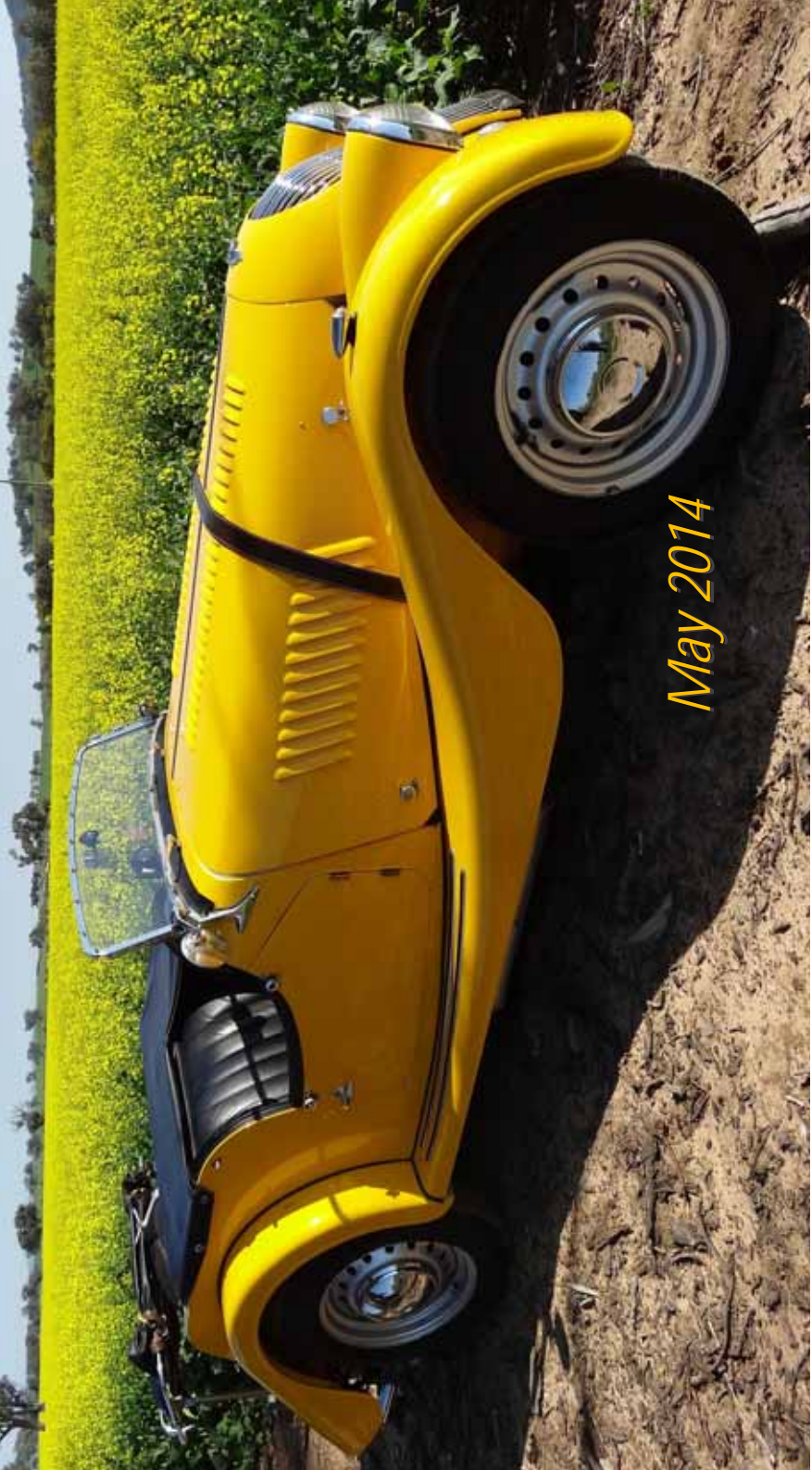


# *The Morgan Ear*



*May 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!

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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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Richmond, Victoria 3121  
P: 03 9329 0344  
E: [chris@morgancars.com.au](mailto:chris@morgancars.com.au)  
Please visit our website  
for more information.  
[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)*

PO Box 613, Spit Junction NSW 2088

[www.morganownersclub.com.au](http://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**

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Vice President Geoff Hollings 02 9449 8422

Club Captain Graham Mitchell 0418 210 834

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Secretary Judy Mitchell 02 9960 3836

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

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

*Venue:  
Ryde-Eastwood  
Leagues Club,  
117 Ryedale Rd,  
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*Front Cover:  
Stan's Mog with  
a touch of  
Canola by Stan  
Jodeikin*

*Back Cover:  
The Callahan's  
Mog by Judy  
Mitchell*

In this month's magazine, we have some great restoration articles.

David and Dot Devine talk about the restoration of their 3 Wheeler. It's a fairly rare model with an air cooled Matchless engine. It needed some extensive chassis repairs and new woodwork but it's taking shape very nicely.

One of my regular correspondents, Graham Dell, has another story for you about the restoration of his 1938 4.4. He unfortunately had to sell it before it was completed. Craig Atkins from WA bought it and finished it off and has been racing it for the last 25 years. Craig is also mentioned in dispatches by Richard Palmer in his article as participating in the Northam Flying 50, a race that takes over the town for a weekend.

Keeping with 4.4's, I also have an article which Geoff Hollings gave me about the very first 4.4 built by HFS. This was the car that Peter Morgan learnt to drive in. I love the comment that Peter was told to learn to drive on the paths in the grounds and that he must keep off the grass. He had no instructions on how to drive!

Geoff Smedley from Tasmania talks about his flat rad "turn on car" and the work he has done on it. I'm very impressed with Geoff because at 82 years, he hasn't lost his passion for his Morgan or driving it on those great winding roads in Tassie. An inspiration to us all!

There's also a further update from Simon

Ashby on his Ken Ward Lotus twin cam project. The engine and gearbox are now in and it seems to be rolling ahead very quickly.

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

There are also articles on checking your electrics and dealing with overheating problems. Overheating hardly seems to be an issue in Sydney at the moment with all the rain we've had recently. The side windows and the hood are always handy!

Since a lot of us love a good old fashioned V8, I have an interesting article on building miniature V8 engines that actually run. For those who are technically minded and have a bit of time on their hands, this might be for you?

For those of you who watch the financial markets, you will have noticed that the Aussie dollar has strengthened again against most currencies. If you need some more parts or even a new Morgan, the stronger dollar will help you buy a little bit more. Speaking of a bit more, the new 2014 Plus 4 has improved performance from its Ford 2.0 litre engine. I will endeavour to include a review of the new Plus 4 later in the year.

