

# *The Morgan Ear*



*March 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.

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P: 03 9329 0344  
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[www.morgancars.com.au](http://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:  
1<sup>st</sup> Thursday of the  
month at 8.00pm.*

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

*Views expressed  
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*Front Cover:  
Chris Vermeulen's  
Aeromax taken by  
Toni Pinion*

*Back Cover:  
Looking back at  
Gerroa by Judy  
Mitchell*

Morgan is one of the most recognisable brands on the road. Not only is it stylish, it's also unique.

As a car person, it really resonates with me. I wonder what impact the withdrawals from Australian manufacturing will have of Ford, Holden and Toyota brands?

**Take note  
Closing date  
for articles is  
the 15<sup>th</sup> March**

I asked Chris Vermeulen, a leading motorcycle racer what he thought of owning and driving a Morgan. He said "As a sports car, the Morgan is unique and is a little raw compared to owning a Porsche or a Ferrari". He also liked the idea of the Morgan being hand built. Chris was kind enough to share his time with us and there is a great article about his racing career. Although he feels safer on two wheels, he has a soft spot for Morgans.

A very interesting follow-on article from John Merton. His Series 1 Roadster was actually bought from Keith Wall (Keith's first Morgan) over 48 years ago.

It sounds as if the Roadster is fairly quick after the engine rebuild. John says he is fairly comfortable to take on any Vanguard engined Plus 4's to test its quickness.

If anyone is game enough to take him on, let me know and I will run the story in the magazine.

There's also a re-build of a different kind. Graham Dell has provided me with an interesting article on his restoration of a Brabham BT15. No mention of John Coneybear's involvement. It's all finished and I have a great photo of Ian being lectured by Graham on the merits of the Brabham. It's great to see Graham's passion for restoring older cars.

There's a whole range of social events covered in this month's magazine; the Ernie Dal Santo run to Warragamba, the Carnivale display on Australia Day and our very wet run to Kiama.

Enjoy the Morgan experience!

## **Armidale Holiday Run and Christmas in July 2014**

Planning for the run is in the final stages. Briefly, we will leave from Sydney on Tuesday 22 July, and will have 2 nights in Gloucester, 3 in Armidale, 2 in Bellingen and 3 in South West Rocks, returning to Sydney on Friday 1 August. Our fellow Morganeers from Queensland will join us for the time in Armidale and Bellingen.

Those from Sydney who wish to join us for the Christmas Dinner in Armidale on Saturday 26 July could travel up directly on Friday (perhaps staying overnight in Tamworth) and head back home on Sunday or Monday.

If you would like to join in, please let us know by email or phone as soon as possible. We will send out the booking details in the next few weeks when they are finalised.

Accommodation will be held for us only for a short time, so don't delay in making your bookings. *Contact: Geoff & Stephanie Hollings Phone: 02 9449 8422 or email: [brooklansdgreen@gmail.com](mailto:brooklansdgreen@gmail.com)*

It is that time of the year again; a time for a synopsis of our by-state membership and an analysis for determining the funding for the 2013/14 MOCA year. When set up for the 2011/12 year, we agreed to review the program in two years (see Morgan Ear, March 2012). At our December 2013 General Meeting, we agreed that total funding of \$4,500 would remain as we had in 2012/2013.

Looking at our membership revenues and numbers as of 1 January 2014, the first table shows our fixed club expenses (not including the Morgan Ear) paid for by \$40 from each full membership and advertising.

State	Full, Assoc, Family & Life	Family	Life	Available Revenue (\$30)
ACT	2	0		\$60
NSW	132	29	10	\$3,660
QLD	17	1	1	\$480
SA	18	2		\$540
WA	30	4		\$900
Vic	7	1		\$210
Tas	5	2		\$150
	<b>211</b>	<b>39</b>	<b>11</b>	<b>\$6,000</b>

The next table is the calculation of funds available based on memberships:

State	Full, Assoc, Family & Life	Magazine Subscription	% Full, Assoc, Family & Life	Raw Revenue (\$30)	Comparison with Total State Funding of \$4,500*
ACT	2	1	1%	\$60	\$50
NSW	132	2	63%	\$3,660	\$2,825
QLD	17	1	8%	\$480	\$375
SA	18	1	9%	\$540	\$400
WA	30	2	14%	\$900	\$650
Vic	7	5	3%	\$210	\$150
Tas	5	1	2%	\$150	\$125
	<b>211</b>	<b>13</b>	<b>100%</b>	<b>\$6,330</b>	<b>\$4,575</b>

\* Final \$'s available rounded up to nearest \$25

The magazine cost is \$40/member and is considered a fixed cost. Thus \$30 of MOCA membership fee is used as "revenue".

Again, some basic rules:

- Magazine subscribers pay a magazine subscription fee only
- The funds to subsidise the cost of social events in each state is provided by "Full", "Family" and "Associate" members
- \$'s available to each state are calculated based on paid Full, Family, and Associate members as of January 1 for the current fiscal year (plus Life members in each state)
- Funds can be used for trophies, awards, prizes, or as a subsidy for events including co-share events with MOQ or VicMog
- Funds available must be used during the fiscal year in question (that is before the end of September each year – unused funds cannot be carried forward)
- Funds are paid out after receipt of "receipts" for expenditure. This process can take up to 8 weeks due to internal MOCA processes
- \$'s available each year will be calculated based on a combination of revenue, fixed costs, and accumulated MOCA funds
- ACT and NSW funding is controlled by MOCA Club Captain
- State VP's may put a cost on attendance at MOCA events by Magazine members, guests of members, partners who are not members or children
- MOCA Committee can rule on requests

from State VP's or Club Captain to spend more than yearly allocation.

Over the holidays, I took the opportunity to read Chris Lawrence's auto-biography "Morgan Maverick". What an exceptional read!

What I learned was Chris was a talented automotive engineer, a race driver, and a sailor but a mediocre businessman. The book is a riot to read as Chris makes no bones about some of the people he worked with or competed against during his life including many at the Morgan factory and on European and North American racing circuits.

What I found most interesting was his development of not just the Morgan +4 SuperSport, Morgan SLR's, and the Morgan Aero 8 but the development of his own Deep Sanderson racers and his work to develop what might have been an exciting English-French collaboration, the Monica grand tourer. A lot of the book is devoted to his racing career with an emphasis on LeMans in the +4, Deep Sandersons and much later in the Morgan Aero 8. Recommended for all serious Morganeers' bookshelf.

Other reading that has come to my attention included an article in the Sept 13 UK edition of Vanity Fair – Goodwood Vibrations by A.A. Gill. The article gives insight into Charles Henry Gordon-Lennox, Lord March as well as a bit of a rundown on the Goodwood Revival and Festival of Speed; "it's like Woodstock for combustion engines that howl protest songs against the dullness of modern motoring".

I like Gills' comment "Film stars, pop stars, and aristocrats don't have to be asked

twice to come to Goodwood to show of their vintage Morgans and Ferraris". No bull, he only mentioned Morgan and Ferrari, well and, Lord March's 1935 AC prototype and Pink Floyd drummer Nick Mason's Maserati. You can check it out online (just search for Vanity Fair Goodwood Vibrations).

