcher

Tower staff: Rosemary Jones, Pam Williams

Chief Scrutineer: Todd Hamilton

Scrutineers: Wayne Paterson, Bob Little, Peter Canavan, Geoff Hollings, Tom Hollings, Col Davidson

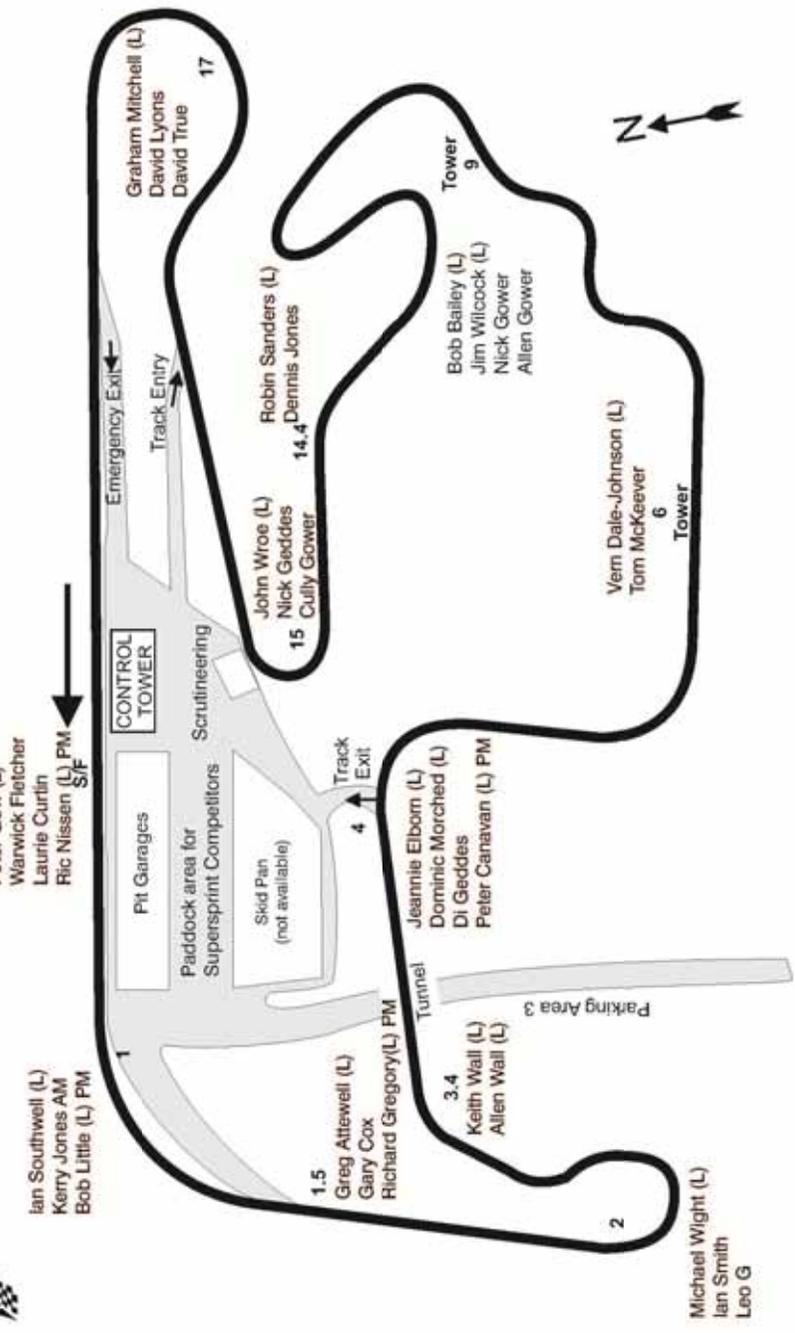
Scrutineers' Bosses: Daph and Caryn Hamilton, Loreen Paterson, Bev Little

Circuit Entry: Tom Hollings, Geoff Hollings, Ross Simpson, Tim Hurst

Circuit Entry Gate: Corina Webb/Brian Williams



SYDNEY MOTOR SPORT PARK BRABHAM CIRCUIT (4.5km) FLAG POINTS MORGAN SUPERSPRINT 2014



Ed: I was lucky enough to be given a collection of old motoring books. One in particular was titled "British Sports Cars" by Gregor Grant. It was published in May 1947.

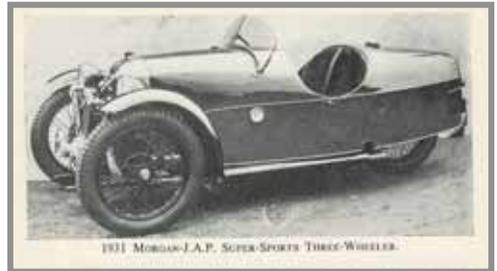
The author said at the time there were no books published which dealt exclusively with sports cars, a subject which to say is as engrossing as any. The enthusiast wishing to find out something about famous sports cars of the past had no work of reference to consult. Below you will find out what he has to say about Morgans.

There is no doubt whatsoever that the Morgan, together with the G.N., really started the light sports-car movement.

Whereas the latter was always built in four-wheeled form, the Morgan was made continually as a three-wheeler until the 4/4 range was added in 1936. No other concern in the world can claim to have turned out three-wheelers for so long a period, and possibly only Rolls-Royce and Jowett have had so few modifications to an original design.

Actually, the two-speeder Morgans remained basically the same for twenty years. Even Morgan No.1 featured the helical spring independent front-wheel springing that is still retained on three and four wheeled products of the Malvern concern today (1947). It is indeed a tribute to H.F.S. Morgan that his machine is the sole example of a three-wheeler on the British market today.