Also, Geoff Hollings will be back as Editor next month. He has kindly agreed to roll out the June edition while Jann and I are off travelling around Morocco, Spain and driving through the south of France.

See you soon.

For the 4<sup>th</sup> year in a row I've been golfing in New Zealand with 3 'mates' from my social golfing group. This year we were on the north island playing 10 rounds over 12 days in glorious 'Indian Summer' weather while those along our Australian east coast seemed to be inundated with inclement weather. An exhausting schedule but very enjoyable.

Our first games were in the Wellington area (Royal Wellington a delight), followed by games around Lake Taupo (return visits to Kinloch and Wairakei), then on to Napier (return visit to Cape Kidnappers – played in unbelievably pleasant conditions) and Auckland (return visits to Formosa, Tiritangi and Gulf Harbour).

Enough said about the golf!

This year I did not get the opportunity to visit any of our NZ Morgan friends or see any Mogs in action.

The April MOCA GM was held while I was away in NZ. My thanks to Geoff Hollings for chairing the meeting and to Peter Canavan who shepherded through the repositioning of the Phil Spencer trophy to give our racing officials a target to work towards each year. We'll be voting on the proposal at our May meeting.

Gordon Craig has been visiting from the MSCC of Northern California (he is the editor of The Morgazette) brought to our April meeting by Roger Shawyer and Richard Rogers.

Membership numbers have continued to climb.

As of April 9, we have:

State	Members
NSW	144
ACT	3
QLD	19
VIC	7
TAS	5
SA	23
WA	37
OTHER (PNG)	1
<b>TOTAL</b>	<b>239</b>

These numbers are down slightly from our FY13 numbers but we are just halfway through the year. Thanks to Sue and Cully for the work on the database, and thank you to all members, especially our State VP's for promoting membership in MOCA.

Christmas in July planning, including a northern NSW tour, continues at a blistering pace with Ed Filmer and Geoff Hollings advising the response has been very positive. Amanda and I are looking forward to another exciting event.

The UK publications 'MOG' and 'Miscellany' have been publishing articles from Sue Chatfield and Judy Mitchell on last year's Mozzie tour. There are lots of pictures and anecdotes. Judy is working with our webmaster, Geoff Williams to get those articles and more photos from the tour on the MOCA website. If you have not visited the site recently make it a habit of paying regular visits.

With regards to Geoff and Choy Lin they will be contesting Targa Adelaide in September. I've signed on as their support crew and will be heading for Adelaide about September 12, hopefully in the Sage Lady. The Targa runs from September 15 to 21 after which I'm hoping Amanda will join me for another week or so in the Adelaide area (old friends from the wine business as well as Morganeers) before we head back to Sydney. Watch this space for more information as the year progresses.

Talking about rallies, Helen Davis (VicMog, MOCA) has alerted us in the April VICMOG Gazette to Rally Australia's touring road event leading up to the Coffs Coast WRC rally in September. Groups will be starting from Melbourne, Brisbane, and Sydney heading for the Coffs Coast in time for the September 11 to 14 event. For more info check [www.rallyaustralia.com.au](http://www.rallyaustralia.com.au).

For those interested in joining from the Sydney area, the cost is \$450 for your car plus \$195 per person to cover meals, Sydney Harbour dinner cruise, and tourers final brunch. The cost includes passes and extras for the WRC 3 day rally. (Costs are higher from Brisbane and Melbourne). Visit the website to register your interest in obtaining more information on the tour.

Amanda and I have been working on the Thursday May 29 mid week run with the George IV pub in Picton as our destination for lunch. From the south we will meet at McDonalds Heathcote at 9:45am for a 10:15am departure. For those coming from the north, Graham and Judy will gather the group at McDonalds Liverpool (Atkinson St and Hume Highway) at 10:15am for a 10:45am departure. Both groups will meet

at the Narellan McDonalds (Highway 18 and Camden Valley Way) at 11:30am or so for a washroom break before departing at 12:00pm for the run into Picton. If members are just coming for lunch, plan to arrive at the George IV Hotel about 1 pm. There is secure parking in the courtyard behind the hotel (not the front parking lot).

My last comment has to do with the pricing of spare parts. Not Morgan spare parts but those for new vehicles sold by the major manufacturers. In the April 12 to 13 issue of Drive, as included in the Sydney Morning Herald, some examples were given; an oil filter for a Holden Malibu \$62, Lexus ISF front brake pads \$1,020, Mitsubishi Evo brake pads \$680, Toyota Prius V wiper blade \$135, Chrysler 300 headlight \$4,000, Mazda CX7 tail light \$440.

Think about the price of replacing parts on your daily driver the next time you are buying a part for your Morgan; a very small manufacturer maintaining a substantial dealer network.

Then remember, it doesn't matter how old your Morgan is, spare parts are generally available!

*Cartoon from Miscellany April 2014:*



OFFICIALS SELECTION – SATURDAY 16th AUGUST 2014

MOCA Sydney Motor Sport Park Brabham Circuit.

### Flag Marshalls

Thank you for your confirmed response. Please call me if you wish to participate.

FLAG POINT	AM	PM
Start /Finish		
1	Ian Southwell (L) ©	Ian Southwell (L) © Bob Little (L) ©
1.5	Cully Gower (T) ©	Cully Gower (T) ©
2	Michael Wight (L) © Ian Smith (T) ©	Michael Wight (L) © Ian Smith (T) ©
3	Keith Wall (L) © Allen Wall (L) ©	Keith Wall (L) © Allen Wall (L) ©
Track / Exit 4	Jeannie Elborn (L) ©	Jeannie Elborn (L) © Peter Canavan(T) ©
Tower 6	Vern Dale-Johnson (L) © Nick Gower (T) ©	Vern Dale-Johnson (L) © Nick Gower (T) ©
Tower 9	Bob Bailey (L) ©	Bob Bailey (L) ©
14.4	Robin Sanders (L) © Dennis Jones (T) ©	Robin Sanders (L) © Dennis Jones (T) ©
15	John Wroe (L) © Peter Gow (L)	John Wroe (L) © Peter Gow (L)
17	Allen Gower (L) © David Lyons (T) ©	Allen Gower (L) © David Lyons (T) ©

**(L) = Licensed; (T) =TRAINEE; © = Booking confirmed**

Please contact Chief Flaggie Stan Jodeikin to be included in the list of flaggies or for any changes required. Please ensure that your licence is current and up-dated.

