

July 2014

The Morgan Ear

Make mine a Morgan



The Morgan 4/4 illustrated

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

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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)

PO Box 613, Spit Junction NSW 2088

www.morganownersclub.com.au

Editor Peter Gow 0412 235 455
editor@morganownersclub.com.au

Webmaster Geoff Williams 02 4567 7247

MOCA Committee members for 2013/2014

President Vern Dale-Johnson 0416 397 124

Vice President Geoff Hollings 02 9449 8422

Club Captain Graham Mitchell 0418 210 834

Treasurer Louise Barker 02 9417 3780

Secretary Judy Mitchell 02 9960 3836

Membership Secretary Cully Gower 02 9416 3903

Competition Secretary Ross Simpson 0407 249 463

Registrar Stan Jodeikin 0408 608 002

Regalia Secretaries Amanda Dale-Johnson 02 9527 4818
Sharyn Yeshouroun 0412 616 830

Club Plates Officers

Club Plates Secretary Peter Canavan 02 4575 2085

Club Plates Inspector Brian Williams 02 9913 8095

State Vice Presidents

VP-Qld Ed Filmer elfilmer@tpg.com.au 0427 441 000

VP-Vic Brian Hardy bdhardy@gmail.com 03 9583 3072

VP-Tas Mac Russell macrussell@bigpond.com 03 6423 5177

VP-SA John Moss john.moss@alintaenergy.com 0409 670 093

VP-WA Brian Nash brian@bmnash.com 08 9474 1617

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

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

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*Front Cover:
Michelle Spence
and the Balfe's
new +4 by Richard
Miller*

*Back Cover:
Mogs at Gin Gin in
WA by Ian Merker.*

Six weeks ago, Jann and I headed off overseas.

Thanks to Geoff for standing in and rolling out a great June issue. He also helped in setting up a lot of this month's magazine too. I wholeheartedly support Geoff's nomination as a life member of MOCA.

Back to the trip. We went to Morocco, Spain and France. I only saw one Morgan in my travels and that was a British Racing Green 4 Seater from the UK in the lovely French village of Uzes. What a great place!

It is also well known to David and Jenny Fletcher who have spent a week there exploring different parts of Provence.

It also happened to be one of those days that I was wearing my MOCA polo shirt but unfortunately, the owner was nowhere to be seen.

We hired a car and drove over two spectacular roads.

The first was the Gorges du Tarn which is about 53 kilometres long from the village of

Quézac to Le Rozier. It is around 400m to 600m deep.

The second was the Gorges du Verdon or Grand canyon du Verdon. It is about 25 kilometres long and up to 700 metres deep and is often considered to be one of Europe's most beautiful. The Verdon River is a startling turquoise-green colour.

Allow a day for each drive and don't forget to take a picnic lunch. I can still taste those fresh baguettes.

This month, we have another great line up with several trip reports, race updates including details of our own Supersprint event, a test on the new Brookland Green Morgan, an article on Webber at Le Mans, another article from Graham Dell on his automotive journey, a book review, an article on tyres and even a story on a beer called "The Morgan Plus 4". Enjoy it and I will see you soon.

Also included are the nomination and the proxy forms. Our club is so good because of the support from members in running of the club. All help is welcome, so consider helping out for a year or two.

Take note
Closing date
for articles is
the 14th July

Cover Photo:

Richard Miller took this photo of harpist Michelle Spence and the new green +4 of Graham and Gwen Balfe at the National Heritage Motoring Day at Berry in May.

Thanks to Richard for permission to use the photo.

You can contact Richard on 0417 652 633 or see more of Richard's photography on his website at www.rmphotographer.com.

Michelle makes and plays harps. Read more at "Arts in the Illawarra" <http://artsintheillawarra.wordpress.com/category/harp/> or check out her website at <http://michelle4harps.jigsy.com>

June and winter has arrived in Sydney, rain and cool for the past couple of weeks. Fortunately, our Picton mid-week run on May 29th was on the last crisp, sunny fall day.

At our June GM, I noted nominations for Committee positions will be open in July. It is time for all members to think about their contribution to the club. All positions are open. As mentioned after last year's AGM, 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.

Getting members to serve is not new or unique to MOCA. I note Steve Hutchens, editor of the NW Mogazine prepared a piece for their latest edition reprinting an article by Mike Cook from Hemmings Sports & Exotic Car, Nov 2007. The gist of that article is we are losing the camaraderie inherent in a club as the internet takes over as our source of information and parts. We need to get back to garage tyre kicking, members meeting for coffee, and general opportunities for club 'runs'. Some of this can be spur of the moment, while some activities require more effort but as I noted above shaking up the committee keeps our club healthy and brings new ideas and new perspectives to our activities.

Those who have been around for years forget newer members need the technical visits, need the fun activities, need reasons to spend time talking about their 'passion for Morgans' and yes, come with a new perspective. Perhaps our editor will

republish Mike Cook and Steve Hutchens piece. *Ed: See next month's Ear.*

More on Targa Tasmania - this from Helen Davis giving us humour as only she can:

"Yep, Targa was very exciting. The service crew actually had to hit the phones trying to source a 4-speed Rover gearbox on Day 1 as our prima donna driver thought he needed more than top gear to complete the event. The fact that he not only achieved a Targa Trophy but ended up on the podium, proved that he didn't need the other gears anyway, and should have considered that before he expected the service crew to do some work.

It looks like Kevin and I will also be competing in Targa High Country (probably in Regularity) as we won an entry into the event (best dressed couple at the Targa Tasmania Awards dinner!)"

Also on Targa - Targa Adelaide has been cancelled so the planned trip to Adelaide in September by Geoff and Choy-Lin, with my help as service crew has been cancelled. Instead the Williams will again contest Targa Tasmania, during May 2015.

Geoff Williams, our Webmaster has requested our members send him pics from MOCA events. These he will put on the 'postcards' page along with reports you send to accompany the pics. If you haven't been there lately, check out the MOCA website.

As our MOCA year is drawing to an end, I remind all drivers of the 'Long Distance Award' plaque available for those who

accumulate over 5,000 km. You can find the details and the form used to claim your plaque on the MOCA website, under the Calendar tab – just click and details will pop up for your use. Those on the Mozzie tour can count their km's accumulated from Sept 1, 2013 – added to the rest of the year through Aug 31, 2014.

In addition to the Picton run on May 29th Amanda and I made the run to Berry on May 18th as part of National Motoring Heritage Day. The day did receive some advertising in the Saturday May 17th papers – there was the Bailey's 74 yellow +8 as the feature in the weekend auto events page! Must be from the archives.

I'd be remiss if I didn't mention the passing of Sir Jack Brabham. He was a gentleman and considered a 'friend' to all who met him. I met him at the HSRCA Tasman Revival a few years ago and still remember his interest in the racing history of The Beast. June 8 was a great day for the Aussies as Dan Ricciardo took the top step of the podium in Montreal. The baton has been passed.

I've had to put a new battery in the Sage Lady. As "The Beast" had an 'Optima yellow top' still going strong after 8 years when sold to Julian Walter I opted for another Optima for the Sage Lady. Hopefully we'll see similar long-term performance as the factory unit lasted just 3½ years! While determining what battery to purchase I found the best pricing was at NQ wholesale Tech Traders who are the Australian agent. Pricing includes shipping.