In early January, the SMH Spectrum section featured a review of Stuart Littlemore's new book – "Harry Curry Rats and Mice". Stuart is a Morgan driver and MOCA member when we can coax membership dues out of him. His first two books were a good read so I suspect this latest follows the same pattern.

The Sage Lady has seen some work recently. First was the time spent with Geoff Williams to put in remote greasers for the top and bottom bushes in the front suspension as noted in last month's Ponderings.

As space is always a premium in a Morgan the Second job was to utilize the space behind the driver's seat behind the "vertical" panel separating the axle area from the cabin. In the Roadster the space behind the passenger's seat is used for the battery while the space behind the driver's seat is just empty. In our Plus 8, I'd fitted a small wooden box into this area accessible from the panel over the axle using it for tools and spares.

In the Roadster, with a tool tray fixed in position under the top panel it was really not practical or convenient to duplicate this option but what was of interest was access through the vertical plywood panel. As I already had a shallow lockable "box" that could be used (dark top is visible in the photos) I mocked up a cardboard template

using the “red” lockable box as the access port. Once happy with the fit I translated the cardboard box into a steel structure (mild 1mm steel sheet from an old dishwasher), cut the bottom out of the “red” box, and now you have a hidden, lockable, “storage box”. This works in the Sage Lady as our seats have adjustable backrests allowing easy access.

The carpet was left in tact and thus completely hides the box while just undoing a couple of push fasteners allows the carpet to be lifted from the bottom exposing the box door. Geoff Williams has a more complete description of the box on the MOCA website along with articles I'd written back in 2008 covering other mods helpful when building a Morgan for touring.



## COUNCIL OF MOTOR CLUBS REPORT

*David Fletcher*



- *Shannon's Eastern Creek Display Day.* To be held on Sunday 17 August following our SuperSprint on the Saturday. Both at Sydney Motorsports Park, Eastern Creek. This year we are ordering 25 tickets. Cost is again \$15.00 and you can book with me now. Tickets will be available, upon payment, at our April General Meeting. (21 booked tickets at 15 Feb)
- *National Motoring Heritage Day* (Sunday 18 May). This year our run is yet to be decided, however The Shoalhaven Historic Club are having a Nostalgia day at Berry Showground.
- *Petition to Federal Government.* To be presented to Government by the end of June asking the Government to take action to prevent export sales of classic cars that have a significant history to Australia.
- *CMC Website.* Had 1.2 million hits in 2013. They are also now on FaceBook.
- *Easter Rally.* Will be held by the Bush Council 18 to 21 April in Parkes with runs to Forbes and other locations. Entry fee is \$60.00.

The Ernie Dal Santo run is a tribute to a respected past life member who's knowledge of Morgans and things mechanical I am told was astonishing.

Ernie served in a range of Club administrative roles over many years and loved his picnic runs in the mountains.

Ernie even took his 3 wheeler to the top of Mt Kosciuszko in the days when such things were allowed. We were delighted the Dal Santo family, Noeleen, Greg and Kim could join us for this outing.

It was also good to see David and Lorrie who brought their 1973 4/4 "Ruby" all the way from Queensland.

We managed to see off the Aston Martin ruffraff at the Golden Arches car park so Ernie's magnificent 3 wheeler became the centre of attention.

This little green three footed gem has a providence mentioned in official Morgan history as one of the post war vehicles manufactured from parts left over before the war and shipped to Australia.

The hallmark of a Dal Santo run is always a fastidious and carefully planned course via the "scenic" route to avoid traffic and no doubt extend the Morgan driving experience.

Our expedition clearly was to be a retrospective.

22 Morgans and 56 Morganeers received instructions, saddled up, and set off for Warragamba Dam that was to be our picnic lunch destination.

We burst on to the Freeway heading westward but quickly hung a sharp left into suburbia and found ourselves entering what appeared to be a gated community of small hotels or perhaps a new Club Med –

we had found Mt Vernon.

Mount Vernon I believe takes its name from an 1820 land grant to an Anthony Fenn Kemp (1773-1868) and was presumably named after Mount Vernon, George Washington's home in Virginia in the United States of America. Kemp visited America early in his career so that may explain the connection. Kemp returned to Australia to be a key participant in the Rum Rebellion that removed William Bligh.

Judging by the collection of vast residences all built in the Villa Costa' Iota style with strong "Gone with the Wind" influences it may just be another retrospective. There was more concrete and steel here than our destination dam and probably takes most of its water to maintain the lawns.

We pushed on and seemed to pass an inordinate number of police vehicles patrolling the area which made me think you don't have neighbours here, only suspects.

The Dam was constructed between 1948 and 1960. In Morgan parlance, Peter Morgan had just joined the Company and assumed control on the death of HFS in 1959. Production of the 4/4 continued while the +4 was introduced in 1950 but the +8 was not to arrive till some 8 years after dam completion.

Everyone very much enjoyed the facilities at the dam site and as you can see from the photo it appeared that ALL the water works were in perfect working order – the future of the club was in good hands (so to speak).

For me, the highlight was undoubtedly our initial sojourn from McDonalds to McMansions.

I think I spotted the charred remains of the

last environmentalist who visited the area lashed to one of the power stanchions that elegantly dotted the landscape to drape the 330Kv power line across the estate. Just think, this peace and quiet may soon be disturbed by the activity of Boeing's

finest just down the road at Badgerys Creek.

In the words of Darryl Kerrigan from the film *The Castle* - "ahh the serenity....."

Ernie would have had a laugh.



Celebrated in Sydney, where else can you get all day free parking for your Morgan in the heart of the city to enjoy the sights and sounds of the day?

For a second year the new organising group led by the sponsors of the Australian Concours d' Elegance held at Manly a few years ago, stepped in with the Australia Day Council and sponsored "CARnivale", with the organising committee led by John Flower, who has done the job for decades.

Previously, for the last quarter of a century the event had been sponsored by the NRMA who decided in their wisdom to pick up their kit and kaboodle and stopped supporting the event.

The main points of difference from CARnivale to the previous decades, was a new non-NRMA participant badge, plus the showcasing of concourse and supercars.

A special display area was created to allow people to view the latest McLaren's, Aston's, Ferraris, Porsche, Lamborghini and Maserati's – what I call "plastic cars", them not being Morgan's of course!

The concourse area was also expanded to include some magnificent historic vehicles in wonderful condition, from Astons, Bugatti, Bentley, lots of Ferraris, Rolls, Ford and Jaguar. Also a special display of vintage and veteran motor cycles.

Our Morgan convoy of 8 cars – Peter Canavan, Gary Cox, Stan Jodeikin,

Andrew Lippold, Allison Little, Bob Little, David Lyon and John Wroe met up at the Domain car park for a sausage sizzle brekkie provided by the Granville Rotary Club, with departure for the city centre at 10:15am.

Unbeknown to us, Kerry Jones in his Aero 8 and Graham Mitchell in his Roadster had convoyed out much earlier and were set up in a separate area near the concourse cars at the opposite end of our display. Shades of a breakaway Sydney group? Or too modern for our lot!

The earlier convoys had set out from 6:00am so we were very appreciative of the respectable hour to be joining the other cars displayed.