As far back as 1912, H.F.S. Morgan had already put nearly 60 miles into the hour, an amazing performance for what was virtually a cycle car runabout. H.F.S., incidentally, always drives his own products, and has probably driven in competitions far longer than any other man.



With the rise of cycle car racing in popularity, the Morgan virtually entered the sports car market with the Grand Prix model. This little car was extremely successful, and with an overhead valve (ohv) engine was capable of really high speeds for such a small machine. The purchaser actually had the choice of J.A.P., Precision or M.A.G. engine, and later the big twin Anzani was also available.

The specification of the G.P. Morgan is well worth giving, for it is equally applicable to practically every Morgan made up until the "M" chassis was introduced. Tubular steel was used for the frame and for the front assembly, the engine being mounted on the main frame tubes at the front. The normal sports engine was of 961c.c. (85 x 85mm.), and the much faster ohv. unit had a bore and stroke of 90 x 77.5mm. The

G.P. models all had water-cooled engines and mostly Amac carburettors; lubrication was by a hand pump usually found on the dashboard. Throttle controls were mounted on the steering wheel, only two pedals being fitted, i.e., footbrake and clutch. Steering was direct (1 to 1), and suspension was by coil springs and sliding axles on the front (independent) and quarter elliptic leaf springs at the rear. External expanding band brakes were fitted on the rear wheel only, a feature that was retained right up to the Aero models of 1926.

Transmission was via a leather-faced, cone-type clutch and an enclosed prop. shaft to a bevel box. A cross-shaft in the bevel box carried on each side of it a dog-clutch and a chain sprocket. Twin chains drove the rear wheel, each one supplying a gear. The gear-change dogs were retained by phosphor-bronze selector forks, and a central gear lever was fitted in the cockpit. Wheelbase was 7ft., track 3ft. 9in., and ground clearance a mere 6inches. The weight of the complete vehicle was 4½ cwt., which seems incredible to-day, and was the main contributory factor to the startling acceleration possessed by these old G.P. Morgans.

The G.P. was continued until 1924, when it was at first supplemented and finally supplanted by the Aero series. The Aero achieved immense popularity, and was a genuine 70mph car. The power unit was either J.A.P., Anzani or Blackburne. The racing Blackburne (85 x 96.8mm.) was undoubtedly the fastest engine of the three, developing over 40 bhp. at 4,000 rpm. with a standard compression ratio of 5½ to 1. The special K.M.C. type was capable of

pushing out some 50 bhp. The later-type J.A.P., also a pushrod ohv unit, equalled this output, and when the Blackburne concern ceased making cycle car engines the J.A.P. became the engine wear for all Aero models. The standard ohv Anzani-Vulpine unit was not quite so powerful: whilst the ultra rapid eight-valve and ohc Anzani productions were featured mainly on purely racing machines. It is interesting to recall that H. Beart took several world's records in 1924 at Brooklands with his Aero-Blackburne. In doing so he covered a flying kilometre at 96 mph - a fantastic speed for a virtually same as you can buy model.

As Morgans tended to become more and more used for high speed, long-distance touring, steering reduction was adopted. A super-Aero model made a sensational debut at the 1927 motorcycle show, and, with its ultra-low build, "wicked-looking" lines and 80 mph guarantee it became the sportsman's dream. Early examples had K.M.C. Blackburne engines, but the "super" is generally identified with the 10/40 J.A.P., one of the finest engines ever turned out by J. A. Prestwich, Ltd. Although water-cooled engines were standardised, many people managed to have air-cooled units fitted somewhat similar to those fitted in the magnificent Brough-Superior motor-cycles. All super-sports Morgans had three wheel brakes.

A further development was the "M" chassis, which gave a much lower centre of gravity, improved stability and roadholding. A three-speed (and reverse) gearbox was adopted, and a single chain took the place of the dual arrangement. A knockout spindle made rear wheel removal

not quite the task it had been, whilst the old side-mounted starting dogs had long since been scrapped in favour of a front mounting. The car also grew a self-starter which was not, however, always an aid to easier starting.

In its final form, the Super-Sports Morgan was fitted with a Matchless power unit, either air or water-cooled. Although the performance of the cars was good, they were scarcely as fast as the older versions. At present, since the Matchless engine is no longer available, the three-wheelers are fitted with four-cylinder engines of Ford manufacture, of 8 hp. and 10 hp. The modern cars also possess a sporting performance, but enthusiasts sigh for the return of the big twins, maintaining that the Morgan is tending to become more and more a small car instead of the sparkling three-wheeler of former days.

However, the four-wheeler, or 4/4 as it is known, has won for itself a useful following. A high power-to-weight ratio, good roadholding, and a lively performance make it a fine little fast road car. It is rather on the low side for trials, unfortunately. It was first produced with the overhead inlet valve Coventry Climax power unit, but this has given way to a 1,267 cc (63.5 x 100mm.) ohv (pushrod) engine of Standard origin. which is admittedly considerably smoother than the older unit. This engine was first fitted to the drop-head coupe in 1939 but very few cars reached the public with it.

The 4/4 weighs around 14½ cwt., has Girling brakes, semi-elliptic rear springs, and the familiar independent front suspension assisted by Newton-Bennet

shock absorbers. Gear ratios are 5, 7.1, 12.1 and 17.1 to 1. Maximum speed is about 80mph and owing to the light weight, the car possesses exceptionally good acceleration. A 90mph T.T. replica was made in 1939 with the Coventry-Climax, but has not been reissued so far with the Standard engine.