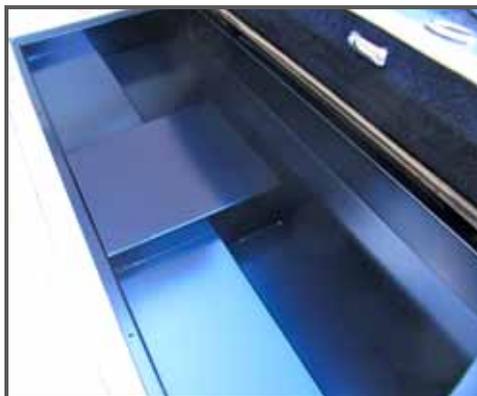
Also, I have replaced the GRP tool tray located above the rear axle. I've had an aluminium tray made to specifications and powder coated. It now is useful storage for

the jack and other tools. If anyone is interested, the group I had manufacture mine has the drawings and can do one for you as well.

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.

Speaking of Morgan friends, Fred Cooksey, a long time member of MOCA has had to sell his 4/4 as he no longer has a driver's license. Unfortunately, Fred has advanced medical issues. Our thoughts are with him and his family. We're happy to note Graham Mitchell, Ian Smith and John Coneybeare spent most of a day cleaning and sprucing up Fred's Mog. Morgan-less members, Dennis and Rosemary Jones were so impressed they purchased Fred's car and will be seen enjoying their new ride at upcoming MOCA events! I'm also pleased to note Ian & Barbara Smith whose 4/4 was destroyed in a fire just after they completed the Mozzie tour are now the owners of a 2003 35th Anniversary Plus 8. Congratulations on the new addition.

We're hoping for bright skies as we enjoy Morganeering in the cooler weather.



CASAR & OTHER NEW RACE TRACKS

A new major motor sport and training facility has been proposed for the Wyong Shire which would include a 3.5km race track on a 115 hectare site. See layout below.

The community motor sport and recreation complex, called CASAR Park, would be located adjacent to the Sydney to Newcastle (F3) Freeway and the main northern rail line with zoning allowing a major recreational facility.

The DA is the next step for CASAR Park and the group has a target to raise \$350,000 by September 30 through crowd funding contributions and commercial sponsorships.

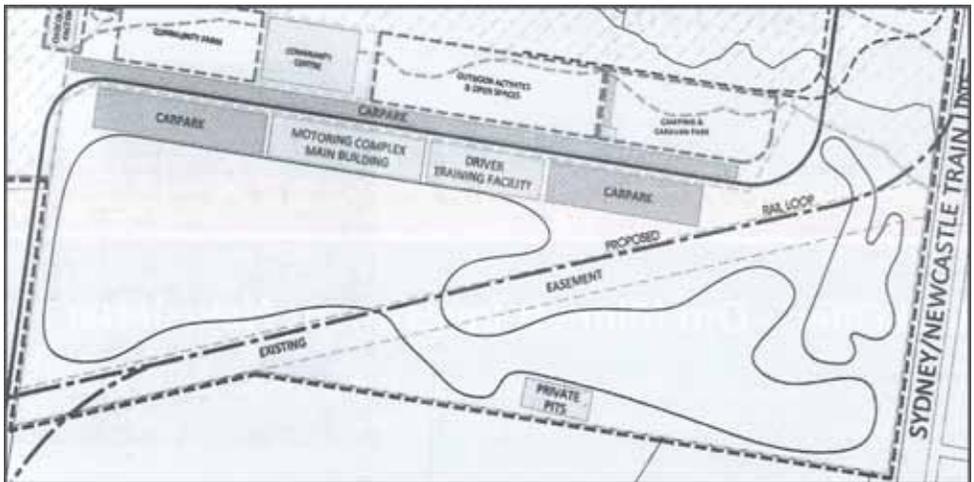
While preliminary costs including the development application are estimated at \$350,000, construction costs associated with Stage 1 are estimated at \$14 million and Stage 2 at \$11 million.

The \$14 million Stage 1 motoring complex will feature the 3.5km tarmac race track,

undercover pit garages, driver training facilities, a dual use go-kart track, simulated driving environment and associated amenities. It is hoped CASAR Park will be in operation by early 2015.

In addition to this new track and the Luddenham track (mentioned in the March 2014 Ear), *John Coneybeare* has advised the following updates:

- Motorcycling NSW progressing with a DA for a venue at Yerrilyong (See June 2014 Ear)
- Extension of the track at Ringwood Hillclimb is almost finished
- Ringwood Raceway DA issued with operations from August/September 2014
- DA submitted for a race circuit at the Riverina Motor Complex at Wagga Wagga. There is some opposition from residents for this circuit.



Our Morgan Supersprint CSCA Series Round 5 will be held at Brabham Circuit SMSP on **Saturday, 16 August**.

As Event Secretary I have the task of organising the day. CAMS have approved the supplementary regulations (supp regs) which has information on how we intend to organise the day for competitors/officials. They can be viewed on our website.

Entries open on 1 July.

The Supersprint officials (non flag) are:

- Clerk of Course: Geoff Williams
- Event Sec: Choy-Lin Williams
- Chief Steward: John Coneybear
- 2nd Steward: Wendy Maher (MGCC)
- 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, Col Davidson, Tom Hollings, Geoff Hollings
- Documentation: Daph and Caryn Hamilton, Loreen Paterson, Bev Little
- Circuit Entry: Tom Hollings, Geoff Hollings, Ross Simpson (Dvr), Tim Hurst (Dvr)
- Circuit Entry Gate: Brian Williams

Timers, Rescue/Recovery, Medical crews are external to MOCA.

Flag Marshals:

We will be using 11 flag points. List of Flag Marshals to date are:

Ian Southwell, Cully Gower, Michael Wight, Ian Smith, Keith Wall, Allen Wall, Jeannie

Elborn, Vern Dale-Johnson, Nick Gower, Bob Bailey, Robin Sanders, Dennis Jones, John Wroe, Peter Gow, Allen Gower, David Lyons, Greg Attewell, Warwick Fletcher, Dominic Morched, David True, Tom McKeever, Gary Cox, Richard Gregory (pm), Bob Little (pm), Peter Canavan (pm), Kerry Jones (am).

If your name is not on this list and you can help, please contact either Stan or I as we do not have sufficient flag Marshals. We run a hot track i.e. no scheduled break for lunch. So, it is important to have at least two marshals per point to allow for breaks. Start/Finish and Flag Point 4 should have three marshals as they have more to do.

Competition is a part of MOCA heritage. The Club has a reputation of organising a good event but it is not possible without you, the members, your family and friends.

See you at the track.

Choy-Lin Williams
02 4567 7247 or
choy-lin@mpsconsult.com



The CSCA is back in action after a break of 3 months due to the difficulty of obtaining suitable track hire dates. Morgan is lucky as we are linked to the CMC and the ARDC who have a permanent date each August. Once again we are in debt to Choy -Lin and Geoff Williams who look after the pre-event work.

We attended the Jaguar round on the 1st of June at Sydney Motor Sport Park, after a month of perfect weather, down came the rain as we arrived at the track. Morgan had three runners at this event with Tim Hurst in his Plus 8 out for one of his 2 annual runs, Mike Bendeich had the 4/4 out again and Ross Simpson also in his Plus 8. This was the best roll up we have had since the Morgan event in 2013.

The day was slowed by 2 serious accidents that required medical intervention and even the Care Flight helicopter and Doctor. Most were going home after 3 runs; it rained till we left the track.