The day is full of celebration and activity. To gaze upon hundreds of beautiful cars and then watch the ferry race on the harbour, 21 gun salute, RAAF fly past, lunch at a sidewalk café, walk through the beautiful botanical gardens, visit the Barracks, the Mint, Macquarie Street State Parliament buildings and The Rocks, it doesn't get better than this. The choice of activities for children (and grandchildren) is equally impressive with the Wiggles, Stonehenge jumping, Bananas in Pyjamas and many other star attractions.

A wonderful day indeed to celebrate Advance Australia Fair; Our home is girt by sea.

*Editor: Thanks to Judy, Geoff, Kerry and Stan for the photos.*



Following on from our last article on wire wheels, I have found this one in the TR Register. It cleverly uses a old splined adaptor to help with balancing.

Everyone likes to live a balanced life, particularly when one is wearing spoked wire wheels like our good TR friends.

What we need is the pleasure of driving wire wheeled cars which do not vibrate our lunch into foam with the potential for most unsavoury outcomes.

The trouble it seems is finding someone who can properly balance a wire wheel on the machines that are now almost universally used.

Most modern balancing machines use a spring loaded cone to centre the wheel, which is then clamped hard against a flat flange and thus relies on the wheel having a flat and true surface on the back in order to get the wheel running true on the balancing machine spindle.

Our spoked wheels do not have any true and flat surfaces on the back, they use a female and male cone arrangement which is incompatible with the balancing machines and leads to constant issues with accuracy.

An ideal solution would be to produce an inexpensive adaptor so that our spoked wheels can be balanced and provide a uniform result for every balancing operation.





There is no doubt many defunct worn out splined adaptors languish in sheds around the country, who are just itching to become loved once more. These old unloved items have the potential to be easily turned into the very item to avert the foamy lunch forever.

Take a hacksaw and cut the end off a worn out adaptor preferably near the end of the splines.

Fear not the revelation that the adaptor appears to be offset or wonky, just get out the hacksaw and chop it off at the end of the splines, or at least before the tread.

The critical issue is to make the back of the adaptor concentric with the front so that a cone on the balancing machine can always centre the adaptor accurately.

In some cases our adaptors are reasonable however it is necessary to put the adaptors in a lathe and trim the back to make sure.

This adaptor cost \$20.00 for machining and when tested on the digital balancing machine proved to run spot on.

I am confident that I will get much better results from now on, as I will have all my wheels balanced using my own adaptor.

Perhaps there might be an opportunity to have a batch of old worn out splined adaptors given a new lease on life.

*Editor: Thanks to Terry and Bob from the TR Register. This article appeared in their December/January Journal.*

Keith Wall's story in February's Ear deserves a postscript. For the past 48 years I've been the guardian of Keith's first Morgan, a Series 1 roadster which is a foundation club car. It's a fair bit longer than the five and a half years Keith had it, but in the more venerated of our club circles it will forever remain known as "Keith Wall's car". Perhaps if heaven forbid, I ever sell it, it will finally become "John Merton's car".

I think it goes a bit better now than when Keith had it (anyone with a Vanguard engined Plus 4 in standard trim want to give me a go?). Back in 1966 it struggled to reach 4,000 rpm in top. But back a bit, we did get it to 5,600 rpm (I don't think the bearings liked that and I won't do it again). And, yes, it was quite a steep hill. And it does tend to get used a lot more than my Plus 8.

But just recently, there's been a bit of temperament. It started burning through head gaskets between the cylinder lands. These are siamised, an appalling bit of poor engineering design which a number of British companies seemed to delight in. My MG and early Riley friends report similar problems.

So I decided to pull the engine right down and surface grind the head and the block. I dug an old slightly used copper asbestos gasket out of the litter, and took more care reassembling the engine than I have ever done before.

Then I ran the thing in very gently and carefully, until it had quite a few miles up. A club run down the highway to Dignam's Creek came up so I decided to give it a bit of a fang. The run was down to a chap's fantastic collection of fully restored pre-1918 motorbikes, one of the sights of a lifetime.

It went pretty well (the return trip from Tuross was around 100 miles) and a mate following in a Porsche 911 Targa cursed me because he had trouble keeping up on the twisty bits (perhaps he was just being nice).

Anyway, another club run, this time up the Clyde Mountain to Braidwood and back (round trip of 120 miles) came up, and an 80 year old friend who is a retired engine reconitioner came up for the ride. The day before, I spent several hours along the Bingie road fine-tuning the timing, and I had it running like a cracker. I had also put the hot cam in, and the compression ratio must now be about 9 to 1.

I've been up the Clyde lots of times before in this Series 1 but this was the first time I pulled it mostly in top and third, and actually managed to pass a few other cars.

Coming back down, in top again except for traffic hold-ups, and hang the mechanical brakes, we were up around 70 mph near the Bateman's Bay turnoff when this mechanical clanking noise started to come from the engine, and gradually got louder and louder. We stopped for a check near

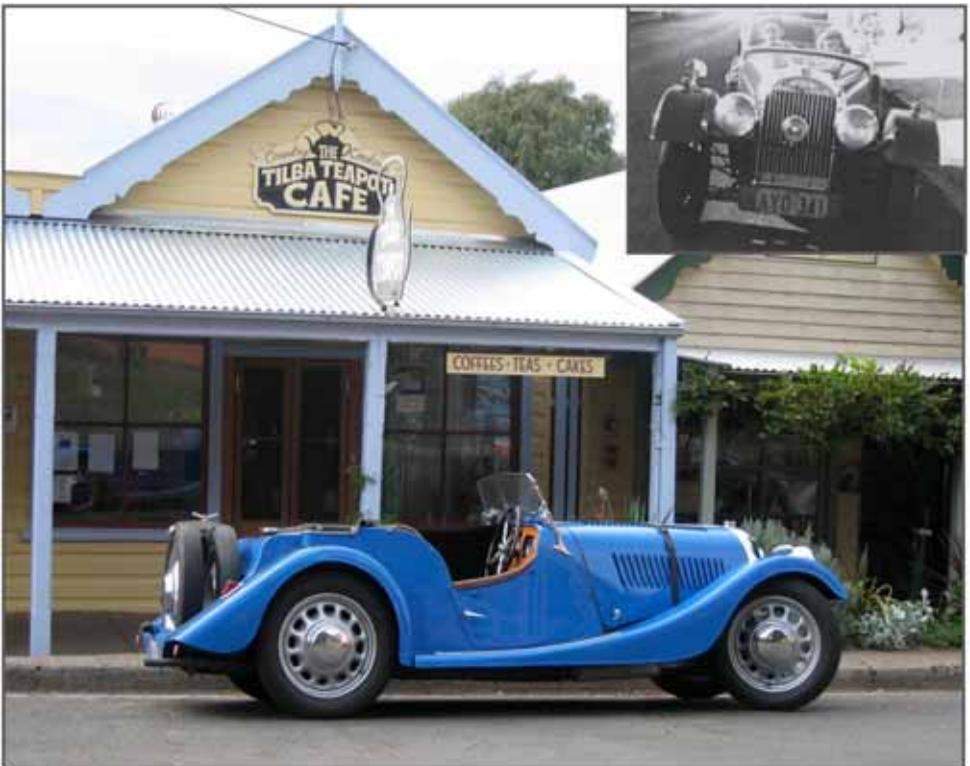
the marina, but could find nothing. The engine was running smoothly, the oil pressure was good, and we could find nothing loose, so we pushed on. The noise didn't sound like anything either of us knew.