The cars have done remarkably well in competitions, especially in the big rallies, driven mainly by H.F.S. Morgan, and the Goodalls, *pere et fils*.

Before leaving the Morgan it is worth mentioning that the highest speed ever attained on a three-wheeler falls to the honour of a woman driver, Mrs. W. D. Hawkes (Gwenda Stewart). She covered the flying kilometre at an average speed of nearly 116 m.p.h. at Arpajon.

Ed: I did some further background research on Gwenda Stewart and this is what I found:

Gwenda Stewart was born in Preston, Lancashire, and educated at Cheltenham Ladies' College, where she taught herself to drive in the car belonging to the family of a school friend. When the First World War broke out, Gwenda joined the Scottish Women's Hospitals organisation as a

volunteer and was sent to the Eastern Front, where she drove ambulances under difficult and dangerous conditions, for which she was awarded the Cross of St George and St Stanislav by the Romanian Government.

After the war, Gwenda was living near Brooklands. She undertook long distance promotional rides for motorcycle manufacturers, first in November 1921, when she did a 1,000 mile run for Ner-a-Car, covering 190 miles per day.

Here's how the day was described:

"On a cold, rainy November morning in 1921, a small crowd gathered to watch Gwenda, a light, intense young English woman confidently straddle a curious two-wheeled American machine called a Ner-A-Qir, which belied its pretensions to a close relationship with the automobile by its appearance. At best, it was a mere motorised scooter. It ran on all of one cylinder and its only means of stopping was a single rear wheel brake. Under official scrutiny in daily runs of 190 miles, Gwenda miraculously survived 1,000 gruelling miles on the fragile machine over icy roads without a spill or breakdown. This was precisely the kind of challenge she liked best. It was unusual, a little mad, and it was equal to anything any man had ever performed on the same machine - an accomplishment that she found especially satisfying."

Between 1921 and 1930, she set a whole series of motorcycle speed records, for endurance and top speed at Brooklands and Montlhery. *Ed: If you put Montlhery into Google and select Images, you will see*

some great images of the old race track.

By 1931 she was one of the fastest people on three wheels in her record breaking Morgan Aero. She set and held records for the standing and flying kilometre at Montlhery in France which were not bettered for years, including the fastest speed ever recorded in a Morgan. The previous year, she had earned the one hour speed average speed record, in the same car.

Later, she set a new set of records in an American Miller, of the type that competed at Indianapolis. She also used this car at the Arpajon Speed Trials, where she had a dramatic engine blowout at 140 mph.

Although Stewart had been known to say that she preferred record breaking to racing as it required less effort, she was nevertheless a quick and skilful racer. She raced at Montlhery and Brooklands, and twice at the Le Mans 24 Hour race, in 1934 and 1935. She drove a Derby on both occasions, but retired fairly early both times.

In 1935, she became the fastest woman ever at Brooklands with her lap speed of 135.95 miles per hour.

In contrast to her motorcycling and Morgan past, Stewart seemed to prefer big, heavy cars, like the Derby-Miller.

She also drove a 1933 Duesenberg in which she came seventh in the 500 Mile race at Brooklands in 1936. This was probably her best race result. She was driving with George Duller, whom she is known to have shared cars with in minor

Brooklands events. They were third in the 5,000cc class.

She even tried her hand at rallying, like most other racers of her era. In 1934, she entered the Monte Carlo Rally in a Derby, starting at Valencia. However, for a true speed demon like Stewart, it is likely to have been too pedestrian. She does not appear to have taken part in any more major rallies.

She was somewhat overshadowed by other lady racers of the time but proved she could be the quickest on an open track, if not during a race.

A great rivalry was set up between her and Kay Petre, which culminated in a competition for the Women's Outer Circuit Record at Brooklands. The contest was drawn out over the 1934 and 1935 seasons. Kay initially took the record but Stewart was the final victor at 135.95 mph. She was driving the Derby-Miller.

A little later, again in the Derby-Miller, she returned to her favourite stamping ground, Montlhery, and claimed the outright lap record. Her racing career concluded at the end of the 1930s, like so many others of the period.

When war broke out she trained as a lathe operator and served in munitions factories. After the war she settled with her husband in the Greek islands and lived there until

her death in 1990, at the age of ninety-six.

Apparently she had no drivers licence. Imagine at the age of 42 driving the Derby Special at speeds in the region of 150mph, on record-breaking and test runs. Her lap-record of the French track was recorded at 145.94mph but not her subsequent one at 147.79mph!



Ed: Here are some further details of the GN from the same book:

Few makes have ever achieved the fame and popularity of the G.N., and the little car must be credited with being the first genuine light sports car. It was born in 1910 when Motor Cycling was agitating for a four wheeled version of a motorcycle having the performance and economy of a side car machine.

The G.N. set the standard for light sporting vehicles because they realised that true enthusiasts were not interested in fancy coachwork or luxurious upholstery but attracted to performance with a capital "P".

The G.N. brand eventually disappeared from the market due to strong competition from Rover and other competitors. The G.N. name comes from H.R. Godfrey (later produced the H.R.G) and A.G. Frazer-Nash (leading racing driver and later produced the Frazer Nash and the Bristol).

A DIM VIEW OF THE SITUATION

Spider J C Bulyk

Ed: This article appeared in the 2014 July/August edition of the Morganeer (Volume 7 Issue 4).

A Dim View Of The Situation "between the highway lines and the runway lights..."
James McMurtry

You may not credit this, but long ago, long before I morphed helplessly into the crustaceous grundoon that I've become, my eyes were as sharp as lasers. In those days of yesteryear, why I could pick out a polar bear eating a vanilla Sno-Cone in a blizzard! When the sun went down, I could pick out a coal-truck at the bottom of a mine shaft! Today...not so much. Today I'm finding the truth of things a little harder to discern, even when right in front of me.