Next event was the MG and MG Newcastle combined meeting again at SMSP but this time on the South Circuit a much shorter and technical track. Would you believe it was raining as we headed out for this event, not as many Morganeers this time with Mike Bendeich

waving the flag and JC helping with Scrutineering, this time the rain stopped after the first run but it took a while for the dry line to develop and with water running across the lower parts of the track to keep it interesting. Mike put it away after 3 runs and we headed for home.

There has been no CAMS meeting this month and they always seem to be on the same day as a CSCA Race meeting.

The next big event is our Supersprint on the 16th August and I always look forward to the BBQ after the event and then backing up for the CMC Display day on the Sunday when we can relax and look at special Cars and Bikes. Also non racers get to drive around the track we race on. I most enjoy a ride on the Old Double Decker Bus that circulates all day.

See you there.





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Having done the little ones (literally in the case of the three wheeler!) now it's time to move on to the "brute force" end of the Morgan spectrum, starting with the latest generation Roadster. The 3.7 litre engine is big in every aspect, heavier and longer than the 3 litre it replaces, and the six speed gearbox takes up more space in the cockpit.

On the outside it is remarkably subtle. The same wheels (and therefore the wing width) are offered on the Roadster as the Plus 4, and except for the 15" wire wheels being half an inch wider than they used to be, it looks much the same as any other modern Morgan. There are a number of detail changes to the chassis and bodywork that have been introduced over the last year or two, but they are the same as detailed in the Plus 4 article (see April's Miscellany).

The earliest examples of the 3.7 were criticised for lack of cockpit space, so the gearbox cover is now cut away quite a bit around the knee area, leaving it a pretty odd shape. I'm not perhaps the largest of people but I found it perfectly comfortable, the cutaway being just in the right place. The passenger side might be a little more squashed with the handbrake in the way, but it's nothing like as intrusive as I had been given to believe.

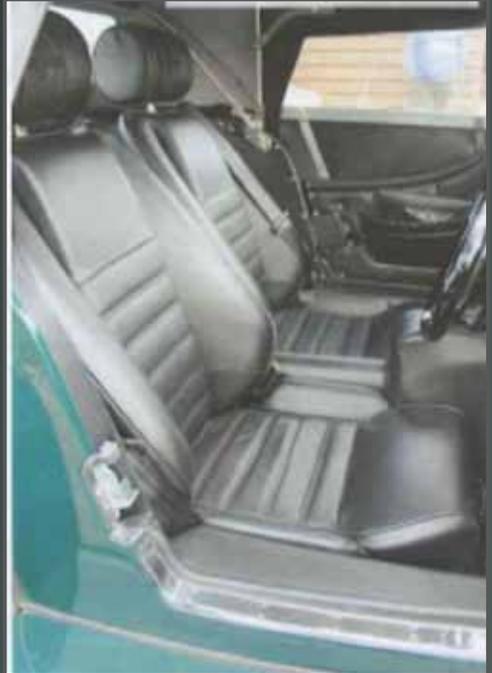
The instrument panel is actually lifted directly from the Mustang, although with a more Morgan-styled face on it, and features a trip computer inset into the rev counter - this is a first for a traditional Morgan. The gauges are offset quite a bit to the passenger side, which in theory I wasn't convinced about, but in practice - from inside the car - you don't notice it. Directly in front of the driver there is a clock and buttons for the heated

windscreen and rear fog light.

Much of what I covered in the Plus 4 road test applies to the Roadster as well. The performance seats were particularly comfortable, and kept me in place extremely well. As I said before, they arguably look a bit modern for a Morgan, but the extra comfort is well worth it in my view.

This car was equipped with 205/65/15 tyres which should make the steering as heavy as a Morgan gets, but with the power steering that wasn't a problem at all, despite the little Brooklands steering wheel being barely 14". Twiddling round mini roundabouts is often a bit of a struggle in a Morgan with a small steering wheel but I found myself thinking "hang on, it's not normally that easy." At speed however I hadn't noticed any less feel, or lighter steering, than a Morgan without power assistance.

The handling is perhaps not quite so deft as in the Plus 4, as a result of the extra engine weight up front, but it was still very good. I didn't spend as much time on twisty country roads as I did in the Plus 4, but at A-road speeds it handled beautifully. When there's as much power as this latest model has, you are grateful for the neutral, forgiving handling which Morgans inherently have.



Which brings us on to the monster under the bonnet. It may only be six cylinders, but it's nothing like the previous three litre engine, which came from the Mondeo. This one's from the Mustang, and despite incorporating new technology such as variable valve timing on all four cams, it feels much more American. Where the 3.0 V6 drove like a four cylinder but faster, the 3.7 has a character quite reminiscent of the Rover V8, but more so. There is huge, effortless torque and it just picks the little Mog up and throws it down the road.



First gear is not actually necessary in any situation, unless you want to do a drag race up a 1-in-3 hill. Rapid hill starts were in second, and it has the flexibility to cruise gently in one of the higher gears at almost any speed, or accelerate incredibly fast - in any gear. It is virtually impossible to put the engine under load. Acceleration is deceptively fast; it feels quick, until you look at the speedo and discover it's even quicker than you thought.

The power does demand respect. This is no idiot-proof nanny-state car; abuse it and it will throw you into the scenery. But it's not scary, in fact it is extremely controllable - it just takes a little getting used to.

The sound - the sound will probably be the thing that sells this car. Cruising around with the hood up it was very quiet and civilised, but a prod of the right foot produces a proper American muscle car growl. It really does sound like an American V8 - more so than the BMW engine in the Aero models.

Is there a negative factor? The brakes are by no means inadequate, in fact they are very good, but when a car has so much acceleration, you feel it should have deceleration to match, and they don't quite live up to that. At normal speeds they are fine, but when you stand on them at higher speeds there doesn't seem to be quite as much in reserve as you might hope. It's nothing a phone call to Mulfab couldn't cure, but slightly more powerful brakes as standard would be nice.

I should also mention the fuel consumption. The car I was driving is a demonstration model and is probably thrashed all day long, but the trip computer only claimed 21 mpg (13.5 litres per 100

klms). The fuel gauge showed 3/4 full (a 12 gallon tank) and the readout promised 260 miles to empty, which if correct equates to 28mpg (10.1 litres per 100 klms) - incidentally that's exactly what Morgan claim for the combined fuel consumption, and not bad at all for this sort of engine. I know there's an argument that it's an expensive car, so it doesn't matter if it's thirsty, but it's something a potential owner would need to take into account.

The car I drove, as you can see from the pictures, was a Brooklands special edition. There are quite a few different combinations of these, with more or less chrome, silver painted bonnet or polished aluminium, different wheels and so on. It is very striking, but personally I think I'd go for a more subtle colour scheme. I have to say again, though, that I loved the 14" Brooklands steering wheel, and I think it's worth the rather high price. But like many Morgan details, that's a personal choice, and without power steering it might be too small.

As I said in the Plus 4 review, if I was buying a new Mog then on balance I'd go for that (or an Aero Coupe for daily driving, if I had loads of money), but if you want a really exciting car - one that is really going to thrill you every time you get in - the 3.7 Roadster is the one. A Morgan is all about sensations, the experience of driving it, and in this model that is simply turned up to 11.

ED: Thanks to Charles Neal and Miscellany for allowing us to reprint this article. Unfortunately, we are unable to take it around our twisty Australian corners for a test drive.