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# MINIATURE V8's

Peter Gow

For those interested in V8 engines, check out these tiny versions.

Many of the pictures came from The Joe Martin Foundation Craftsmanship Museum (website: [CraftsmanshipMuseum.com](http://CraftsmanshipMuseum.com)).



These models are built by craftsmen in the same way that the big ones are made by machining billet stock and castings.

They're actually running engines!

These photos show the world's smallest known running Chevrolet V8. Jim Moyer built this 1/6 scale version of a 1964 365 HP Chevrolet Corvette 327.



The finished 1/6 scale 5-bearing crankshaft fits into Jim's hand. It utilizes real Babbitt bearings.

The heads and block are machined from billet aluminum. Jim even made stamping dies to make the oil pan, rockers and the front cover. The valve covers are investment cast.

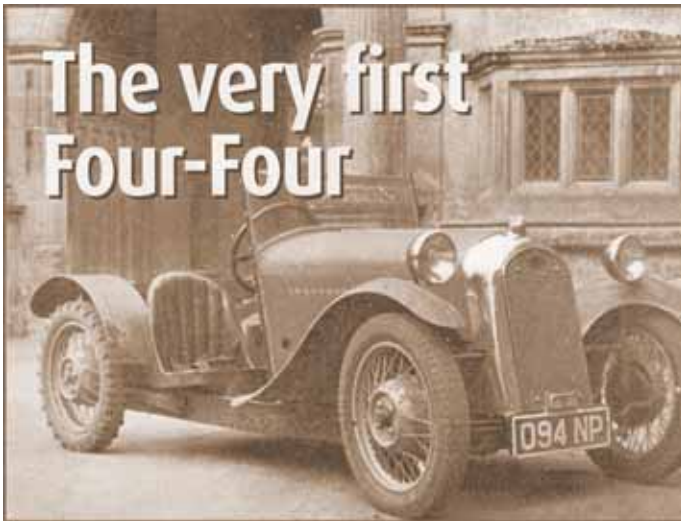


The coins in the photos are US Quarters.

Some of parts inside the engines are made to scale but some things have to be modified to make the small engines run.

Electricity and fuel molecules don't scale, so some parts have to be slightly heavier or larger than exact scale. Getting a small engine to run requires skill and careful work, but getting one to run well is an art.

*ED: Possibly another part time project?*



One of the major modifications required to the F-type chassis was to replace the three wheeler gearbox with one suitable for a four wheeler.

HFS decided to keep the same basic layout as used in the three-wheeler by having a torque tube to connect the Ford engine and the gearbox together, but with the gearbox moved further forward where it

was supported by a chassis cross member.

The design of the F-type three wheeler chassis in the early 1930's was a major step forward for HFS Morgan as a whole range of modern four cylinder three wheelers was soon entering production, complementing the sales of the traditional twins.

Peter Morgan remembered that the gearbox was a four speed Meadows.

Sales of three wheelers were not good however, so once the F-type reached production in 1933, HFS turned his attention to modifying the new chassis into a four wheeler.

HFS chose to use a conventional solid back axle, supplied by Moss. The easiest way of suspending it from the chassis was to use quarter elliptic leaf springs, which had of course proved satisfactory for the three wheelers single rear wheels. The two springs were mounted on the outer sides of the new chassis longerons.

This is the story of that very first car.

The bodywork from the scuttle forwards



was standard F-type, and initially no rear bodywork was fitted except for simple mudguards whilst it underwent road trials.

There is a photograph (Main Photo) showing the new car on trade plates outside the Malvern Priory gatehouse.

In late 1934 or early 1935, a photograph of the car taken at HFS Morgan's home at Fern Lodge (see *Morgan Sports Cars, The Early Years*) showed the little Ford Morgan carrying the December First registration WP7490.

By this time, HFS was working on a new chassis using semi-elliptic rear suspension having eventually decided not to use quarter elliptic springs for the future production Morgan four-wheeler.

This new chassis was fitted with a Coventry Climax engine and also used the registration WP7490. It was to be developed into the very first proper 4-4 during 1935.

The earlier Ford engined experimental car was now no longer required by HFS.

Early in 1935, HFS moved house to Cannon Hill, near Maidenhead. This mansion had extensive grounds with paths which HFS decided would make ideal roads on which his fifteen year old son Peter could learn to drive.

The redundant Ford engined car seemed ideal for this purpose. HFS therefore

arranged for the bodywork to be completed at the Morgan factory using a neat, door less two-seater body. The tail had a sloping flat panel on which a spare wheel (Dunlop Magna as fitted to three-wheelers) was located.

The F-type windscreen was now replaced by an unusual, possibly unique, design.

The earlier simple rear mudguards were also replaced, by properly made flowing ones similar to those used on later four wheelers. The front F-type wings received outer valances and a running board was fitted between the front and rear wings.

There was a neat hood frame and hood, and a rear-view mirror was attached to the scuttle side. The Morgan carried the St Christopher badge of a cancelled three-wheeler order, D1281.



Photographs taken of Cannon Hill in 1935 (see *Morgan World issue 23*) show this Ford Morgan, still carrying registration WP7490, with Peter in attendance. Enlarging the images from the original negatives show us that the car was painted

in a two-tone colour scheme. Peter Morgan remembered it being green, but the wings appear to be dark and possibly black. The Dunlop Magna wheels appear to be painted silver.

It was a wonderful present for Peter. He was told to learn to drive on the paths in the grounds and that he must keep off the grass. He had no instructions on how to drive!

On one occasion, he got the Morgan stuck in a fish pond and had to get some planks of wood to lever it out. When Peter reached the age of sixteen he was legally able to drive a three-wheeler on the public roads, so his father gave him a works F-type to use. The experimental 4-4 was returned to the Morgan factory.

The story of the first experimental 4-4 seemed to end with Peter Morgan's driving experiences at Cannon Hill, although Peter suspected the car was later sold on by the Morgan Motor Company.

Then, in the *The Daily Telegraph* newspaper of Saturday September 22nd 2001, there was a letter published and a photograph on page 11 in the *Mystery Motor* column run by *Honest John*.

The letter read "This photo was taken during the 1949 Manchester University rag week procession and I am the driver. The car was built in 1935, had frame number 4/4/1 and was one of the first, if not the first, Morgan four-wheelers. It originally had a Ford 10 engine that self-destructed and was replaced by a Ford 8, which was all we could get at the time. I have never seen or heard of a similar model and would be

grateful if you could shed some light on its provenance". I was intrigued and contacted *Honest John* both for a decent copy of the photograph and also for the address of the sender, *R.A. of Stockport*. I was successful in the former, but despite *Honest John* contacting the author of the article, I never heard from him.