My earlier cars – Healeys, Astons, Volvos – all had high-end headlights by Cibie, Carrello, and Hella. Not satisfied, I added driving lights (strong enough to require a permit from the CIA): Lucas Flamethrowers, Cibie Oscars, etc. We're talking light, and LOTS OF IT. I could melt the paint off someone's back license plate at a half-mile! Megga zillions of lumens at 6,000 degrees Kelvin! "I can see clearly now, the (pain) is gone..."

Then came the technological retrograde when we bought The Hope, our '57 Plus 4. I couldn't be dissuaded from those very 1930's Lucas Tri-Bar headlamps, put 'em in a long time ago, and ain't took 'em out yet. Meanwhile everyone else's headlights got much better and my night vision only got worse.

I kept looking for a high output bulb that fit

the round Lucas 3-point sockets but none were to be had. The Tri-Bar lights on The Hope looked great in the daytime (turned off) but at night produced what was seemingly a mere glimmer. "Overdriving the headlights" became a reality – that is, at the speeds I was driving at night, an object in the road would only become visible when close enough that I couldn't stop (drum brakes) before hitting it. Well, that sure took the fun out of spirited night runs!

One day, Steve Utterbach found me a set of high-wattage halogen bulbs at a Brit-bike store, designed explicitly for the old, round, Lucas sockets: I ordered two sets and installed one. Out on the road at night, a whole new world opened up. I could see things like never before. (Although, some things I may have been better off not seeing.)

Then...I kicked up the high beams: WOW! Life was really good again. I had regained lost youth! I could SEE! See...like for a mile down a country road.

It was then that misery hit. I noticed that every time I hit the high beams, all the gauges on the dashboard dimmed, the wipers slowed, and the heater fan (so what? You ask?) slowed. I put my hand on the headlight knob (big round plastic thing, middle of your dashboard!) and it was hot enough to grill cheap hot dogs. Okay, so I kick the high beams back down and run home before I burn up the whole car. This is where the situation stood for a few years.

Picking up a catalog for hot rod parts in a barbershop (I go once a year, need it or

not), I came across a headlight relay kit: everything, all in one place, and not too expensive, so I ordered it. The kit came with two standard automotive 5-pin relays – one for high beam and one for low beam – the mounting/wiring bracket, and some wire pieces intended for other cars. I chose to cut the wires and install the relays just downstream of the high-beam kick switch on the firewall. The total installation – using the enclosed wiring schematic – took about 90 minutes, and that’s only because I’m really fussy about soldering and shrink wrapping all the connections. You could do it in 15 minutes if you prefer Bazooka Joe bubble gum and plastic tape.

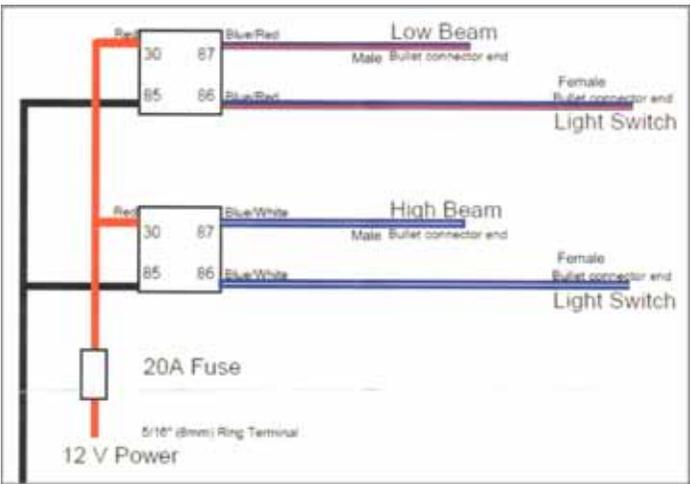
If you look at the attached schematic diagram – okay...some of you will need to go get a cocktail at this point – you can see that all the power for the lights now comes directly from the battery, completely bypasses the dashboard, and goes right to the headlights. This is not how the electrical guys at the Morgan Motor Company Genius Bar intended it, but it sure works better! Out on the road on a dark (and stormy) night with low beams, I

can see better than I could with the original high beams! Kick up the high beams and I can damn well see the Dark Side of the Moon! Wow...what a difference. The vision enhancement itself is worth the time and small money. But wait...there’s more!

Even with all those Lumens and all that Candle-Power, I can still run the high beams, the wipers, and the heater fan without dimming the dashboard lights or stalling the car. The headlight switch remains cool to the touch and there is no scent of electrical smoke from behind the dashboard – largely because all those silly little electrons are running from the battery directly to the headlights (like lemmings) and leaving the dashboard to slumber in peace. (I still miss that sweet smell of an electrical fire about to ignite.)

It doesn’t matter what kind of headlights you run, or if you run driving lights. Relays are definitely the way to go. Many modern Morgans are already relay wired but just about any older Moggie would benefit from this cheap and easy upgrade.

Ted Lucas tells the story of how his electric fan wiring shorted out his lighting harness. After installing HID headlights, he went through two dashboard switches – thinking they couldn’t handle the electrical load – until he figured it out. Since rewiring with the relays, he seems to have defeated the old Joseph Lucas (unrelated Lucas) law of "Gentlemen do not venture out after dark"



With a relay system, kick up them high beams and the road ahead lights up like the stage at Radio City Music Hall. You can even see black bears in dark tutus doing the Can-Can a mile away – well, okay, so I can...maybe you won't...it really depends.