MARK WEBBER AT LE MANS *John Wroe*

John Wroe sent me this article about Mark Webber's Porsche at Le Mans. It's from the Automotive Engineer, UK.

Porsche wants to challenge the diesel's domination of the World Endurance Championship series and will use downsized gasoline engines to do it - the firm will contest this year's Le Mans with a hybridised V4 turbo.

Porsche accepts that winning first time out with its 919 Hybrid will be near-impossible but expects to narrow diesel's advantage in the series. Compact, lightweight gasoline engines are also far more relevant to Porsche's future passenger car programmes.

Porsche's head of the LMPI programme, Friedrich Enzinger, said: "Within two and a half years we built the infrastructure, assembled our team and put this highly complex race car on wheels. We have the greatest respect for the lead our competitors have in racing experience. Our objective in the first year is simple: to finish races and be competitive."

At the heart of the 919 is a 2,000cc V4 direct-injection gasoline engine boosted by a single turbo mounted between the cylinder banks but Porsche hasn't gone for

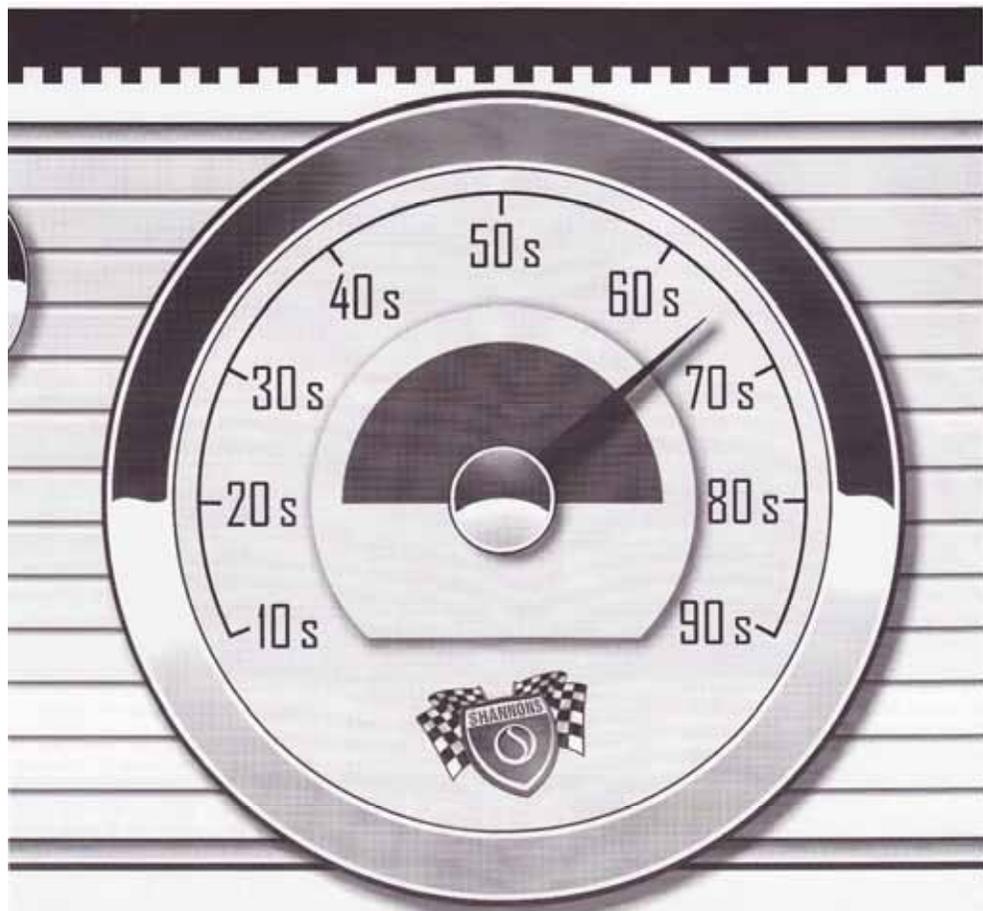
a compact hot-vee configuration.

Outputs are not yet available but the firm said that the engine would have a maximum speed of around 9,000rpm and would develop close to 373kW. This would give the V4 a specific rating almost double that of the 918 Spyder's naturally aspirated 4,593cc V8.

The V4's output and efficiency are boosted by two hybrid systems feeding a water cooled lithium-ion battery. The first recovers energy from the exhaust gas by powering a small generator. Another e-machine mounted at the front axle provides regenerative braking and an all-wheel drive function. The two systems can recover a total of 8MJ per lap.

Ed: Unfortunately, Mark Webber's Porsche engine failed in closing stages of the race, just two hours short of a upset victory. Mark Webber is already looking ahead to 2015 after a surprisingly pacy performance in the Le Mans 24-hour race. Here's what Mark had to say: "We had a crack. We led. We had a sniff. We got within a couple of hours of a pretty special result. We had a great day out there. I'm a better Le Mans driver than I was yesterday. I learned a lot."





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RUN TO BERRY

Jacob Lippold

On a cold Sunday morning, we headed off to meet the other Morgan's at McDonalds Heathcote. This was the starting point for our run to the Berry showground for the National Motoring Heritage Day

After a short break and some Maccas, we were back on the road heading south to Berry and freezing cold again.

We arrived at the showground and parked our car with the other Morgan's, and the thing Noah and I went for was the food area for more breakfast.

There was a lot to see, not just cars with a wide range of other cars on display, arranged by the Shoalhaven Historic Vehicle Club. There was a display of old racing cars, and other rare cars.

I found racing mowers, working vintage machinery and a pair of dingos from Bargo Dingo Sanctuary to pat.

The highlight of the day was watching the racing mowers and it would be something I would love to do in the future.

The highlight for Noah was the Chitty Chitty Bang Bang car and even had the wings that came out the side.

Some travelled down from the Southern Highlands. Graham and Gwen Balfe were there with their new Plus 4 on its first club run, who were joined by Bob and Noelene with their beautiful Plus 8

Marg and Ed Snape drove down from Goulburn in their 1969 4 seater, travelling down via Kangaroo Valley and returning via Macquarie Pass.

There was a lot of interest in the Morgans, especially the Chatfield's new Roadster.

Stan Jodeikin spread out his Morgan Centenary banner alongside our display and the judges gave Gary Cox an excellence award for the outstanding presentation of his car on the day.

Some wandered to town to look at the shops and craft while others had a picnic at the showground or lunch in town.

After a big day we headed off for the long drive home.

Ed: Jacob and Noah travelled in the back seat of their father's 4 seater all the way to and from Berry, a couple of hours each way – a couple of hardy Morganeers already.





Noah & Jacob in the back



*Motoring Heritage Day
(See page 16)*



Gary with his award



The Morgan Ear July 2014





As in past years, the Jaguar Car Club of Western Australia organised a British Car Day at Gingin some 95 km north of Perth on Sunday 18 May 2014. Jan and I put up our hands to organise a display of Morgans on the day – a very novice start for us as we had never done this before!

As a consequence, we thought we should not try to re-invent the wheel and use the run route organised for 2013 by Chris da Silva (Aero-Max).

We checked the run as organised by Chris with the able assistance of my Secretary, Linda, using her iPad GPS map app and despatched an email to club members in WA to obtain a response for those Morganeers who would like to participate in the event.

All seemed to be well when Brian Nash

(4/4), who could not make it this year, alerted us to the fact that on the day the V8 Super Cars were racing at Wanneroo (on our proposed route) with the possibly high probability of traffic jams and ‘Mister Plod’ in abundance.