It was almost unbearable by the time I got home. I checked the timing chain, the valve gear, pulled the sump off and had a look at the bearings, pistons and rods, and all seemed OK. The generator was OK as was the starter, and there didn't appear to be any slack in the flywheel, so it became an engine out job for further examination.

With the engine out, the source of the noise was immediately obvious. The four flywheel bolts had worked loose,

something that has never happened to me before. It couldn't be detected with the engine in the car given the jackshaft held the thing rigid. On assembly, I had used Loctite combined with star washers, whereas previously I had used spring washers here. On then checking several other areas of the car where I had substituted star washers for spring washers, I found some of them had worked loose as well, something I haven't experienced with spring washers. I've now made up some locking tabs to use.

So that's another lesson on what not to use. However, I've had no real problems with star washers on the Armstrong Siddeleys I work on.





# RESTORING A BRABHAM BT 15

*Graham Dell*

It all started when I was clashing with Cams over the C of D for the NOTA 28 I was restoring. Cams would not accept Guy Buckingham's statement, on the basis of "Guy's memory isn't what it used to be." Someone referred me to Joe Bosworth in Perth WA. Well, Joe wrote a 5 page letter to Cams and problem solved.

During my conversations which continued after the CAMS episode he casually mentioned he had a Brabham BT15.

Well my love affair with these little gems started when I saw Dave Hills BT15 at a Supersprint event I was competing in. This BT15 is the ex Holley, now Victoria De Galalai car.

Back to Joe Bosworth; I had to ask him, "is this a car you would consider selling?" No luck, it would have to be offered to his three sons before I had a chance.

Joe had become a 'phone friend' and we exchanged calls every month or 2 and just chatted. It's not difficult to chat to Joe, as he is a fascinating racer going back to the 1960s in Australia and then the 1970s in US.

I occasionally raised the BT15, asking if there was any progress in rebuilding it and if any of his sons wanted it? I asked as diplomatically as I could.

Finally he agreed he would sell, probably 5 years after he first mentioned it. He invited me to Perth to look at it but aborted my trip a couple of days beforehand. "The sun and moon don't line up", he said. Months later I

was invited to Perth to look at the car.

Well, it really was a chassis and box of bits. Lots of boxes. Some on his garage floor, some on shelves and some in the garden shed down the back of the garden.

Around 1970 he returned from the US, bought the BT15 with him and disassembled it with the intention of restoring it. The chassis was on the floor, gear box still in it, instrument panel fitted and radiator fitted. Pedals were also still fitted. The chassis was semi OK, light rust here and there. Really needed a strip down. Suspension parts had been chromed 30 or 40 years ago and had to be re-done. All in all a total rebuild.

A price was agreed, \$10,000 more than I thought it was worth but Joe had read me well, and he knew I had to have it.

I shipped it back from Perth and laid it all out on my garage floor to see what I did not have. Enter Grant Burford. From there we assembled the whole car to find my Hi Torque starter motor wouldn't fit so back to the old Lucas one. The only missing bit was a couple of rods from the rear roll bar to the chassis. Ed Holley made these for me so restoration could start.

The chassis was sand blasted, taken to Elwyn Bickley in Goulburn. Elwyn cut off an ugly roll bar and welded on a new one. Race harness pick up points were welded as it only had a lap belt held in by a wire rope. Scrutineers in the US are not the same as Todd Hamilton and crew!

Now to Nowra for the chassis to be painted in machinery grey.

In the meantime all suspension parts were being chromed and Grant Burford started to rebuild a Formula Ford motor for me. Although it is the third Formula 3 built by Brabham, Joe raced it in the US for 10 years as a Formula Ford.

To continue, the instruments were checked by Bill Ritchie, ex Olympic Instruments and I had the seat covered as it was bare fibreglass. Naturally, all the brakes and the clutch had to be rebuilt. New master cylinders and the callipers rebuilt. Say good bye to \$1,100 at 'preferred customer' rates.

The radiator/oil cooler was checked, all OK. Chrome returned another near \$1,000.

All nuts and bolts were replaced after being plated. New oil pump hoses were bought. How can a 30 inch hose cost that much? Good old Gary Simpkin went through the Hewland MK8, weaved his magic although it was quite sound. A whole new set of gears were fitted (luckily they came with the car). Two new Brabham diff side plates were imported. Anybody want two as new Mark 8 diff side plates?

Naturally new rubber doughnuts were imported again from Tayling Racing US.

In the meantime, I decided the nose cone was beyond repair. You know, star cracked, the nose had been nudged in the heat of battle.

The original engine cover was autographed

by Jack Brabham so it is hanging on my garage wall. George Goodare made the nose cone and engine cover. Even a moulding for when I put a 1000cc MAE 30 degree motor in to make it a Formula 3 again.

What a great job George did. He came to my house about 6 times to fit the body until the gaps were so accurate. Grant Burford rewired the car and fitted the rebuilt 1600 Ford engine. The whole assembly was straight forward. Nice clean bits were chromed or rebuilt. A harness was ordered from the UK where it was made for me and so much cheaper than the price here. We had to work out the route of the gear lever and changed it to a more simple arrangement.

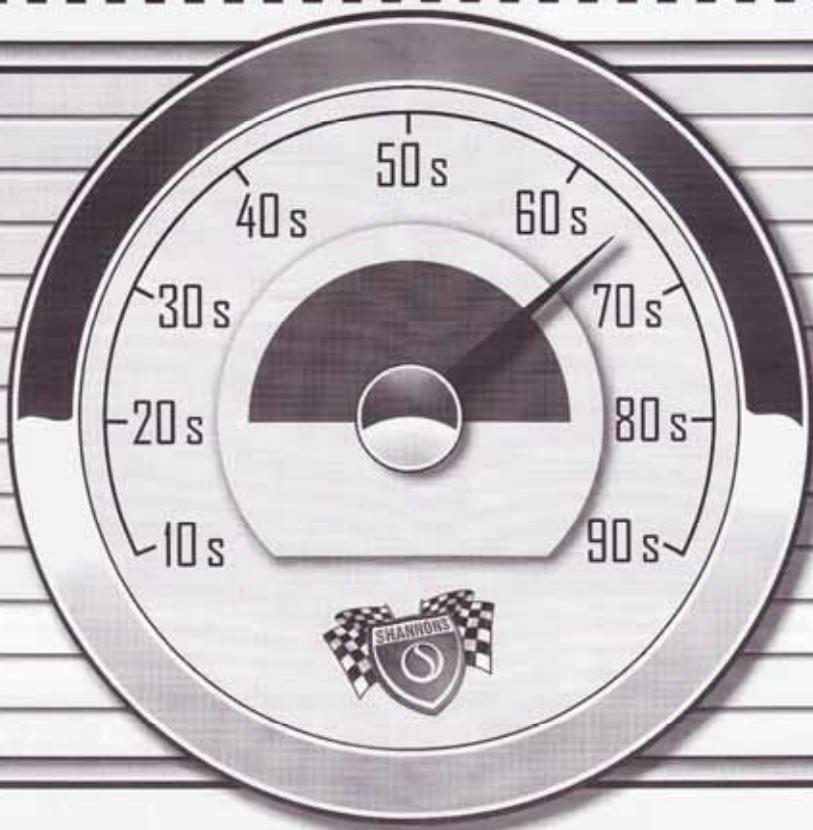
Next the windscreen. I did have bits as a template. First one did not fit, second one did and \$150 down the drain and it fitted perfectly.