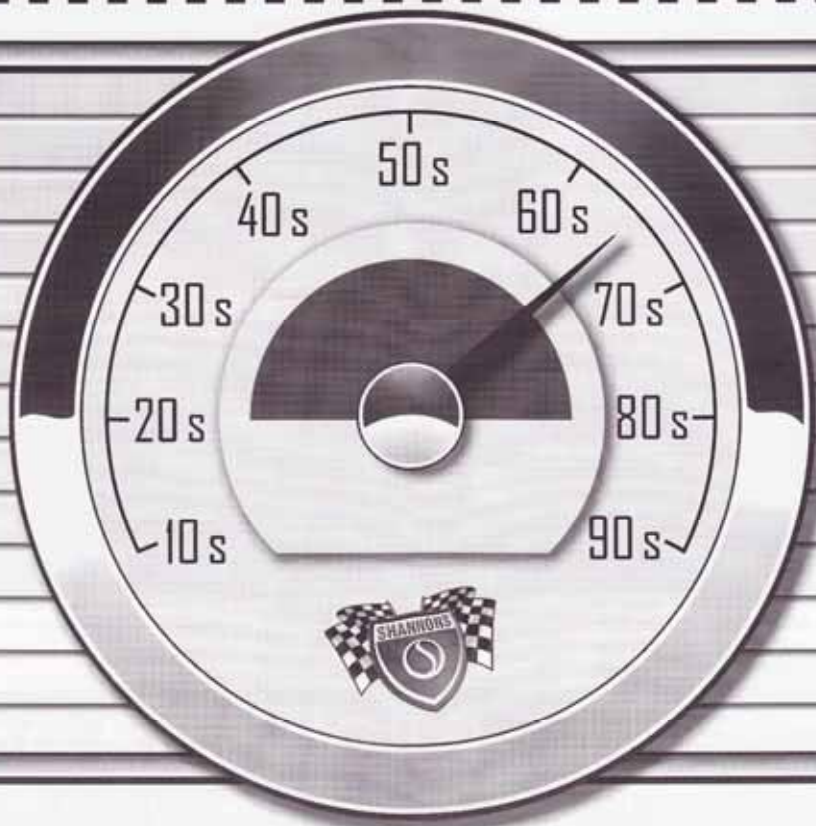
So is it the experimental 4-4?

Well, the details in the letter seem to support this. The vehicle registration was issued in London in January 1936, suggesting the Morgan was sold through a London agent and then re-registered.

Studying the photograph, the special doorless body, the unusual windscreen, the hood frame and the rear view mirror position are all as in Peter Morgan's car. The front wings appear to be F-type with outer valances attached and the rear wings with running boards look the same as in Peter's car. The rear road spring mountings are visible on the outside of the chassis as in the Peter Morgan car. The big difference is in the wheels, which look like Ford to me. Sadly, I don't know what happened to the car later and it does not appear to have survived.

*Photos include: The experimental 4-4 outside the Malvern Priory gatehouse in 1934, the 'R.A.' during the 1949 Manchester University rag day procession. (The Daily Telegraph) and Peter Morgan at Cannon Hill in 1935 with his Morgan.*

*ED: Thanks to Melvyn Rutter for allowing us to reproduce his article from the Morgan World International, Issue 24. The article was written by Jake Alderson with acknowledgement to the Daily Telegraph.*



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My Morgan is overheating!.

How many times has that been heard?

Many owners tackle it from the wrong angle. Firstly the design of the car maybe blamed. Well no, it was working fine for the last 'x' number of years. Why has it started to prove troublesome now?

### **Possible Causes:**

Could it be the head gasket gone? This could be one of the causes, but before you tear the engine down, look for a simpler solution. If the coolant level is constantly low and no leaks are detected, then it could point to a blown head gasket.

A radiator pressure cap which is down on pressure will allow water to bypass it and down the overflow pipe to the ground. If an expansion tank is fitted, ensure a plain cap is fitted to the radiator and the pressure cap to the expansion tank. A good modification is to fit an expansion tank kit if the car is not fitted with one. This will save water loss going via the overflow pipe onto the ground. A full radiator is a good radiator!

The electric cooling fan (if fitted) is not cutting in. Equally bad could be that the fan has been connected incorrectly and is blowing air out of the radiator instead of sucking it through. Stand in front of the radiator grill and if a north easterly wind is blowing up your trouser leg then you will know what has happened. The switch that turns on the cooling fan is called an 'Otter' switch and can be found either in the top or

bottom of the radiator. For the 1968 to 1976 era Plus 8 models, this switch can be found at the top of the inlet manifold held in place by three screws.

The thermostat could be jammed partly or fully closed. The symptoms for this will become very apparent, as the car will boil over very quickly.

A slack 'fan' pulley belt would be another item to look at, but the low charge rate of the dynamo / alternator should have given warning on the voltmeter / ammeter that something was not quite right.

Removing the water pump for a full examination may also prove useful. It has been known to find the pump impellor has become loose on the shaft and is 'freewheeling' thus pumping no water at all.

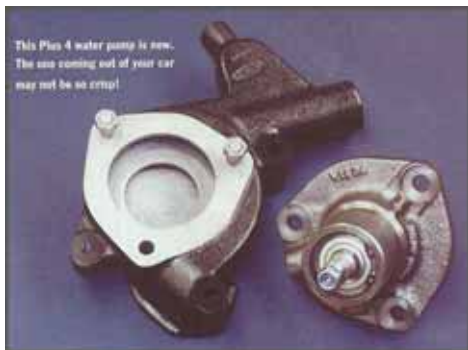
The radiator could be partly blocked. Remove it from the car and send it away to a specialist radiator company to carry out a flow check. If fully or partly blocked, a high density new core fitted is considerably cheaper than a whole new radiator and will improve cooling over the standard design.

An alternative choice, particularly if the engine has been tuned, is to go for a new aluminium radiator which is both lighter and has even more cooling efficiency abilities. When refilling the radiator with coolant, it is essential to add antifreeze to the correct strength. Antifreeze has an inhibitor contained in it which is essential to protect the alloy block engines of today.

The gauge maybe showing the engine is running hot, but is it actually? A faulty temperature sender and or gauge maybe the culprit. Has the temperature sender just been changed? Was it compatible with the Morgan gauges?