We then amended our run (again with the assistance of Linda) so as to leave from the club’s usual Guildford run departure venue so as to proceed to Gingin via the Pearce RAAF Air Base through the locality of Muecha. In all some 14 Mogs were on the run and were displayed.

When we arrived near the venue some consternation was noted when Ian Merker (beautiful historic 4/4 – plate IM HISTORIC) as the convoy with Chris in the lead, went straight past the Gingin turnoff (Ian with hands off the wheel gesturing wildly) but the plan was to approach the



venue from the east side of the town.

The day itself was overcast with a threat of rain, which did not eventuate until late in the afternoon hence most Mogs travelled with hoods down.

The display event was well organised by the Jaguar Car Club with a host of Jags, Bentleys, Rollers, Lotus, MG's, Minis, TRG's etc on display. Our display area had been previously pegged out by our Morgan Marshall, Len Taylor (Plus 8) near to the Lotus display area and all facilities.

Our arrival was in time for the usual da Silva organised breakfast only to discover

on arrival that the café was closed! Damn! So, after breakfast near the Mog display area consisting of coffee and bacon & egg burgers we all set off to enjoy the various static displays.

All in all, a great day and very much enjoyed by the Morganeers in attendance. Some were even noted to participate in a red or two later in the afternoon.

Congratulations to the Jaguar Car Club and the town of Gingin for their 'well-oiled' arrangements. We are sure the event will be well supported next year.

Ed: Great photo from Ian Merker

MORGAN 4/4

Visual Motif Designs



Col Davidson found this on Hudson Worsley's Blog.

This award winning cut away illustration of the Morgan 4/4 stemmed from a passion for classic cars and this vehicle in particular.

It comes from Visual Motif (UK company based in West Yorkshire), a creative and innovative design studio passionate about high-end digital imagery, animation and art direction.

Given that this was an engineering piece it was of the upmost importance to get the scale and detailing of the vehicle and associated mechanics accurate to clearly define the working parts of the engine and the individual components of the car.

The accuracy was achieved through extensive measuring of the original vehicle and parts and use of some archive photography.

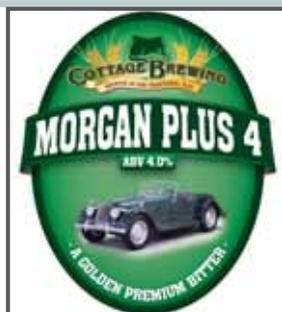
MORGAN PLUS 4

Cottage Brewing

The Cottage Brewing Company is based in the heart of rural Somerset. It was founded in 1993 by Chris and Helen Norman and has a reputation for producing beers of the very highest quality, and has won gold medals at beer festivals all over the UK.

The Morgan Plus 4 is a seasonal ale which is brewed as part of our classic car theme.

The Plus 4 is a blonde pale ale which is well hopped with a good crisp finish.



A LONG AUTOMOTIVE JOURNEY *Graham Dell*

When Graham was preparing the story on his retirement from racing, he also mentioned that he had owned around 60 cars. That's quite remarkable. Here is what he had to say about his cars:

I bought my first car, a 1939 Morris 840 in 1959. It was a convertible although I was never game to lower the top as it would have fallen apart. It was a good old car that served me well in both business and pleasure.

After the Morris, I moved upmarket in 1961 and bought the FX Holden. This was my first race car. See the earlier story about Retirement from Racing. (Morgan Ear December 2013)

I would sell houses during the week and occasionally on weekends I would race the FX Holden.

I stayed with Holden and my next car was the FE. It never saw the track as I only ever used it for business. About that time, I worked out that if I bought a second car for business, the first one would be fully tax deductible.

Next I bought a \$95 NSU Prinz. What a disaster! It needed 15 spanners, all different to change the spark plugs. I then bought a Fiat Topolino and this was not really a successful purchase either.

From there, I went back to a Holden Premier with leather seats and heater. Kay was in heaven!

The list gets very long from here and I'm not going to mention all my 60 cars. I had a Morris Major Elite, a great reliable car, a

Fiat 1500, a Datsun 1000, another great car, a Toyota Corolla panel van and a Mini Minor.

One of the more interesting cars was the Alfa Romeo 1300 GT Junior. It had such a heavy clutch. This was followed by an Alfasud and an Austin Healey 100. The Healey was fast but the corners were frightening. Next was the MGA, a bland car and the Jaguar 2.4. The Jag was a beautiful car but sadly underpowered.

I have mentioned a few Japanese cars above but I have also owned a Mazda RX7, fast but unexciting and a Nissan Sylvia. There were only 25 Sylvias imported into Australia. It was really a Datsun 1600 in drag.

A Fiat 128, oh dear, was then followed by a 1939 Morgan. This was sold to Craig Atkins in Perth and has been raced for the past 20 years.

My first hatchback was a fibre glass car built on the underpinnings of a Triumph TR5. Princess Anne had three of them to put bales of hay in the back for her horses.

Then a lovely Porsche 356SC that you could thrash mercilessly and it kept asking for more.

Around this time, I started restoring cars. On the list was the Reliant and Porsche and this was followed by the 1939 Austin 7 Ruby. Someone had started to re-body the Austin 7 as a Special. I installed an early radiator cowl and tried to get CAMS to accept it as a "historic car". Well you can guess what happened, it was no go.

A 1955 Nota Clubman was next. This was the fifth car actually built, shortly after that the Nota 28. It was a delightful tiny sports car with an aluminium body built by Jack Wiffen. He also built the body for Donald Campbell's Bluebird. I gave the Nota a run at Oran Park before it went off to Italy.

Next were the 3 cars that John Coneybeare and I built for Supersprints; the Mark 1 Escort, the Mark 1 Cortina and the Lotus 7 Replica.

I also managed to squeeze in a 1951 Morgan Plus 4; the one known as the "Graham Dell Plus 4". John and I took four years to re-build this car from parts I bought from Derek Turner. Exactly four years to the day, I helped load it on to a flat bed trailer bound for Tasmania. It now takes pride of place in Mac Russell's shed in Devenport. I say that modestly because it shares a garage with a 2012 Aero 8 SuperSport.

After the Morgan left my shed, I started work on a Brabham BT15 F3. It is now finished and gleaming in all its glory.

Beside it in the garage is a 1969/70 Nota F3. See photo below.



Both the Brabham and the Nota have a notable racing history.

What's next?

When the Nota is finished and sold, it's retirement. After 19 years of playing around with motor cars, I am retiring. Well. That's what I have told Kay.

Ed: Thanks Graham for sharing his car history with us. Out of curiosity, I searched for images of most of these cars. What an interesting mix. I must admit I have never met anyone who has owned 60 cars. What a great passion for motor vehicles!

ALL BRITISH DAY

Peter Gow

As mentioned in last month's Ear, the date for the All British Car Clubs Day at Kings School at Parramatta is the **24th August**.

I have asked for the additional 7 tickets and will hopefully have them (along with the other tickets) at our next general meeting on 3 July.

In total, 32 tickets have been requested so that should make a very impressive display of Morgans. Is that a "muster of Morgans"

or a "magnificence of Morgans"?

Also while I was away, a motion was agreed stating that only cars of British origin will be accepted for display.

Discussion also occurred about restricting only marque cars in the display area. I don't know what's happening with this since I missed the meeting.

Hopefully, I will have some further guidance to report at our next meeting.