Next painting, I was recommended Caldwells at Bankstown. What a job, what a job! Original colour it left the factory with a gold nose and stripe, same with the engine cover. Cost? I will tell anyone privately. So reasonable.

Now it's finished and sitting in the garage. I have to find the courage to drive it.

Although I have retired from Supersprinting in my Lotus 7 Replica (now for sale) I guess I should at least give the Brabham an outing at Wakefield Park.

It may entice me out of retirement!



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## **Combined Sports Car Association**

CAMS met for the first time this year, but unfortunately it was on the first of February and that coincided with the first Combined Sports Car Association event which was run by Club Lotus at Wakefield Park Goulburn. Morgan had two runners at this event both in Morgan's for a change, Ross Simpson in the Plus 8 and a welcome return for Mike Bendeich in his 4/4 rebuilt after his Tasman accident in 2012.

Graham Dell and I journeyed down to assist if needed. The Lotus Club event is always well organised and did not need us, so we put up Ross's tent and watched the event from the shaded cover. As the temperature kept rising, the cars were hot and even hotter after their time on the track Mike started to have some small problems with his new engine although he said the 4/4 was handling better than ever. This was demonstrated by him breaking his handicap on his first run. The car finally expired after his third run and needed to be assisted on to his trailer. Ross was getting faster but being a clever driver he just stayed just inside his handicap claiming the day was too hot to continue. We all packed up camp and headed back to Sydney after

an enjoyable day of Supersprinting. It was the best weather we've had at Wakefield Park for a couple of years.

## **Confederation of Australian Motor Sport CAMS**

I have the unconfirmed minutes from the CAMS meeting. The things of interest were the new circuits that may come on line in this year, there is going to be a driver training circuit at Luddenham Raceway and the Ringwood Circuit at Raymond Terrace is set for September, This Race track is restricted to three main events a year (restriction does not include the Hill Climb track). The CAMS "Come and Try" day was a success with about 100 new people registering to take part. Morgan did not have any starters this year and it would be nice to see a few more runners. Although not a Morgan member now, Ben Porter was driving in the Bathurst 12 hour race this month in a Class B Porsche.

CAMS have upgraded their web site and any information needed can be found with a little navigating of the site, I also recommend a look at the MOCA web site as a source of information in regard to all things Morgan.

The **Luddenham Raceway** is set to become one of Sydney's main attractions for car clubs, driver training, and track day events when it opens in 2014. It is Nestled in the hills of central-east Luddenham, around 50 minutes west of Sydney's CBD.

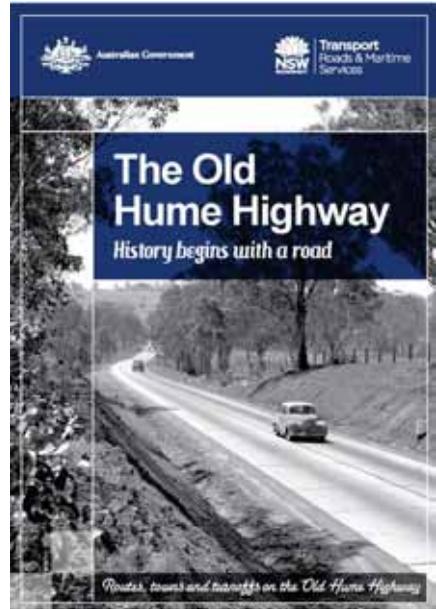
The complex is set to feature an eight-metre wide track with a total length of 1.25km.



Linking the nation's two largest state capitals, the Hume Highway is the most important highway in Australia. With the opening of the Holbrook Bypass in 2013, the route completed its evolution from its bullock track origins into a modern dual carriageway highway.

The Hume Highway has its own rich history, interwoven into the story of the young Colony's expansion. Many will recall travelling on the highway in times past, when it passed through the numerous historic towns and localities along the way, each with its own interesting story to tell.

Go to: [www.rms.nsw.gov.au/environment/downloads/self\\_guided\\_tours/hume\\_highway\\_guide.pdf](http://www.rms.nsw.gov.au/environment/downloads/self_guided_tours/hume_highway_guide.pdf)



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# INTERVIEW WITH CHRIS VERMEULEN *Peter Gow*

Chris Vermeulen, one of Australia's leading motorcycle racers has competed in the World Supersport Championship, the World Superbike Championship and the MotoGP. *He is also a Morgan owner.*

He started his racing career in 1999 and retired in 2012. He moved to MotoGP in 2006 and scored his first pole position in Turkey after a stunning ride in the wet. He also took pole position at Laguna Seca and was only one of two non-Americans in the first two rows of the grid.

In the 2007, his season came alive on the 20 May 2007 at the Bugatti Circuit Le Mans where in a wet race he rode from 12th on the grid to take his maiden victory in MotoGP. He followed this victory with an impressive 3rd place at the British GP, again from 12th on the grid in the wet behind winner and fellow countryman Casey Stoner. He was also on pole in the wet at Assen.

He is a brilliant and courageous wet weather rider. I was on the edge of my seat when he won the Le Mans race in 2007.

Apart from the Le Mans connection (Morgans at Le Mans); Chris currently owns a special Aeromax. Unfortunately, it is up for sale (see the MOCA website) since it doesn't suit his young family.

*Here are some of the questions we asked Chris:*

## **How did you find your way into motorcycle racing?**

I've had an interest in motorbikes all my

life, because of my parents and especially because of dad. My dad was into racing and off-road riding. My mum and dad bought my first bike for me for my first birthday. The first bike was a Yamaha Pee-Wee 50 and there was no intention of going into racing. I have had bikes my whole life.

From my dad's perspective, it was all about spending some time together and doing the same thing. I learned to ride from a very early age and I still enjoy spending the time together off-road or in the shed.

## ***I guess you needed strong family support for this type of career. How involved were your parents?***

When I was racing dirt bikes in Australia my mum and dad would always come along. Even when I moved into Supersport, Superbike or the MotoGP, it was like the old days when I was growing up and having fun with my parents along to watch my races. It's good to have that passion and to enjoy it as a family.

Mum wasn't all that keen when I started racing and I had to do a lot of convincing. There were conditions. If I didn't clean my bikes or work on them to have them ready for racing I didn't go. Also if my grades weren't good at school, I didn't go racing. I just loved riding motorbikes and mum and dad used that to make sure I grew up into a decent kid.

When I started to be successful, the family support became even more important. It's not just the cost; it's the emotional support too. I was very close with my family and without them I wouldn't have got to the

level I did.