A Ford or Rover sender unit purchased from your corner shop will not be correct for your car. A typical reading with the wrong sender will show full needle deflection within minutes of you starting the engine. Cars of the 1970 to 1990 era will have a voltage stabilizer fitted. A high gauge reading will be seen if this has a poor earth or indeed has failed completely.

Too many badges fitted on a badge bar will



partly mask the intake area and could cause the car to run slightly hot. If you do not wish to remove the badges, one method is to turn the badge bar upside down, thus lowering the badges and therefore less restrictive to the air flow to the bottom of the radiator, where more of the cooling takes place.

If additional cooling is still sought because the car is driven in particularly hot climatic conditions, or has a highly modified engine, then aides such as fitting an



American style air box scoop and oil cooler would all help to bring the temperature down. The important factor here is not to do this until all the other avenues have been investigated and signed off as being satisfactory.

ED: Thanks to Melvyn Rutter for allowing



us to reproduce his article from the Morgan World International, Issue 24.

Has anyone fitted an oil cooler to their Morgan? If so can you please provide me with some details, so I can run a follow up article?

In the December 1996 Ear, two photographs appeared of Craig Atkins early (1938) 4.4. There was also a note saying that this was the car I had started restoring.

Well to elaborate on this story.

I bought the car from a chap somewhere up Lake Macquarie way; John Coneybeare remembers it was owned by an employee of Todd Hamilton. John's memory on this aspect is better than mine. Keeping in mind it was the late 1970's.

It was to be the first of many cars that I have restored, culminating in what is now known as the "ex-Graham Dell +4"

Back to the 4.4!

I picked it up in a borrowed ute, a heap of bits and pieces. They included a chassis, motor, and Singer gearbox. The wood was unusable and the panels were in really bad shape. There were no instruments and in fact, there wasn't much at all. It still cost me \$4,500. When it arrived home, my mother enquired, "Are you going to the tip son, or did you just

come back?"

I started on the woodwork first. I really mean, a carpenter friend started on the woodwork. He could make most of the simple parts, except the door rockers. They were made by Keith Simpson of Riley

fame. A brilliant wood man but he was slow and expensive.

I made the rear mudguard bits; Morgan uses a jig and steam. I made the banana shape plywood sections

and glued the right amount together to make this most difficult part, then primed, undercoated and painted all the bits black with it ready to assemble on the chassis.

I then enrolled in a sheet metal course at

TAFE as a self employed Vintage Car Restorer which enabled me to make the spare wheel panel as well as the door skins. Doing the wiring of the spare wheel panel was simple and rewarding. Many swap meet visits unearthed

the instruments. They were common to a few period English cars.

As John Coneybeare had "acquired" the original gearbox, I needed to source





another one. A chap in Balmain had one as well as front and rear mud guards. I only bought the gearbox at that stage. By the time I found out that my mud guards were beyond repair, he had moved to Adelaide, obviously taking the guards with him. I went to a Grand Prix in Adelaide sometime after and contacted him and found my way right across the city and bought the guards and had them shipped back to Sydney.

I was still short of a lot of hardware e.g. shock absorbers, steering wheel, radiator and cowl plus various heavy bits that luckily fitted into an airline carry-on bag. These were bought from a Morgan dealer in London that I found while on holidays in the UK. On the way home, the airline x-ray staff were astounded because they said amongst themselves "hey, come and look at what this chap has got in his bag". After deciding it was not parts of a bomb and enquiring what it all was, he told me he was restoring an old Land Rover. The lengthy queue behind was not amused. All our clothes were emptied out to pack it in a suitcase. The clothes were sent back to Australia later. Our holiday to England was really a Morgan parts hunt.

I now had a 1938 4.4, the tenth one made (pre war) as a rolling chassis with woodwork attached, spare wheel panel but without the front and rear mudguards repaired and fitted. This entire saga was recorded in the Morgan Ear over a few months.

About this time, the tax office advised me that I owed them \$20,000. Lucky for me miracles do happen and I got a call from Craig Atkins in Perth. "I've been reading your articles in the Ear and wondering

whether you would sell your 4.4?" Well with a \$20,000 tax bill, most would sell!

Craig agreed to pay me what it owed me which was \$13,000 and said he would come to Sydney to seal the deal after seeing my "project" of course! Phew! I then got a call from him to say he was at Ken Ward's house trying to convince Ken to sell back to him his father's 1936 Coventry Climax 4.4. If Ken would not sell, then he would complete his purchase for my 1938 one.

Well, we all know that Ken never sold anything. An example, I needed 2 "rabbit ears", the ones that tighten the windscreen on the fold down section. I tried for months, even called him "Ken the Keeper" in my Ear articles. He promised and promised until I fronted on his doorstep and finally got them. Well "Ken the Keeper" would not part with the Coventry Climax that Craig wanted even if it had rested untouched in a garage for the previous 20 years. As a matter of interest, it sold at the auction held in his shed after he died. Craig Atkins was the under bidder to Rex Vincent. Apparently, Craig's wife had told him in no uncertain manner not to buy it.

Back to the 4.4 of mine. Craig had it shipped back to WA and finished it off.

Later, he converted it to a racing car and for the last 25 years he has been racing it.

This car features on the back cover of his book "Morgans in OZ". It started off as a pile of bits from Lake Macquarie and ended up as a racing car in Western Australia!

Many of us have been left stranded and confused by electrical problems, but if you work logically you can usually track them down surprisingly quickly.

Think of a circuit in terms of its elements; at its most basic it will simply contain the battery, a switch, a fuse and a consumer, such as a bulb, plus the earth-return circuit.

A multimeter is an essential piece of kit to help you test each of these. More expensive units will include a larger range of functions, and should have an auto-ranging facility. This enables you to merely select, for example, ohms.

The meter will then automatically adjust to display small figures for a coil's primary circuit, or large ones for its secondary circuit. Even basic multimeters without this function will however give you the readings you need once you've established the correct range.

*Remember basic maintenance: ensure that connections and terminals are clean, and that earthing points are rust-free.*

When testing the battery on a negative-earth car, connect the meter's black lead to a good earth, and the red lead to the test point. On positive-earth cars, it's the other

way around.

## Common Functions

The meter shown below is a basic model but it includes the most commonly used functions. The 'volts DC' range is in the upper left quarter. The continuity function is the white buzzer symbol near the bottom.

*Ensure that the leads are positioned in the correct jacks for the measurement.*

## Testing the Battery

To ensure that your battery is in good order, select 'volts DC'. If it's not a self-ranging meter, turn the dial to the 20V setting.

Place the probes on the relevant battery terminals. You should see around 12V.

Just above is fine; below 11.5V means that the battery needs charging or replacing.