COMPETITION

Ross Simpson

After what seems like forever, the second round of the CSCA calendar year was run by Jaguar Owners Club of Australia at Sydney Motorsport Park North circuit on June 1.

After the great weather Sydney had been experiencing previously, this day was nothing but miserable; spasmodic showers early in the day and a slippery track made it difficult for competitors to get a good, dry run, a lengthy period of time was lost just prior to lunch when an Austin Healey Sprite hit the wall just after turn 3, which necessitated a doctor being airlifted in before the driver could be transported to hospital.

Latest report on the driver was some fractures but seemingly ok. And then, in the early afternoon a Jaguar hit the wall in the same spot to give further delays.

Increasing showers to rain about the same time prompted many drivers to pack up and

head home so overall there was not much track time.

MOCA had 3 runners, Tim Hurst ran his Plus 8, Mike Bendeich in the trusty 4/4 and my Plus 8.

Tim had MOCA FTD, and took the handicap points plus had a CSCA class win.

As always, we were ably supported by John Coneybeare, Peter Canavan, and Graham Dell.

By the time this report is published, both the MG event at SMSF South and the Austin Healey day at Wakefield Park will have been run - reports on both will be in the next issue of the Ear.

Other events coming up are the MOCA Supersprint on August 16 and I know the club will have some competitors at the Cootamundra Sprints on September 6.

SIR JACK BRABHAM

Career Highlights

Sir Jack Brabham, a triple world champion was the only Formula 1 driver to have won a world title in a car of his own construction (BT19). He drove this car to victory in 1966.

Highlights of his racing career include:

- Contested 126 Grand Prix from 1955 to 1970
- Formula One World Drivers Champion 1959, 1960, 1966
- Formula One World Constructors Champion 1966, 1967
- Fourteen Grand Prix wins
- Thirteen Formula One Pole Positions
- Ten second and seven third place finishes

- British Saloon Car Championship in 1965
- Won both the Australian and New Zealand Grand Prix three times

In 1966, he was awarded Australian of the Year and a year later awarded the Order of the British Empire.

The Brabham name is synonymous with Grand Prix motor racing and to this day, Sir Jack Brabham, the first driver in history to be knighted for his services to motorsport, remains one of racing 's most popular personalities.

GEORGE IV INN, PICTON

Vern Dale-Johnson

The Sydney area has been enjoying late summer weather for the past few weeks but with 'winter' approaching we were a bit concerned the run to Picton would be in cool, if not cold weather. The weather held and we greeted another gorgeous fall day for the run.

Geoff and Stephanie were gathering the group in Liverpool for the run to Narellan, while Vern and Amanda were doing the same in Heathcote for the run to Narellan where both groups would then take a loop to Picton via Cobbitty Road et al to The Oaks, then on to Oakdale to pick up Barkers Lodge Road for the run into Picton.

The Liverpool group encountered roadwork en route to Narellan delaying them a bit so the Heathcote group decided to lead the way to Picton. Unfortunately, several of the Liverpool group missed the instructions to take the Northern Road towards Oran Park where they would find the route through Cobbitty et al.

Our apologies to those who may have missed the scenic route.

About 12:30~12:45, we had 16 Morgans arriving at the George IV and 27 MOCA members and guests including John Merton from Canberra, Bob Bailey and

Graham and Gwen Balfe from Bowral. Ken and Marie Sadler who live near the DJ's in Cronulla were out again in their Anniversary Plus 8, while Tom McKeever, another Shire resident attended while wife Dianne was playing home nurse to a friend in New Zealand. Other regulars were the Southwell, Lippold, D and R Jones, G and C-L Williams, Chatfield, and Scott teams with individual attendance from Sharyn Yeshouroun, Peter Canavan, Bob Little and David Fletcher (alone as Jenny was at the hospital supporting their daughter as she had gone into labour the previous evening).

By 2:30 we had had enough chat and the group took their chosen routes home. Amanda and I arrived in Cronulla to a bit of drizzle. The long expected southerly had arrived.

Thanks to all those who attended for supporting the run.





Classic in the Pits by Amy Myers

This book is number 5 in a series of crime books based around historic cars.

In *Classic in the Pits*, “Old Herne’s”, a club for aviation and classic car veterans is about to close. The protagonist, Jack Colby, attends its annual event named “Swoosh” when a 1965 Porsche 356 Carrera 2 is stolen.

The president of the club owns a 1965 Morgan 4/4 and I quote from the book:

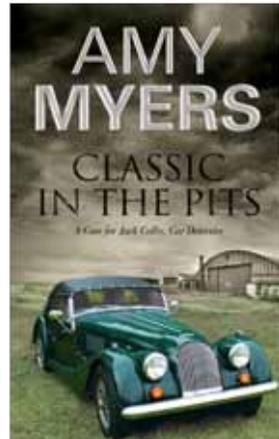
‘Arthur wanted a spin round the track in the Morgan, didn’t feel up to taking the wheel himself and had asked me if I would. I’d been longing to have a go at driving it for years. I love Morgans. I love their history, I love their independence – and I love the cars.’

Murders need to be solved along the way and a long running family dispute is critical to determining who stole the Porsche and why. At the end of each book, a summary on the history of each car in the book is provided.

Other titles in the series (listed in chronological order) include:

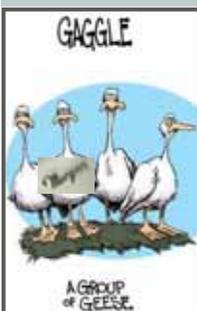
- Classic in the Barn (featuring a 1938 Lagonda V12)
- Classic Calls the Shots (featuring a 1935 Auburn Speedster)
- Classic in the Clouds (featuring a De Dion)
- Classic Mistake (featuring a Morris Minor)

So why not indulge your passion with cars and crime together and have a read?



THE COLLECTIVE MORGAN

Geoff Hollings



A range of different Morgan Collective names have been received but there is no clear favourite.

Maybe there is no clear favourite?

Keep sending through

your suggestions so we can determine the most popular choice and announce it in the next Ear.

Drop us an email headed “Morgan Collective” with your suggestion to editor@morganownersclub.com.au.

TYRE PRESSURE ?

Mike Hattem

Tyre pressure - 20 psi to 30 psi, front and rear the same, different or what?

There has been an on-going discussion on the various Morgan internet sites over the years about just what is the correct tyre pressure front and back for both three wheelers and four wheelers. Since it can be a safety issue, we include one of the more interesting and informative comments below from David Poole.

I must agree on the general definition and characteristics, but I think that there are some other points that may be of interest.

I would start by saying that this discussion assumes that the tyres are not skidding - you are probably aware that as a car corners the tyre generates side force by tracking in a slightly different direction from which it is pointing. This is called the slip angle, and a tyre is not considered to be skidding if it is operating in the normal linear region of side force versus slip angle. If the tyre exceeds this it will skid, traction will be much reduced, and the resultant behaviour of the vehicle will depend on mass distribution (polar inertia), power and instantaneous traction rather than the normal oversteer/understeer characteristics.

In steady-state cornering all the tyres will be operating at a given slip angle. The slip angle (as I said earlier) is a function of the side force as well as the tyre type, material, size and cross section, aspect ratio, torque

transfer, load and pressure. The lower the pressure (other things being equal) the larger the slip angle, and the greater the change in slip angle with side force; that is, if you have two similar tyres, operating at similar side force values, and you lower the pressure in one of them the slip angle will increase; also (and more importantly for this discussion) any change in side force will result in a proportionally greater change in the slip angle in the tyre with the lower pressure.