***Do you have a favourite mentor who helped you with your racing career?***

I was a fan of motorcycle road racing during a golden era when there was Doohan, Rainey, Schwantz, Lawson and Gardner. To be honest, my hero was Wayne Rainey, the American rider who won 3 world championships. I really idolised all those guys.

Knowing Barry Sheane was a very big step in my career. I knew him well and he really got behind me with all sorts of guidance and advice. As a mentor, he helped me with career direction and the right way to go. I learnt a lot from him because he was both supportive and a really great guy.

I had the opportunity of riding Barry's 1977 500 Suzuki Grand Prix bike at the Goodwood Festival of Speed in 2007 or 2008. Needless to say it was very different. Those guys were riding these bikes flat out without the safety equipment we have or the bike run off areas. They were definitely brave guys.

***It's probably a difficult question, but which was your favourite or your most memorable race? Why?***

The races that stood out were the ones where I had really strong rides and I was on the podium. These included Le Mans (first) and Misano (second) GP's. Another favourite race was when I was on pole in the Istanbul Moto GP in 2006 but was taken out in the first lap when four riders went down. I picked the bike up with a damaged clutch lever and went on to set the fastest lap of the race and I eventually caught up to the winner (from 17<sup>th</sup> place). The other one was Laguna Seca in 2006 when I was on pole. I rode very well but I

had bike problems and finished fifth. It could have potentially been my first Moto GP podium or win. It was very hot that year and the bike was boiling the fuel in the fuel pump resulting in engine problems. That's racing; sometimes things don't always go right. It's still good fun while you're doing it.

***Racing must be a constant learning experience coming to grips with different tracks, different bike set-ups and different conditions. How did you prepare yourself for each race?***

We spent a lot of time physically and mentally training. Pretty much all the time, I was focused on racing a motorbike whether I was driving to the airport or at the fitness training between the races. Everything was about going faster on a motorbike; to be fitter, to be stronger and to be lighter.

Arriving at the track, it was all about the technical side; how do we improve the bike, can we do this or can we do that. You can change absolutely everything. Even changing a millimetre here or there could make a very big difference in the chassis. Changing the electronics or the engine would impact performance too. If there were issues with grip or turning, I would ask myself if there was something I could do as a rider to improve performance. Everything was about being smoother, faster and more consistent on the bike. It was all very full on and I didn't realise the mindset I was in until I retired. I had to learn how to relax a little more.

***Do you have simulators in Moto GP for the bikes and the tracks like Formula 1?***

They don't use simulators because the driver's position is locked in one place. In Formula 1, the driver's weight is in the

same position all the time. It's very different for a bike because if the rider moves his bodyweight (one third of the total weight of bike and rider), it changes the whole feel and performance of the bike.

***Do you have a favourite track where you always felt confident of doing well?***

When people would ask me that question, I would always say "the last track I did well at". If you did do well at a track, you always liked it.

Leguna Seca (US) was one that definitely stood out. From the first time I went there in Superbikes, I did the double and won both races in my first year. For the Moto GP, I was on pole position and won a couple of podiums.

I liked the older tracks like the original Assen track. It was fast and flowing. I loved coming home to race at Phillip Island. It's one of the best tracks in the world. To go fast there, it's really special. When you are racing at the top level you go to all the best tracks in the world. None of them are really bad if that makes sense.

***You have raced on Suzuki's, Honda's and Kawasaki's. Did you have a favourite race bike? Why?***

Getting on a GP bike is really different to the other bikes. I had a lot of race wins in Supersport or Superbikes with Honda. I rode their 990 GP bike which was very special and that was probably the best bike I ever rode. It was a five cylinder engine with smooth power delivery and it did everything you wanted it to do.

Also the Suzuki 800 Moto GP bike in 2007 was definitely a nice bike and things were working very well for us at the time.

I really enjoyed the technical side of getting the GP bike to go fast.

***Since your retirement, you are still heavily involved in the motorcycle industry. What sort of things do you do now?***

I'm involved in a range of things now and they are all associated with motorbikes. I spend time behind the microphone commentating on the Phillip Island Moto GP for Channel 10 and for the Superbikes on SpeedTV.

I work with BMW on their ride and track days. This is always good fun and you meet some great people. I also have fun riding their bikes too.

I'm also a partner in two motor bike dealerships on the Sunshine Coast and Townsville.

I really enjoy being back in Australia and spending time with the family.

***You mentioned that you placed an order for the Aeromax and were number 180 on the waiting list but the factory only manufactured 100 (only 25 with right hand drive). Why were you interested in a Morgan? Why the Aeromax?***

When I was living in England, I would see lots of Morgans around the Midlands area. I was lucky enough to go to the Morgan factory and take a Plus 8 and the Aero 8 for a test drive.

I always loved the modern Morgans like the Aero 8. When they bought out the Aeromax, there was a lot of interest. Unfortunately, I was a little late to put my name down on the list. I was number 180 but they only made 100 of them. When one came available, they called me. I was lucky enough to buy a very special one that had been owned by Richard Hammond. I had met Richard a couple of times and he's a bit of a bike fan. There's some history with

this car. It was featured in the "Top Gear Supercars World's Fastest Cars" book in 2010.

I owned the Aeromax for two years in the UK before importing it into Australia as a personal import. I needed a compliance plate and some other documents but it was registered fairly smoothly within ten days.

***You mentioned that you have been through the Morgan factory. What did you think of the place?***

I have spent some time in car and bike manufacturing plants, especially Suzuki. It has really big production lines and lots of machinery. When you go to the Morgan factory it's very different with the old buildings in country England. Each car is hand built and you can watch cars going through the different stages with the woodwork or the metalwork or the upholstery. It's the way that cars were built and it's definitely unique.

***We talked about the release of the 3 Wheeler. Is a 3 Wheeler on your wish list (when the family is older) or are happy to stick with 2 or 4 wheels?***

I'm generally safer on two wheels but I love those 3 Wheelers. I don't know if I would ever own one but you "never say never".

***Apart from motorcycles, you have a collection of hotrods. Why the interest in rods?***

I have a few other cars. The first car that I ever wanted was a mid 50's Ford F100 pick-up. We bought a 1954 F100 but we only had most of the cab which was rusted and the chassis rails. My dad and I did a lot of work on it. He is mechanically minded and good at fabrication. He had it finished for my 21<sup>st</sup> birthday. I was overseas and he

sent through a photo of it registered. I use it quite a lot and it's now my daily drive.

I have 1933 Ford coupe with a 357 engine which pushes out 500 horsepower. I have a 1929 Hupmobile which has been turned into a hot rod with a 360 engine and 400 horsepower. We had a 1928 Model A Ford pickup and which was recently sold and a 1957 two door Buick Special. The Buick was restored to original and was probably better than when it drove off the showroom floor. It was amazing to drive a 1950's car.

***Do you think after the family grows that up you will buy another Morgan?***

I have a soft spot for Morgans. When the family grows up, I may own a Morgan again.

As a sports car, they are unique and a little raw compared to owning a Porsche or a Ferrari. I definitely like Morgan cars.

***One final question, your bio states that you married your long term girl friend who was an English model. How do you marry a British model? Was she attracted to you because you raced motorcycles or because you drove a Morgan?***

Chris's response to this was "why would a British model marry me?" We have known each other for a long time and we get along very well together. So having the Aeromax wasn't the reason that Toni said yes.