## Charging System

Start the car's engine and give it a few seconds to settle.

With the meter in the same configuration as for the battery test, place the probes across the terminals again.

This time, you're looking for a reading of 14V to 15V.



A lower reading indicates that the battery isn't receiving sufficient charge.

### Measuring Resistance

*Never measure resistance in a live circuit.*

So if you want to check a coil, you first have to disconnect it and/or remove it.

Select 'ohms' and connect the meter across the coil terminals. Check your car's manual for the correct reading; it differs on cars with ballast and non-ballast ignition systems.

### Checking Continuity

This enables you to prove whether switches or fuses are working. The continuity is illustrated via an audible buzzer.

Select "continuity test" and connect the probes to the test piece. The buzzer will sound if a closed circuit is established, such as when a fuse is intact or a healthy switch is in its 'on' position.

### Power at a Component

You can find out whether power is reaching a component by testing its socket.

When the circuit is energised, you should see a reading of around 12V.

If you do, and the component doesn't work, you've established that the problem is with

the part itself rather than any other bit of its circuit.

### Battery Drain – Part One

This solution needs your classic to be of an age where it has a decent number of fuses.

Connect the leads to the correct jacks, as shown, and select the IOA range.

Disconnect the battery's negative cable and put the multimeter between the cable and its terminal, so it's 'in series' with the battery.

### Battery Drain - Part Two

Do not put any additional loads through the battery during this test, and do not start the engine. Without a drain, the readout should be almost zero. Anything above about 25mA shows a drain. Pull out fuses one at a time. When the reading drops, you've found the circuit that the drain is on.

*ED: Thanks to MogLog for allowing us to use this article from their December 2013 magazine. They also refer to Sealey ([www.sealey.co.uk](http://www.sealey.co.uk)) and Machine Mart ([www.machinemart.co.uk](http://www.machinemart.co.uk)) as useful contacts.*



# AN OLD OWNERS DREAM

Geoff Smedley

In the beginning, I purchased this beautiful Morgan Plus 4, the last of the flat-rads.

Having owned Morgans in my youth, this to me was the last of the real "turn-on cars" ever built (apologies to the youngsters).

As always, it needed to be bent into shape to suit its new owner.

The first thing was to remove the paint to reveal just what was underneath.

To my surprise, I had inherited some beautiful sculpture work covered up by heavy coatings of white enamel paint.

Removing the enamel revealed the true picture of the work needed.

Before this, little things like complete new doors were needed. A body frame check was done and replacements were made where necessary.

A complete rear panel was needed to accommodate the wider radial spare tyres.

The TR2 engine was found to be original but had been totally rebuilt to TR4 specs with all new parts, (sleeves pistons etc.). Heavy duty con rods with mains and big-end bearings (.010), a new oil pump, a water pump and the filter modified to take the spin-on type and the cylinder head fitted with new valves and guides so it could run on unleaded petrol.

A pair of larger H6 SU carburettors now feed the engine while a new exhaust manifold, a new starter motor and all new electrics including wiring loom were fitted.

The flywheel was lightened by 6 pounds and a new diaphragm type clutch was fitted

to accept a fully reconditioned Ford Sierra 5 speed gearbox (replacing the original Moss box that left a lot to be desired).

All new hydraulic cylinders (from a Range Rover) and lines now operate the light clutch, mainly to keep it all British.

All new chrome was done as well as new parts where necessary.

A new safety glass screen plus a pair of "Brooklands" aero screens were also fitted.

There were many "other whims" added along the way. All of it was required to add to the enjoyment of owning my "turn-on" Morgan.

All work was carried out by a bloke that now loves to tackle the winding roads of Tasmania.

Not bad for a "82 year old Morgan Old Fart!"







## REPLICATING KEN WARD'S MORGAN *Simon Ashby*

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*Here's the latest progress on Simon's project which continues on from last month's report:*

The weather has now improved here and with the warmer days and longer evenings, it has given me the push to really crack on with the twin cam. Most of the stripping out is complete now apart from a few wires under the bulkhead.

We have dropped the dash and are selecting the wires we need to retain. As we are building an "out and out racer" only a few wires will be needed. Now we are getting into the cleaner part of the job it feels like we are getting somewhere, new parts are going on and the smell of paint is in the air!

We collected the engine last week from David Gathercole. The engine was mated to the gearbox with the clutch pre-assembled. We thought this way we wouldn't get into much of a muddle with clutch spacing etc.

Before the engine was fitted, we needed to fit the steering column. Access was going to be much easier with the engine bay clear. The old steering box was fairly straightforward to remove once the drop arm had been cracked off. We did this with a steel drift to remove the arm from the splines.

We cut 2 plates and fitted them either side of the bulkhead. The plates were 1.2mm stainless, so with the bulkhead sandwiched in between the job was a good one. With another bracket fitted under the dash to support the column, we were ready to fit

the new shaft in position.

I must admit we couldn't see how a 2014 steering shaft was going to fit a 1964 hand-made car!

We shouldn't have worried because it was millimetre perfect.

After celebrating our good luck we started the tightening. We were instructed that care must be taken when tightening the pinch bolt on the steering box as over tightening can give dull spots when the steering wheel is turned. We fitted all the bolts then tightened them slowly and in sequence. When tight the wheel turned very well. I think luck was on our side this weekend!

With the engine bay now stripped and clean, I was able to cut out and enlarge the exhaust exit hole. Noel Bryen had sent me pictures of Ken's engine bay and I simply copied it! This was when I started to really imagine the size of the new exhaust.

Then, with the cutting complete, I sprayed out the engine bay before the engine was offered up for fitting.

Fitting the engine turned out to be relatively straight forward with no major dramas.

The engine block's mounting points were the same as the pre-crossflow; the main difference was the twin Webbers that protruded quite a bit. The engine was picked up with just one sling and the trolley pushed under the engine bay when the engine was high enough. Then the gearbox was pushed downwards manually

to allow the tail shaft to enter the tunnel hole. Once through the hole, we relaxed a little as we knew the hard part was over. The mounting bolts were fixed and the strap removed.

The unit was no heavier than the crossflow as we now have an aluminium bell housing and gearbox.

I knew that the exhaust fitting was going to be a major job as there isn't an "off the shelf" system available. I searched the internet and eventually found a similar system for a Ford Anglia with a sweptback exit collector. This I thought would be the best way forward so purchased it.

When it arrived I was very pleased with the choice, but there was still a lot to be done to get the 4 tubes out the side of the car through the enlarged hole.