Consider the behaviour of a car with 50-50 weight distribution and equal tyre pressure front and rear, cornering in a steady-state condition. Assume that is exhibiting neutral (neither understeer nor oversteer)



behaviour. We can analyse the stability by imagining a very small incremental change that causes a slight increase in side force. Under these conditions, the side force will increase in equal amounts at the front and rear, the slip angles at both front and rear will also increase by the same amount, and the car will continue to exhibit neutral

behaviour (but there are some assumptions here that will be discussed later).

If, on the other hand, we consider the same car with lower pressures in the rear, we will see that for the same incremental increase in side force the rear tyres will develop a greater slip angle than the front ones and if no steering inputs are made, the car will tend to tighten the radius of the corner. This, in turn, will increase the side force,

which will cause a greater slip angle at the rear, etc. This is the general definition of oversteer, and it will result in a car that is statically unstable and which requires constant correction to prevent it "winding up" into any turn. It will also be sensitive to deflections when travelling in a straight line and will require constant correct to keep it tracking straight. It is probably obvious that softer front tyre pressures in the same example will result in a statically stable car that does not wind up into turns and tracks straight without constant corrections.

It is generally considered that cars should exhibit mild to moderate understeer (positive static stability) in order to be safe and stable under normal road conditions, although it should be said that drivers (and pilots) can cope with a fairly significant negative static stability margin if they stay on top of the situation, but it can get a bit wearing.

Now the cornering (stability, or oversteer/understeer) can be changed, by changing the roll stiffness of the vehicle at each end. This, in turn, will change the effective load distribution between the left and right tyres and since one tyre in the pair will be operating at a higher load, and since the total slip angle as well as the rate of change increases with load, the end of the car with the greater anti-roll (and thus load transference) will operate at a higher slip angle rate, just as though the tyres were at a lower pressure.

Since we do not have anti-roll bars (the normal mechanism for changing the amount of anti-roll) in Morgans, a similar effect can be obtained by increasing the spring rate (stiffer springs) at the same end, and also (but only for initial turn-in behaviour) by increasing the damper

(shock absorber) stiffness, all have a similar effect to reducing tyre pressure, as we have noted. And the caveat about neutral behaviour as side force increases was in reference to the rate of roll stiffness with side force of the suspension you could imagine a car that has a greater anti-roll rate at the front, and which produces increasing understeer the harder it is cornered. The anti-roll rate is set by the suspension geometry and the height of the roll centre.

There is another method of changing cornering stability too and that is with the accelerator. As I mentioned the slip angle is also dependant on torque transfer so that under acceleration or braking the slip angle will increase as torque transfer increases. A convenient method of visualising this is to imagine a vector of the total traction associated with the tyre and the vector can be pointed either laterally (all traction used for cornering) or longitudinally (all traction used for acceleration/braking) or somewhere in between.

So, if you have a car that exhibits mild understeer in a corner you can make it neutral by accelerating, which will swing the total traction vector forward and leave less for cornering, which will result in a greater slip angle.

This is the reason that more powerful cars typically have a greater margin of understeer than less powerful ones. This allows the driver to enter a corner with adequate (!) cornering reserves, and then use remaining total traction at the rear by accelerating, which has the nice side effect of reducing the understeer and causing the car to finish the corner in a neutral manner. It is also nice to have moderate understeer

in a powerful car so that it remains stable when accelerating in a straight line.

If you want to reduce the static stability (reduce understeer or increase oversteer, the terminology depending how much stability your car has) you should lower the tyre pressures in the rear versus the front, change to higher aspect ratio tyres or smaller tyre cross sections on the rear, stiffen the rear spring rates, and increase the rear damper settings to affect just the turn-in characteristics.

In addition, you will have a car that is more "nervous" and dynamic but you do not have to go the whole way to a negatively stable car, which is generally considered to be dangerous. The danger of negative static stability is, by the way, the reason that most aftermarket manufacturers will only sell rear anti-roll bars as a set with front ones. Moreover, if you want a car that is more stable, and which has greater reserves to allow acceleration through corners you should do the opposite of the above.

I must finish by saying that I have no idea what front tyre pressure differential over the rear ones will cause any specific Morgan to become unstable but the

I'm sure I will be in trouble over this.

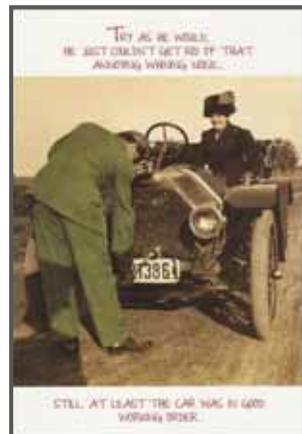
This is the card that Jann gave me for my last birthday. Unfortunately, my next birthday is just around the corner.

following seems to be clear:

- Plus 8's (and Roadsters) should trend to higher rear/lower front values (or equal ones)
- 4/4's which can be more neutral since (most of them) do not have such a large amount of torque available

The recommended Morgan pressures (same all round) produce a mild to moderate understeer (unless you have a heavy suitcase on the luggage rack, when things can get a little too nervous in a 4/4 at high speed) both in my experience and from empirical evidence otherwise there would be a lot more cars in the hedges than there are; and finally if you do increase the pressure balance towards the front, do it cautiously.

Ed: Thanks to Steve Hutchens, Editor of NWMogazine (January/February edition) for allowing us to reproduce his article. Steve advised that original article came from Mike Hattem, the Editor of Format magazine (Morgan Plus 4 Club in Southern California).



MINUTES OF MOCA INC GENERAL MEETING

held 5 June 2014 at Ryde-Eastwood Leagues Club, Ryedale Rd, West Ryde

Meeting opened at 8.06 p.m.

Apologies:

Brian and Pam Williams, Max and Gill Scott, Peter and Margaret Barnes, Peter and Leonie Fuller, Jim and Chris Wilcock, Brad Little, Allison Brancourt, Kerry and Marian Jones, Todd and Daph Hamilton, Caryn Hamilton, Lynn Richards, Stan and Jenny Jodeikin.

Welcome:

Vern extended a welcome to members and guests.

Minutes:

Minutes of the General Meeting held 1st May 2014, as published in the Morgan Ear, were accepted.

Vern noted that Todd Hamilton had asked whether the Phil Spencer Trophy would be awarded this year, under the new format. Vern advised the meeting that points scores would be recorded for this current MOCA year and the trophy would be awarded at this year's presentation luncheon.

Matter arising from the Minutes:

None

Motion: that the Minutes as corrected be accepted.

Moved John Coneybeare seconded Bob Little - carried unanimously

Applications for Membership:

Full:

- Philip Allen, Reservoir, Vic.

Associate:

Nil

Family:

- Dianne Geddes, NSW
- Suzanne Summerton, WA

Motion: that the applications be accepted.

Moved Robin Sanders seconded Peter Chatfield – carried unanimously

Correspondence:

Various club magazines

Accounts to be paid:

- CAMS Supersprint \$865.00
- Ozit Sportswear \$1,290.30

Total Accounts to be Paid: \$2,155.30

Motion: that the Accounts be paid.

Moved John Coneybeare seconded Bob Little - carried unanimously

Committee Reports:

President:

Vern mentioned that his special Morgan embossed Quill pen is still missing, lost at a meeting several months ago. Please check your pen supply, he'd love to have it returned.