You can get what you need from Morgan Spares along with some technical advice (or elsewhere if you so chose). So I thought

I'd relay this info to you for putting more wattage into your night driving.

Ya gotta admit, it's a joule of an idea, with brilliant consequences! TA –DAH!!!

Thanks to Morganeer for allowing us to reprint this article.

ALL BRITISH CAR CLUBS

Peter Gow

Just a reminder that the All British display is on the 24th August at the Kings School at Parramatta.

Morgan Participants:

Here is the list of members:

Tickets Collected and Paid for:

Graham Balfe	Todd Hamilton	Robin Sanders
Peter Canavan	Geoff Hollings (2)	Max Scott (2)
John Coneybeare (2)	Stan Jodeikin	Ross Simpson
Vern Dale Johnson	Andrew Lippold	Ian Smith
Col Davidson	Bob Little	Keith Wall
Nick Geddes	David Lyon	Michael Wight
Peter Gow	Graham Mitchell	John Wroe

Morgan display will be in the same area (A area) as last year. The Aston Martin display won't be behind us this year they have moved to another field.

Remember to put you ticket on your windscreen!

Tickets to be Collected/Paid for:

Mike Bendeich	Norm Nolan	Roger Shawyer
Cully Gower	Graham Richards	John Turnbull
Dennis Jones	Richard Rogers	

Entry:

All vehicles will enter the school via Russell Road gates from 7:00am. This is the main gate on Pennant Hills Road where the traffic lights are located. It is the aim of the organisers to have all cars in place by 9.30.

Following entry, continue along Russell, Ryrie and Suttor Roads to the senior swimming pool then up to the tennis courts where A ticket holders will diverted via Hay Shed onto the Price Fields. Note: The

Also, this year the organisers don't propose to allow non-marque cars in the display area. That means only Morgans will be allowed in the Morgan display area.

Please check the website for any changes on the day including entry points (<http://allbritishdaysydney.asn.au/>) for any last minute changes.

Contact Number: 0412 235 455



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Ed: Here's the third update from Simon on his restoration project:

May and June are always busy months for Charlie and me. We attend The Chelsea Flower Show in London and display our pieces of garden ironwork. As much as I would have liked to be playing with the Mog I had to earn some keep. The show does take a chunk out of my leisure time as I make and then deliver most of the products. Due to this there has not been a great deal of progress but I have been able to carry out some small jobs.

John, my daughter's partner is a wizard with wires so I asked for his assistance. The old wiring loom had been completely removed allowing me freedom to route new wires. The old loom had bare wires in

places so this was an easy decision. We sat down and designed a new loom for the car. I outlined to John

what I required and he came up with the drawing for me.

We decided that the battery should stay behind the passenger seat in its original position, but we could use a small sealed Red Top battery capable of starting the car if I stalled it on track (this is possible !) The car will be started initially in the pit using a slave via an Anderson Jack Plug and this

will be positioned behind the drivers seat.

The main purpose of the on board battery will be to run the fuel pump and ignition for the short racing period. The cut off switch is on the dash and this will provide a complete cut off to isolate all power when the car is running. This is the racing/ scrutineer requirement for emergencies.

The centre switch panel has been removed and replaced with a blank sheet of new aluminium. This can now be drilled and fitted with the correct switches.

Looking closely at the image of Ken's dash that Noel has sent me I have tried to match the cut off switch. I have sourced a Porsche historic cut off which looks fairly close in appearance.



The dashboard is out of the car on the work bench and I have fitted a Smiths rev counter in the centre

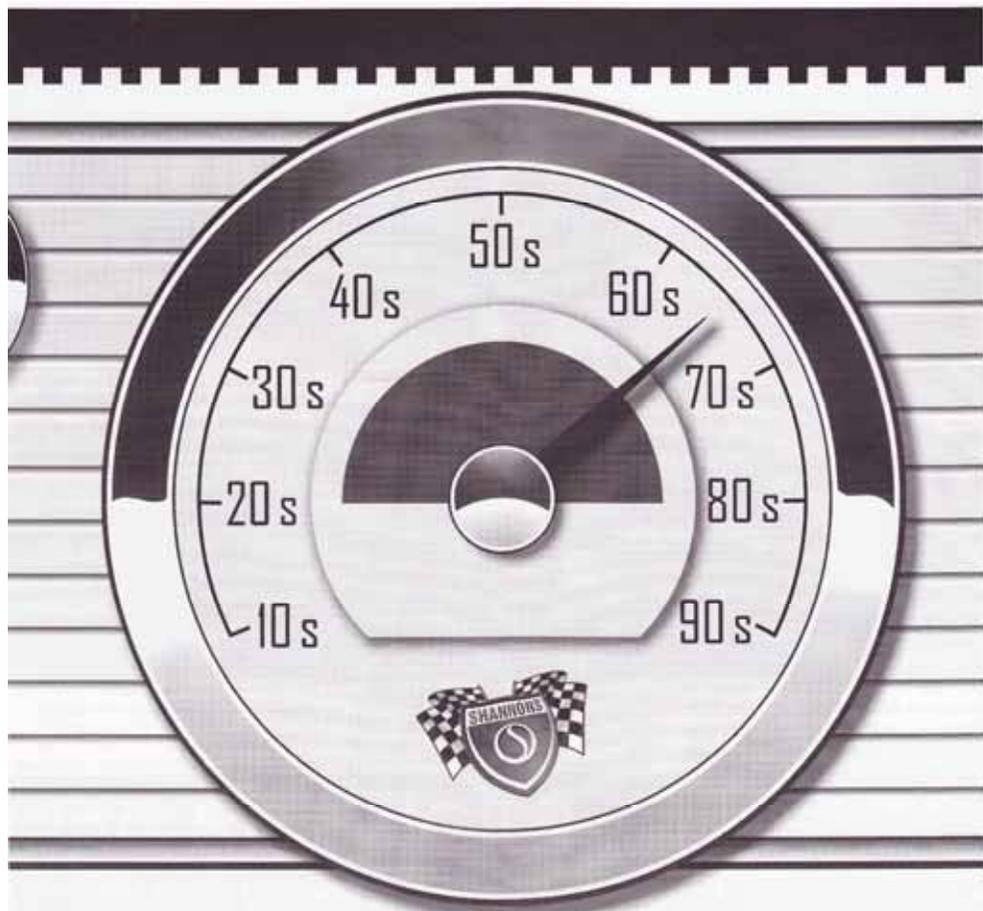
of the drivers eye line. This just fits neatly between the Speedo and cluster gauges.