After 2 days of thinking, measuring, cutting and shutting, the 4 tubes were finally gathered together in the correct position.

The length of tube 4 had to be shortened just slightly (25mm) but the other 3 lengths stayed the same, which was pleasing.

I will be talking to Noel soon about the heat from the exhaust. My exhaust has only 20mm clearance from the bodywork so hopefully Noel's experience of heat protection will help here.

With the collector now poking out under the wing it should now give me an easier job to fit the silencer.

Other jobs completed were the removal of the front callipers.

We are going to be fitting new stainless pistons and seals so the old pistons needed removing. One side was easy but the other side needed 120psi of air to push it out! When it did pop out, it was really badly pitted and definitely need replacing. A good job done!

The pedal box assembly was also dismantled and cleaned. There was a little sign of wear but nothing serious so it was cleaned, greased and re-assembled.

We have now made up our shopping list, which is quite long! So we can start refreshing the rest of the removed parts.

## BREAKING NEWS.....

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From the Morgan announcement for the Geneva Motor Show:

- The new 2014 **Plus 4** will benefit from a new powerful Ford 2.0 litre engine that offers stronger performance and improved environmental credentials.
- The **Roadster** is available in 2 or 4 seat configurations.

Morgan **3 Wheeler** appears in new book titled *Nitro Express* by Robert Blake Whitehill.

James Morris (son of Steve Morris - MD MMC) may be coming along to one of our general meetings to give us a short presentation on "**Life in the Factory**". James worked in the factory during his university breaks.



We first heard that a 3 Wheeler was available for purchase via our VICMOG Club President, Chris Page. Emails and photos were forwarded, but we were not initially interested as Mike was still keen to replace his race car.

After a meeting at Chris's home and a thorough examination of his MX4 Super Sports (with some gentle persuading), we made contact with the owner, Ray Warren in South Australia.

Ray had purchased the car in England around twelve years prior at auction on 11 June 2002 at the *"Exceptional Motor Cars and Automobilia: The Best of British Motoring"* at Christies for a hammer price of £8,226.

At the time, it had the number plate ANR 277 with chassis number D1690 and engine number MX21676. It was one of the rarer air cooled Matchless engines. Ray had the car shipped to Australia and he stored it alongside his numerous motorcycles and other 3 wheelers. He then realised he needed the space, and so he put the Super Sports on the market.

A trip and a few days touring in South Australia resulted in the Super Sports coming to South Gippsland in Victoria.

The vehicle came with a motor in pieces (missing some components), all the body and chassis parts as well as a registration booklet. This booklet states that the vehicle was originally registered on 22 September 1937, and was last registered on the 18 March 1966. The owner was Leslie Frederick George Banham from

Chelmsford Essex.

Since the purchase and with the great support from the Three Wheeler Club in the UK as well as some Victorian 3 Wheeler owners from VICMOG, I have completed the woodwork and the chassis.

Next, it is my intention to make it a rolling chassis, and I'm waiting on parts from the UK. On joining the club we have been informed by the Club Registrar, Steve Lister that the club records indicate:

Model – Super Sports/ Engine – MX2/676/  
Colour – Green/ Gearbox number – 2415/  
Body Number – 1201 (despatched on the 8 November 1936 to Colmore Depot in Leicester - the Leicester Morgan Agent).

It was one of the 5 Morgans at the 1936 Motorcycle Show.

On return to Victoria, via a visit to Paul Anderson in Daylesford, and Terry Doyle in Kew to see the car, I proceeded to dismantle the car to the chassis and discovered some of the chassis lugs broken (Steel castings that hold the tubes together).

Peter French had some new tube in his shed along with some other 3 Wheeler bits that he kindly donated to the cause. The search in the UK for lug suppliers led me to one supplier having the required ones, and fortunately they were in stock. I expected to pay around £25 each but to my dismay they were seventy quid each plus a whopping £40 postage. We gritted our teeth and forged on. Currently, I have a completely re-tubed chassis which has been painted and finished sitting in the

shed.

On dismantling the woodwork, I sought advice from a number of members and settled on 18 mm marine ply and American white ash for the lengths I needed to bend. I completed the woodwork after a visit to Chris Pages to make a template and to take some photos of the rear woodwork. The rear woodwork was no longer in existence on our car.

Chris also advised of a good source of 4.00 x 18 tyres for a 3 wheeler, so I had the wheels trued, broken spokes replaced, blasted and painted then fitted with the new tyres. (I hope to have the car completed before they go too hard!)

My next visit was to Terry Doyles with the engine components and to show Terry what was missing and to grill him for more information. The part I was most concerned about was the back half of the crankcase which was missing. Between Terry and Chris, they located a crankcase which made it feel like "all my Christmas' had come at once".

Terry advised the use of S&S Harley con rods, so on a search of the internet, I discovered S&S rods for \$600. The standard Harley rods are \$250. I spoke to Terry and settled on the standard rods. While searching the internet, I decided to look at race con rods and found some in the USA; 4340 billet rods with 4130 inserts for \$115 delivered. They are almost too good to hide in an engine.

I was informed by one of the local car enthusiasts (yes, there are some down here in South Gippy!) that there was a guy near Loch who had a great wheeling machine and was pretty handy with it. I took the front dummy radiator (my car is air

cooled) to him and he was keen to have a go at wheeling up the brass. I raced off to Melbourne and purchased a sheet of 1mm brass and Rick proceeded in wheeling up the pieces for me. Brass is hard to work with and I also needed to make a jig to hold it all in shape to solder it together. I have certainly refined my soldering skills and am very satisfied with the result.

I also had Rick wheel up a spare wheel cover which looked fantastic until I dropped it and creased the bottom edge. Lucky the garage is a long way from the neighbours!

Dealing with the English suppliers has had its moments. Chris advised me that he waited two years for a new steering wheel. I now understand what he was trying to tell me, as I ordered a pair of front sliders in October, got the price in November (£160) then in December received the price of postage and packaging (£60), agreed to the price and then was informed there would be a delay due to a machinery breakdown. Still waiting!!

The Morgan Three Wheeler Club on the other hand has extensive spares and is fantastic to deal with. They will post whatever is ordered in a couple of days and send an account with it. They must have forgotten that we come from convict stock!

The 3 Wheeler, as like other Morgans we have owned has created great interest and we have had numerous visits from many friends checking the progress.

We intend to travel to the UK this year to pick up more Morgan parts, and whilst there visit the Morgan Factory and tour some of the 3 Wheeler companies.