Also missing are several copies of MOG magazine: No's 10, 14, 15 and 16. These should be brought back to the next meeting or club event.

Webmaster Geoff has asked that members send him photos from MOCA events so these can be posted on the new

“Postcards” page of the website.

Reports about Targa Tasmania came through from Helen Davis who proudly reported that Mac and Marje “podiumed” at this year’s event and Kevin and Helen have won an entry to Targa High Country.

Unfortunately Targa Adelaide has been cancelled for this year, but Geoff and Choy-Lin have decided to contest Targa Tasmania in May 2015.

Vern opened a lively general discussion about car batteries when he noted that he had recently replaced the Morgan supplied battery in his Roadster with an Optima which he is hoping will give longer lasting performance!

Sage Lady is also sporting a new powder coated aluminium tool tray to replace the GRP Unit. Drawings and manufacture details are available from Vern if anyone needs them.

Vice President:

Geoff reported as stand-in Editor of the Ear in Peter Gow’s absence. Reports and articles should be sent to the Editor before 15th of the month. Members are asked to send Geoff your suggestions for a general name for “a collection of Mogs”.

Geoff advised that changes/updates have been made to the MOCA “Rules and Regulations” and these can be seen on the website.

For Christmas in July, 68 people (from NSW and QLD) have confirmed for the Saturday night function in Armidale.

Secretary:

No report.

Membership Secretary:

Cully updated the meeting on the current membership. Numbers are similar to last year.

Treasurer:

Louise read the details of the monthly Financial Report. In an effort to save paper, a copy of the report was placed on the top table for members to read, and copies would be made available on request.

Account Balances (5th June 2014)

- General Account \$11,495.64
- Investment Account \$10,940.28
- Term Deposit \$19,324.32 (Rate: 2.50% pa. Maturing: 18th May 2014)
- **Total Balances \$41,760.24**

Motion: that the Treasurer’s Report be accepted.

Moved Peter Clark seconded Jean Elborn – carried unanimously

Club Captain:

Graham reported on the recent runs including National Motoring Heritage Day at Berry Showgrounds. 17 Mogs in attendance.

Sunday 15th June: “Souper” run to the Smiths’ weekend home at Blackheath. Meet at Kurrajong Village for morning tea then via Bells Line of Road to Blackheath for lunch.

An informal coffee run will be held at Rosies Café, Galston on Thursday 26th June.

Vern reported on the run to Picton which had been planned in 2 parts, gathering at

Picton for lunch. 16 Mogs, 27 members and guests attended. Ken and Marie Sadler from Cronulla joined the outing, as did Tom McKeaver.

Competition Secretary:

Ross reported on the recent Jaguar Supersprint which was held on a very wet day, which caused many incidents which spoiled the day. Congratulations to Tim Hurst who won the Handicap.

Editor:

Reported on previously by Geoff Hollings.

Regalia:

Amanda thanked everyone for their support and recent orders.

Registrar:

Absent. In Stan's absence, Geoff Hollings noted that there were several Mogs for sale, and that Fred Cooksey's 4/4 has been bought by Dennis Jones who is looking forward to giving the car lots of TLC. It was also announced that Ian and Barbara Smith are now the proud new owners of Graham Henderson's Anniversary Plus 8.

Delegates:

CAMS and CSCA:

John Coneybeare reported on the recent Jaguar event at Eastern Creek north Circuit on a wet track.

Choy-Lin has advised that the Sup Regs for the MOCA Supersprint are ready to be submitted. John reminded club members of the importance of attending on the MOCA Supersprint day.

No CAMS meeting but there is a Motorsport track being approved for Wyong.

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.

CMC considered the recent Motoring Heritage Day event to be the most successful yet.

David advised that RMS are looking at introducing "M" concessional plates for modified vehicles.

Assoc. of British Cars:

Judy advised that all tickets have been allocated, and in fact 7 more are required, due to the overwhelming number of members wishing to attend the display. Peter Gow will be asked to order more tickets. The date for the display has been confirmed as Sunday 24th August, although the printed tickets still show the old date.

Motorcycling NSW:

No report.

General Business:

Graham Mitchell advised the meeting that Fred Cooksey is in respite care at the present time. Graham reported that he and Ian Smith visited Fred at his home recently, and spent time cleaning Fred's Mog in preparation for its sale and it is good news that the car has now been bought by Dennis Jones.

Vern commented that it is the role of club such as ours to give support to our members whenever we can.

Vern said that nominations for Committee positions will be open in July. He asked members to consider nominating for a position to help the club. Bob Little talked to the meeting about the importance of members volunteering for positions on the Committee.

Bob Little nominated Geoff Hollings as a Life Member. Bob outlined Geoff's contributions to the running of the club, over many years, and he thanked Stephanie for her assistance during that time as well.

Ian Smith also added, for the record, the number of holidays and tours that Geoff and Stephanie have arranged for the club over many years.

Geoff Hollings responded by saying how honoured he is to receive this nomination.

Geoff reminded the meeting that as per the Constitution a nomination such as this should be advised in a Notice of Motion, published in the next edition of the Ear, and voted on at the next General Meeting.

Notice of Motion: "That Geoff Hollings be elected to the position of Life Member."

Moved Bob Little seconded Peter Canavan.

John Wroe mentioned that the Hamiltons have been spotted enjoying their UK holiday.

Technical Discussion:

Col Davidson opened a discussion about tyres for various Mogs. The discussion carried on through to the cost of insurance policies being charged by various companies.

Peter Chatfield mentioned that the new suspension has been fitted to his roadster and there is an improvement in the clearance height.

There being no further business the meeting closed at 9.15 pm.



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

Lane Cove Automotive Services
Owner/mechanic — Barry Kelleher
1A Trafalgar St, Annandale
Phone: 02 9557 5938 or 02 9428 1992



CALENDAR OF EVENTS 2014

JULY

* event included in Social points score competition

Thu 3*	NSW	MOCA General Meeting, Ryde Eastwood Leagues Club. 8pm.
Sat 5-Sun 6	VIC	Christmas in July weekend. Contact secretary@vicmog.com.au to book.
Sat 12-Sun 13	NSW	Sports Racer NSW Sydney Motorsport Park
Sun 13	QLD	RACQ Motorfest Eagle Farm Race Course
Sat 19-Sun 20	QLD	Great week end of fun & entertainment. http://jumpersandjazz.com/ . Contact: events@morganownersqueensland.org.au
Tue 22	NSW	Start of Armidale holiday run. First night at Gloucester.
Thu 24-Sat 26	NSW and QLD	Christmas in July at Armidale. Contact: Geoff & Stephanie Hollings, 0422 406 476
Sun 27	WA	Run to Serpentine with a late breakfast
Sun 27-Mon 28	NSW and QLD	Holiday run at Sawtell
Tue 29-Fri 1	NSW	Holiday run at South West Rocks

AUGUST

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-
Sun 24*	NSW	All British display day, Kings School
Sun 24	WA	Pizza and beer night in Dalkeith on the river. Contact: Ian Merker

DIARY DATES

SEPTEMBER Sat 6	NSW	Cootamundra Sprints
NOVEMBER Sat 15	NSW	Annual Awards presentation lunch

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.



CREMORNE PRESTIGE SERVICE PTY LTD

1/39 Hotham Parade, Artarmon NSW 2064 Ph: 9906-5266 Fax: 9906-6250 garyibbotson@cremorneprestige.com.au