I used a hole saw to cut the dash which was a success. To the right I am fitting the all important oil pressure gauge. This will go where the horn push was. After I have completed the dash rebuild I will paint the new aluminium plate with black crackle paint.



Rosies Café - Mid week run





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NOTICE OF ANNUAL GENERAL MEETING

Judy Mitchell - Secretary

The annual general meeting of the members of the Morgan Owners Club of Australia Inc will be held as follows:

Date: Thursday 4 September, 2014

Time: At the adjournment of the General Meeting

Place: Ryde Eastwood Leagues Club, 117 Ryedale Road, West Ryde

Business of Meeting:

- a) To confirm the minutes of the annual general meeting held on Thursday 3 October 2013 .
- b) To receive the reports of the members of the Committee for the 2013-2014 club year.
- c) To elect the office bearers, the other members of the committee and other elected positions of the Club.
- d) To receive and consider the statement of financial position which is required to be submitted to members according to section 26(6) of the Associations Incorporation Act, 1984.
- e) To ratify Club fees for the period 2014/2015.
- f) To agree the value of prizes for the year ended 31 August 2014.

COUNCIL OF MOTOR CLUBS REPORT

David Fletcher



Shannon's CMC Display Day on Sunday
17 August - All tickets have been allocated.

There are two recommendations for the
day:

- a) Arrive at Eastern Creek before 9.00am
to avoid the long queues, 8.00 to

8:30am is a good target ETA.

- b) Remember that there is no overtaking
on the track tour as there are no safety
measures in place as on a race day.

CLUB CAPTAIN

Graham Mitchell

The Run to the Border:

VicMog are organising a run to the "Pop
The Top Festival in Jindera" – near Albury.
The festival is a motoring event for
convertibles of all ages and includes a
festival parade and display, trivia night and
winery luncheon. Date of the festival is

Friday 3rd October to Sunday 5th October.
Accommodation will be at the Resort
Siesta Motel. If you are interested in
joining VicMog members, contact Brian
Hardy at bdhardy@gmail.com and visit the
website: www.popthetopfestival.com.au for
more details.

DELEGATES

John Coneybearre

On Saturday the 28th June the Austin Healey round of the Championship was held at Wakefield Park Goulburn NSW. Morgan had two runners, Mike Bendiech 4/4 and Ross Simpson in his Plus 8. Graham Dell had offered me an egg and double beacon roll and a black coffee at Marulan Truck Stop if I took him with me to the event, (nearly as good as lamingtons).

I had agreed to help with the Scrutineering, so that meant an early start from home. 7.00am at Goulburn in winter is always going to be cold; Healey was well organised and all seemed to be running well even the weather seemed to be on our side. The Drivers meeting over and cars started to circulate, there was one car that seemed to be blowing a little smoke as he went up the hill, down the straight and bang, his day was over after three laps.

Mike and Ross each completed 2 sessions as a big black cloud started to come towards us, strange thing was it had the end of a rainbow in the middle of it.

We then proceeded to get some snow/sleet, rain, wind - all normal weather for Wakefield Park. The rain then settled in and the Morgan boys decided to put the cars on the trailers and we headed for home. We had a good run home about three hours and all put away by 6.00pm a very long day and most enjoyable. There been no CAMS meeting this month scheduled for August.

The next big event is our Supersprint on the 16th August and I always look forward to the BBQ after the event. See you there.

COMPETITION

Ross Simpson

Since the last edition of the Ear, there have been two meetings; the first one being the MGCC Supersprint at Sydney Motorsport Park South Circuit on June 14.

MOCA was represented by Mike Bendiech in his Morgan 4/4 on what was a miserable wet day on and off the circuit. Mike thus gained maximum points for the day.

Then followed the Austin Healey day at Wakefield Park on 28 June.

Two runners from MOCA, Mike again and Ross in the Plus 8.

What started out as a relatively mild day

for Goulburn, soon turned into near zero conditions when the wind began to blow, then snow flurries at about 11.00am followed by freezing rain after lunch.

At this point many competitors decided to call it a day, including our crew and we soon headed home. Handicap and FTD points to Ross.

Our next event is the MOCA Supersprint on August 16 which will conclude the MOCA point score for the year.

The club will have also some competitors at the Cootamundra Sprints on 6 September.

MINUTES OF MOCA INC GENERAL MEETING

held 3rd July 2014 at Ryde-Eastwood Leagues Club, Ryedale Rd, West Ryde

Meeting opened at 8.10p.m.

Apologies:

Brian and Pam Williams, Peter and Margaret Barnes, Jim and Chris Wilcock, Brad Little, Allison Brancourt, Graham and Lynn Richards, Louise Barker, Bob and Noelene Bailey, Jen Jodeikin, Peter Clark, Robin Allen, Madeleine Sanders.