We used the Morgan to leave the church after our wedding. (See front cover) We were married in England and I owned the Aeromax at the time. It was the coolest car there.

*Editor: I would also like to thank Toni too for all her photographs.*



England's Dreaming

By [unreadable]

Chris Paulsen is a professional motorcycle racer who has won several championships. He is also a fan of Morgan sports cars and has been seen driving one. The article discusses his passion for both motorsports and classic cars.

On Sunday 16<sup>th</sup> February, we had our run down to the south coast to Kiama.

All I can say is “the drought has well and truly broken and we’ve experienced the monumental occasion first hand.”

The predicted rain for the weekend didn’t come to much on Saturday, so it looked as if we might be in for a reasonable travel day for our planned Club Run to Kiama on Sunday morning.

As we packed the picnic lunch, the showers were light so we hoped that the forecast of rain clearing in the afternoon would be reasonably accurate.

Driving to the meeting point at Maccas Sutherland we discussed whether the group might decide not to go all the way to Kiama. When we saw how many Mogs were in the car park we realised that the run would definitely go ahead, despite anything the weather gods might throw at us!

What a fabulous roll-up; 15 Morgans and 40 Morganeers waiting to begin the main event with a drive through the Royal National Park to Stanwell Tops, then down the highway to Kiama for a picnic and a visit to the markets.

A loosely formed convoy left Sutherland in a light shower, and we all enjoyed the drive through the magnificent lush green rainforest in the National Park. As we travelled out of the park and ventured onto the highway heading south “the heavens opened” and the conditions deteriorated very quickly. The cloud was low and the

rainstorm torrential, so the driving situation quickly changed from being very pleasant to one which required extreme concentration and care!

Fortunately, the whole contingent made it to Kiama without incident. We were all appreciative of the parking that Graham had arranged for the Club within the local mechanic’s property near the township.

On arrival some of the group were a bit wet; not a good day for driving without side curtains!

But spirits were congenial and a friendly rag-tag picnic scene was soon established in what appeared to be a car sales yard!

Picnickers on damp chairs, rugs or towels on the concrete under the shelter of an awning, and double row of beautiful Moggies lined up in the foreground for passers-by to admire.

As what usually happens when Morgans park in a public place, admirers came and interviews were gladly given! The markets had been called off because of the weather, so we became the entertainment for many visitors to the township today!

Driving home was a breeze. It was fine all the way and not too much traffic. Although the weather presented a dose of drama for us on the drive south, the rest of the day was most enjoyable and we had a good balance of all the things that make a Morgan Club Run a success!

*Editor: Thanks to Judy and Sharyn for the photos.*



# MINUTES OF MOCA INC GENERAL MEETING

held 6 February 2014 at Ryde-Eastwood Leagues Club, Ryedale Rd, West Ryde

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Meeting opened at 8.10 p.m.

## Apologies:

V and A Dale-Johnson, B and P Williams, P and A Clark, G and C-L Williams, P and M Barnes, Brad Little, Peter Fuller, Caryn Hamilton, Barbara Smith and Lynn Richards.

## Welcome:

Geoff Hollings welcomed everyone to the first meeting of the new year and extended a special welcome to Chris McMurray.

## Minutes:

Minutes of the General Meeting held 5 December 2013, published in the Morgan Ear were taken as read.

Moved Geoff Hollings seconded Peter Canavan - carried unanimously

## Matter arising from the Minutes:

Nil

## Committee Meeting:

There had not been a Committee Meeting since the last General Meeting. Next Committee Meeting will be held on Friday 21 February, 2014.

## Applications for Membership:

Full:

- David and Alison Keep
- John Boulton (re-joining)
- John and Marian Maloney
- Chris McMurray

Associate:

- Corina Webb

Magazine:

- Nil

Motion: that the applications be accepted.

Moved Col Davidson seconded Stan Jodeikin – carried unanimously

## Correspondence:

- Notices of upcoming Swap Meets
- Various club magazines

## Accounts to be paid:

Plates Day expenses - \$518.19  
P.O.Box Redirection renewal (6 months) - \$325.00  
Display Day Expenses - \$375.00  
CMC Affiliation - \$80.00  
Ear Postage - \$189.02  
**Total - \$1,597.21**

Motion: that the Accounts be paid.

Moved Peter Canavan seconded John Coneybeare - carried unanimously

## Committee Reports:

**President:** Absent

**Vice President:** Geoff chaired the meeting in Vern's absence and commented that January had been an easy Morgan month with several successful runs being enjoyed.

**Secretary:** No report.

**Membership Secretary:** Cully reported that the club has 237 fully-paid members, and that renewals are still being received.

**Treasurer:** Louise explained the figures shown on the Balance Sheet and mentioned that the club currently has an operating surplus of \$2,860 for the year.

The Treasurer's Report to 6th February showed the following information:

General Account - \$12,994.41

Investment Account - \$10,940.28

Term Deposit - \$19,324.32

Term Rate 2.50% pa Maturing 18th May 2014.

Motion: that the Treasurer's Report be accepted.

Moved Graham Dell seconded John Coneybeare – carried unanimously

**Club Captain:** Graham reported on *Carnivale* (26 January 2014). There were 10 Morgans displayed, but they were split into 2 different locations. Despite this, the display and the day were most successful – lots of interest from general public, and many photos taken.

The Run to Warragamba – the *Ernie Dal Santo Memorial Run* organised by Todd Hamilton was another successful outing. 56 persons and 22 Morgans enjoyed the day.

The *Noggin at The Ranch Hotel* attracted 48 members – a good roll-up for the unofficial January meeting.

*Future Programme:*

*Christmas in July:* Graham mentioned that he had been contacted by Ed Filmer, Qld with a suggestion that we meet the Qld club members "half-way" for a Christmas in July event. It was put to the club that the event be held in Armidale and that it coincides with a holiday run of 9-10 days duration. There would be a short weekend run arranged for those who did not want to join in the longer tour. The event will be organised by Geoff and Stephanie Hollings and would be held at the end of July. More details should be available by next

meeting.

*Annual Dinner:* It has been suggested that this be held as a luncheon event this year at Woolwich Dock Restaurant, on Saturday 15th November. The meeting showed interest in this suggestion and planning will now proceed.

*Next Runs:*

Next run will be to *Kiama via Royal National Park* on Sunday 16th February. This will be a picnic day, but will coincide with the monthly markets at Kiama. Questions were asked about the available parking. Graham will endeavour to make arrangements, but it was suggested that there is always parking available on the outskirts of the township.

Sunday 16th March – *Dawn Dash* (breakfast supplied by the club) to Megalong Valley. Bring chairs and plates, utensils, mugs, etc.

Thursday 27th March – Mid-week run to *Ebenezer Church* for morning tea (\$5.00 pp).

Sunday 13th April – Club Run to *St. Albans via Webbs Creek Ferry*. Pub lunch or picnic.

**Competition Secretary:** Ross reported that last Saturday was the first CSCA event for the year held at Wakefield. Ross won the points score. Next CSCA meeting will be held on 1st June.