Welcome:

Vern extended a welcome to all members present.

Minutes:

Minutes of the General Meeting held 5th June 2014, as published in the Morgan Ear were accepted.

Motion: that the Minutes as corrected be accepted.

Moved Graham Dell seconded John Coneybeare - carried unanimously

Matter arising from the Minutes:

None

Committee Meeting:

Vern advised that a Committee Meeting had been conducted via email during the period June 9 to 13. This was done due to conflicts with other schedules and vacations. Benefit was that we were able to include all the State VPs in the discussions as well as Stan's comments while on vacation in South Africa.

During the Committee meeting discussion comments were made with regards to:

- 2014-15 fees – recommendation they not be changed from current fees of

\$70 for Full and Associate, \$30 for Family. Mag subscription cost stays same - \$40 for Australia, \$70 for Asia Pacific, \$85 for ROW. Membership renewal forms will be sent in the August (or September Ear) with encouragement for members to pay by direct deposit. Those who do not renew by Sept 1 will be sent reminders by email. The renewal form will have a check box so members can indicate there are no changes to their personal or Morgan details.

- There was discussion on the Long Distance Award. A reminder to all members; this award must be applied for by the recipient. Forms are on the MOCA website.
- 2014-2015 committee nominations were encouraged.
- MOCA SuperSprint – Choy-Lin is concerned we do not have sufficient flaggies. Please consider flagging (and those who have flagged before consider applying for your license online) and / or contact your friends regarding flagging and get info to Stan to incorporate into his list.
- Ross Simpson proposed a mid-week run 'trophy'.

Ross commented that because of the number of people coming on the mid-week runs, he considered a trophy (the Pensioners Trophy!) could be struck and presented annually. Further discussion will be held at a future committee meeting.

Applications for Membership:

Full: None

Associate: None

Family: None

Correspondence:

Various club magazines. Vern commented on the artwork of Valentin Tanase reproduced on the cover of Miscellany, and said that Valentin has given permission for his artwork to be used in Morgan publications / regalia – the only proviso is that he receives a copy of the magazine / regalia where it is used.

Accounts to be paid:

- Uni. Western Sydney – Ear printing \$4,096.13
- Australia Post – Ear mailing (2 months) \$409.73

Total Accounts to be Paid: \$4,505.86

Motion: that the Accounts be paid.

Moved Robin Sanders seconded Peter Canavan - carried unanimously

Committee Reports:

President:

Vern thanked Geoff and Peter for looking after the last 2 editions of the Ear, and noted that he was particularly impressed with the cover photo of the July Ear. He commented that with regards to magazines – with the loss of Australian Classic Car he decided to try digital magazines with a subscription to his old favourite Road and Track, and has been impressed. Suggests members check out options for magazines you are subscribing to, including MOG Magazine.

Vern thanked Ian and Barbara Smith for hosting their souper 'Souper' on June 15th

and to Jim Wilcock for organising the run. Also thanks to Graham for organising the mid week run to Rosie's Café on June 26 and to Max and Gill for the informal invite of all attendees to their place afterwards for a sausage sizzle.

VicMog has introduced E-Trips. Basically E-Trips is a way for any VicMog member to run an approved club trip at short notice. A member decides they want to run a trip. The member goes to the VicMog website, fills in the simple E-Trip form, and send it to the E-Trip coordinator by pressing SUBMIT. The E-Trip coordinator assesses the form to ensure the proposed run meets guidelines (purely a social run for insurance purposes, and timing to ensure it doesn't conflict with other events) and forwards it by email to other VicMog members who have expressed a desire to be on the E-Trip mailing list. He also fills in a CAMS form for a social event. Something to think about for MOCA?

A reminder, again, regarding nominations for Committee positions. All positions are open – you are encouraged to get your nominations in as soon as possible as the deadline for inclusion in the Ear is July 15 for notations in the August Ear. He referred all members to the MOCA Rules and Regulations for descriptions and responsibilities of all positions.

Vice President:

Geoff talked about plans for the Holiday run to Armidale, and said that there are now 70 people booked in for the Saturday night Christmas in July function, (from NSW and Qld) in Armidale.

Secretary:

No report.

Membership Secretary:

No Report

Treasurer:

In Louise's absence, Vern read the Treasurer's prepared report.

- Account Balances (3rd July 2014)
- General Account: \$6,810.22
- Investment Account: \$10,940.28
- Term Deposit: \$19,324.32 (Rate: 2.50% pa. Maturing: 18th May 2014)

Total Balances: \$37,074.82

Graham Dell questioned the interest % on our Term Deposit and wanted to know why we were not getting a more competitive rate. The President commented this would be passed on to the Treasurer for her input with the understanding our term deposit has recently matured (May 18, 2014) and will have already been renewed.

Rex Vincent noted there has been an issue with non-profit clubs not declaring interest income (which is taxable). The President has passed this comment to the Treasurer for her comments.

Motion: that the Treasurer's report be accepted as read.

Moved Bob Little seconded Todd Hamilton – carried unanimously

Club Captain:

Graham started his report by telling the story of his recently refurbished S-1 which spat the dummy (read "blew a head gasket") at the beginning of the last run and had to be trucked home by NRMA.

The coffee run to Rosies was very well attended and a very enjoyable outing, with 35 people attending – and most went back

to Scotts' for a casual lunch.

The run to the Smiths' for a Souper Lunch at Blackheath was also most successful, with 16 Mogs attending, and 50 people! Ian Smith said he calculated that the average consumption was 500ml – great soups!

Both upcoming displays – CMC Shannon's at Eastern Creek on Sunday 17th Aug. and All British Display at Kings School on 24th Aug. are well subscribed.

Competition Secretary:

Ross reported on the Austin Healy Supersprint held June 28th at Wakefield Park. Cold wet snowy weather caused the meeting to finish around mid-day.

Editor:

Peter reported briefly on his recent Europe trip and thanked Geoff for setting up the latest Ear in readiness for publication. Peter has nominated to stay in the position of Editor for another year but will no longer act as delegate to the Assn of British Car Clubs.

Regalia:

Amanda talked about regalia goods for sale after their recent stock-take. She also said that she and Sharon would be nominating to look after the Regalia for next year.

Registrar:

Stan was welcomed back from his South African holiday. He noted that there had been several sales of Morgans recently, and the number of cars being advertised has reduced to about 14. He invited Ian Smith to talk about his purchase of Graham Henderson's +8, and congratulated Denis Jones for his purchase of Fred Cooksey's 4/4.

Stan said that more members are required to flag and otherwise assist on the day of

the MOCA Supersprint. All information about the day are available on the website.

Stan also noted he is getting information for the MOA – from East Coast US to Canada – in October 2015, he and Jen will be doing the run in a tin-top. Lyle Honess has also signed on (his UK based +8 will be shipped to the US for the run). Stan noted the roster for the run is not full however anyone interested should contact the organisers immediately.

Delegates:

CAMS and CSCA

No recent meetings. John Coneybeare read a note from Choy-Lin about the MOCA Supersprint. There have been 53 entries received. Members who are assisting on the day are asked to advise Choy-Lin of any special dietary requirements for the lunch which will be provided.

John also mentioned the Wakefield Park meeting which was held in very cold wet windy weather conditions. Some delegates had been to the Ludlam track. The hill climb at Ringwood has been opened and John has details of entries, etc.

CMC

David Fletcher said that 25 tickets have been sold for the Display Day in Sunday 17th August, - Morgans will be displayed in Area C. Members are advised to arrive before 8.30 if possible, to avoid traffic delays. He also reminded those who were planning to go on the track tour that there is no overtaking allowed during that run.

Assoc. of British Car Clubs

Peter Gow has ordered 32 tickets for the Kings School Display – most have been allocated so there will be a great display of Mogs on the day. He also advised that he

will not be standing as delegate for the ABC next year.

Motorcycling NSW

No report.

General Business:

Vern said that nominations for Committee positions are now open. Nomination forms should be received before 15th July so they can be published in the August Ear.

Fees: A Motion was required to agree to maintain the MOCA fees at the current rates for 2014/15. (please see the summary of the Committee Meeting for details)

Moved John Coneybeare, second Peter Chatfield, that the fees not be changed for the next financial year. Carried unanimously.

Life Membership: Bob Little has proposed that Geoff Hollings be recognised as a Life Member. A vote on this will be taken at the next General Meeting.

Other Business:

Graham Mitchell read an email received from VicMog about a run to Albury area to be held 3-5 October and it was suggested that MOCA members might like to join the group for the weekend. Details are available from Brian Hardy (MOCA State VP for Victoria) or from Graham.

Col Davidson mentioned an interesting website which has been established by Hudson Worsley which Col recommended members look at <http://hudmog.tumblr.com>

Technical Discussion:

Nil

There being no further business the meeting closed at 9.20 pm.

CALENDAR OF EVENTS 2014

AUGUST

* event included in Social points score competition

Sat 2-Sun 3	NSW	FOSC Sydney Motorsport Park SOUTH Circuit
Mon 4	NSW	MOCA Committee Meeting, Ryde Eastwood Leagues Club. 8pm.
Thu 7*	NSW	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm.
Sat 16	NSW	MOCA Supersprint, Sydney MotorSport Park
Sun 17*	NSW	CMC-Shannons display day, Sydney MotorSport Park
Sat 23-Sun 24	QLD	Leyburn Sprints. A weekend run commencing Saturday mid-morning and overnight at a country motel (not far from Leyburn).
Sun 24*	NSW	All British display day, Kings School
Sun 24	WA	Pizza and beer night in Dalkeith on the river. Contact: Ian Merker

SEPTEMBER

Thu 4*	NSW	MOCA General Meeting and Annual General Meeting, Ryde Eastwood Leagues Club. 8pm. Supper served – “Ladies, a small plate please!”.
Sat 6	NSW	Cootamundra Sprints
Fri 12	NSW	MOCA Committee Meeting, Ryde Eastwood Leagues Club. 8pm
Sun 14*	NSW	Club Run to Norah Head. Meet at Old Toll Gates, Berowra, 9.30 for 10am departure. BYO morning tea for a stop at Somersby Falls picnic area.
Sun 21	QLD	All British Day and MOQ AGM.
Sun 21	WA	Perhaps we'll meet in York early afternoon and spend an hour to or so browsing the local attractions. We will go to a coffee shop and the car museum and then to our home in South Perth for a late afternoon barbecue. Contact Brian Nash.
Thurs 25	NSW	Mid-week Run to Bowral. Meet at McDonalds Liverpool, corner. Hume Hwy & Atkinson St. 9.00 for 9.30am departure. Visit gardens in Bowral, followed by light lunch at Bob & Noelene Bailey's home.
Sun 28	MOQ	A scenic Drive through the Border Ranges, including the famous Lions Road. Contact: events@morganownersqueensland.org.au

DIARY DATES

OCTOBER	VIC	Fri 24-Sun 26 Motorclassica - Royal Exhibition Building
NOVEMBER	NSW	Sat 15 Annual Awards presentation lunch

Remember to check the website in case of last minute changes



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