He reminded members of the *MOCA Supersprint* which will be held at Eastern Creek on 16th August. Members are encouraged to sign up to assist as flaggies on the day.

**Editor:** Peter referred to some of the articles published in this month's Ear, and mentioned some upcoming articles that he is preparing. Members are encouraged to submit articles to Peter for possible inclusion in future editions.

**Regalia:**

Sharyn reported that there are still some summer shirts available and she and Amanda are looking at winter garments and jackets.

**Registrar:** Stan advised the meeting on various Morgans on the market for sale at the present time and talked about an original 1954 +4 which is for sale in Tasmania. Editor suggested Stan could get more details about the history of this vehicle and produce an article for the magazine.

*MOCA Supersprint:* Stan discussed planning for the Supersprint and encouraged members to volunteer to do flag marshalling on the day. Training will be arranged for those who have not held these positions previously. David Fletcher has volunteered to be the communications person in the tower for the day. He was thanked for his offer to take on this role. Stan said he is on a recruitment drive for flaggies; 11 points around the track will be manned and people can sign up for ½ or full day attendance. Information will be in the next Ear, with a request for volunteers.

**Delegates Reports:**

**CAMS:** John was not able to attend the meeting. He reported that their "Come and Try Day" was very successful with 100 vehicles attending.

**CSCA:** John advised that the Wakefield

meeting was the first for the year and was very hot.

**CMC:** David reported on the success of the Carnivale on Australia Day. The Bus and Truck Museum ran 9 historic buses and carried 7000 passengers.

*Shannons EC Display Day* will be held on Sunday 17th August. 25 tickets have been ordered. Cost is \$15 each. David is taking bookings for these tickets which will be available in April.

David reported that a petition will be presented to the Government by the end of June asking for action to prevent export sales of classic cars with historic significance to Australia.

**MotorCycling NSW:** No report

**Association of British Cars:** Peter Gow will attend the first meeting of the year next week.

**General Business:**

Gary Cox advised that he would like to arrange an impromptu run for an international visitor from "Talk Morgan" and invited members to join him on 2nd March for a morning tea and lunch run through Ku-ring-gai and north to Pie in the Sky. Gary will give details to any Morganeers interested in going. Club Captain to obtain a CAMS Permit to enable historic vehicles to be taken on the run. Col suggested that this run be a non-point score run.

Col also mentioned that a replica of the Ken Ward +4 race car was being built in UK.

Sue Chatfield mentioned that articles describing the Mozzie Tour had been submitted to Miscellany and MOG magazines, and would be published in the

next couple of months.

Gary Cox talked to the meeting about certain problems he had experienced with his car, especially regarding the lack of compliance with the 100mm clearance requirement. He has now had his vehicle adjusted and he suggests other owners

with similar problems should have their cars checked and corrected to prevent future problems.

#### **Technical Discussion:**

Nil

There being no further business the meeting closed at 9.30 pm.

## **COMPETITION**

*Ross Simpson*

The first event for this calendar year was the Club Lotus Supersprint held at Wakefield Park, Goulburn on 1st February.

A good turnout of competitors from all Clubs, but more importantly it was great to welcome back Mike Bendeich from his rather long sabbatical to rebuild the 4/4 after his unpleasant coming together in the Tasman Revival event back in 2012.

It turned out an extremely hot day, with temperatures in the high 30's. It's not often that at a drivers briefing is centred on a "warning of snakes". Apparently the snakes have been very prevalent in the paddock area and in the tyre walls around the track.

Mike was going "to take it slow", but very quickly broke his handicap without too much effort it seems, so we look forward to faster times from him in future events. I was fortunate enough to just stay above my nominated time to take the points on the day.

As always, we were ably supported by John Coneybeare and Graham Dell and because of the heat, we all packed up early and headed home.

As no doubt mentioned elsewhere in this edition, don't forget the annual MOCA Supersprint on August 16, Choy-Lin and Stan are already seeking volunteers for the day.

### **Morgan Supersprint - Saturday 16 August at Sydney Motorsports Park, Eastern Creek.**

As a (founding) member of the Combined Sports Car Association (CSCA), we are obliged to organise an event annually. Our annual event is a Supersprint which this year will be held on the Brabham Circuit (as per 2013). This is the one time in the year when the club needs its members to make the day a success.

Stan Jodeikin is Chief Flaggy after his successful upgrade to Bronze Grade Flag last year. Please contact Stan if you are available to be at a flag point. Stan's details are on Page 3 as he is also MOCA Registrar. If you prefer to not be on a flag point, please contact me as I am in need of additional officials in other Teams that make the Supersprint the event it is. See you at the track.

**Event Secretary: Choy-Lin** Email: [choy-lin@mpsconsult.com](mailto:choy-lin@mpsconsult.com)

# CALENDAR OF EVENTS 2014

## MARCH

\* event included in Social points score competition

Sun 2	QLD	Dawn Dash - BYO BBQ Breakfast at Jolleys Lookout at Mt Nebo. Contact Lee Boyle 0424 007 884
Sun 2	NSW	Run to Pie in the Sky. Contact Gary Cox 0411 623 062
Thu 6*	NSW	<b>MOCA General Meeting</b> , Ryde Eastwood Leagues Club. 8pm.
Sun 16*	NSW	Club Run to Megalong Valley. DAWN DASH. This means breakfast, provided by the club will be available to all participants. Meet at McDonalds Eastern Creek Service Centre 7.00am for 7.30 departure. Drive to Megalong Valley is approximately 80km. BYO utensils for eats, drinks, etc. Contact Graham Mitchell 0418 210 834
Sun 16	QLD	Full Moon Run - Fish and Chips under the full moon at Suttons Beach. Contact Lee Boyle 0424 007 884
Thu 27*	NSW	Mid-week run to Ebenezer for Devonshire morning tea at the historic church. Meet at Ettamogah Pub parking area, corner Merriville Road and Windsor Road, 9.45 for 10.00 departure. Contact Peter Canavan 02 4575 2085

## APRIL

Thu 3*	NSW	<b>MOCA General Meeting</b> , Ryde Eastwood Leagues Club. 8pm.
Sun 13*	NSW	Club Run to St.Albans Pub via Wisemans Ferry. Meet at McDonalds Dural, New Line Road. 10.00 for 10.30 departure. BYO picnic or pub lunch. Contact: Graham Mitchell 0418 210 834
Sun 18	QLD	Mcleans Bridge at Lakeside. Not an organised club run but there is always allocated space for Morgans. Great static display of cars
Thu 24*	NSW	MOCA Coffee (a new event). Meet at Deckhouse Café, Clarke Rd, Woolwich Dock. 10.30 a.m. Bring your Morgan for an outing Contact: Graham Mitchell 0418 210 834

## DIARY DATES

<b>JULY</b> Fri 18- Sun 20*	NSW	Christmas in July. Also an extended tour north from Tue 22 July to Fri 1 August. See Page 4 for further details.
<b>AUGUST</b> Sat 16	NSW	MOCA Supersprint
<b>NOVEMBER</b> Sat 15	NSW	Annual Dinner

**Remember to check the website in case of last minute changes**



DRIVEN AT HEART

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## Sydney's leading Morgan repairer

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



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