## 2014 NORTHAM FLYING 50

*Richard Palmer*

On a wonderful early autumn Sunday morning, five Morgan's met at Midland and drove the scenic route to Northam, some 100kms inland from Perth and over the Perth Hills. The convoy included an Aero Max, a 1976 4/4, a 2013 4/4, an early 1980's Plus 8 and far more modern Aero 8; a good range of cars for the static display that was to follow later in the day.

In 2013, the Morgan's performed some demonstration laps but this year it was another clubs turn (sadly, as it was a lot of fun!).

After arriving, parking up the Morgans, the owners had built up a substantial appetite and headed for breakfast (what else?). A day of enjoying static displays followed, including MG, Jaguar, TVR, Ferrari, Porsche, Triumph and many more. In previous years, the Morgan display had won best in show.

The whole event was arranged by the Vintage Sports Car Club of WA. Formally known as the Vintage-on-Avon, the Northam Flying Fifty is a two-day event and is traditionally held in March or April each year.

The event encompasses a hill climb at Mount Ommanney on Saturday with the "round the houses" re-enactment on Sunday. The town of Northam hosted the first of five "round the houses" races in 1952 with the first races being run over a 2.2 mile (3.5 km) circuit south of the town. In later years, a second circuit was laid out north of the town centre. In 1999, the VSCC and town of Northam joined forces to re-create "round the houses" racing.

Extensive support from the Shire of Northam and the local business community allows for the centre of Northam to be closed to regular traffic during the event.

The Northam 2014 Flying 50 is action packed with historic and modern motor competition and car displays all weekend plus a Free Family Fun Zone in the main street on Sunday (I don't believe this was utilised by the WA Morgan owners; or at least no photos exist).

On the Sunday, the streets are transformed for the "round the houses" regularity competitions, the Northam Flying 50 and 21 events featuring about 100 historic and classic racing and sports cars.

Included was a very early Morgan, entered by Craig Atkins. The aim is to set a time and remain the same on subsequent laps. I was quite surprised at how consistent some cars were. It was great to see so many cars, both single seaters and road cars competing. Everything from a Fiat 125T, Ford GT40 (it was really quick), MG's, Fords, Holdens (the old Shire Police car was amongst them) and many more took part. The pits were open so you could walk past and get up close to the cars. It was a day of showing that such events could be accessible, fun and safe without the need to have visible red tape. It would be hard to imagine where else would allow the transformation of the town centre into a racing track; not as much for commercial gain, but to have a great day out. Well done Northam and the competitors who made it so enjoyable.

# MINUTES OF MOCA INC GENERAL MEETING

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

Meeting opened at 8.15 p.m.

## Apologies:

V. Dale-Johnson, L. Barker, B and P Williams, P and S Chatfield, D and J Fletcher, J. Jodeikin, P and M Barnes, M and G Scott, B. Little, A. Brancourt and M. Sanders.

## Welcome:

Geoff Hollings chaired the meeting and extended a special welcome to long-time members Roger Shawyer and Richard Rogers, and also to their guest Gordon Craig from MSCC Northern California who is also the editor of their club magazine "The Morgazette".

Geoff also welcomed Norm Nolan who has re-joined the club after a long absence. Norm relayed the story of his early Morgan, and has recently acquired an Anniversary model Plus 8.

## Minutes:

Minutes of the General Meeting held 6th March 2014, as published in the Morgan Ear were accepted.

## Matter arising from the Minutes:

None

Motion: that the Minutes be accepted.

Moved Robin Sanders seconded Jean Elborn - carried unanimously

## Applications for Membership:

Full:

- Peter Goldsmith, SA, 2012 4/4
- Karen Nash NSW, 1983 4/4.
- Jori Barzac, NSW, 1985 Plus 8

- Robert Carter, SA 1974 Plus 8

Family:

- David Nash, NSW
- Janet Bonner, SA

Motion: that the applications be accepted.

Moved Peter Gow seconded John Wroe – carried unanimously

## Correspondence:

Various club magazines

## Accounts to be paid:

- Australia Post (P.O.Box Rental) \$112.00
- Australia Post (Ear postage) Feb \$189.02
- Australia Post (Ear postage) March/April \$405.78
- CSCA Affiliation Fees \$75.00
- Refund for Megalong Valley breakfast \$161.04
- **Sub Total \$942.84**

Peter Canavan suggested that the Club make a donation to Fagan Park for the use of their property for last year's Plates Day Breakfast. It was also suggested that a similar donation be made to the Megalong Rural Fire Service for the use of their facilities for our recent Breakfast Run. After discussion it was decided that an amount of \$200 should be paid to each of these organisations as a thank you from our club for the assistance given in providing excellent locations for our events.

- Fagan Park Trust Donation \$200.00
- Megalong Rural Fire Service Donation \$200.00
- **Total Accounts to be Paid \$1,342.84**

Motion: that the Accounts be paid and Donations made.

Moved Stan Jodeikin seconded Graham Dell - carried unanimously

**Committee Reports:**

**President:** Absent

**Vice President:**

Geoff mentioned the recently published articles in "Miscellany" and "Mog" regarding the Mozzie Tour, and thanked Judy and Sue for their efforts in promoting the tour and the club.

**Treasurer:** Absent

Geoff read details from the Treasurer's Report which had been prepared by Louise.

Account Balances (as at 31st March 2014):

- General Account \$11,277.77
- Investment Account \$10,940.28
- Term Deposit \$19,324.32  
Rate: 2.50%pa. Maturing: 18th May 2014
- **Total Balances** \$41,542.37

Motion: that the Treasurer's Report be accepted.

Moved Graham Dell seconded John Coneybeare – carried unanimously

**Secretary:** No report.

**Club Captain:**

Graham mentioned the historic photo gracing the cover of the recent Triumph Club magazine showing Bruce Callahan driving his 1951 Plus 4 Morgan at a Sydney race meeting in the late 1960s or early 1970's. He commented that it was nice to see a Morgan on the cover of another club's magazine.

Graham said that the recent club outings

had been very well attended, despite the inclement weather on a couple of occasions – at the morning tea run to Ebenezer, there were only 2 Morgans (Bob Little and Andrew Lippold), and most of the others brought their 4WD's!

Upcoming events include a run to St. Alban's Pub for lunch on Sunday 13th April.

On Thursday 24th April, members are invited to bring their Morgans to the Deckhouse Café, Woolwich Dock, in Hunters Hill for a coffee run. Parking is available in the public car park near the cafe.

May 18th is National Motoring Heritage Day and we have accepted an invitation to join other car clubs at Berry Showgrounds for a display. See Calendar for details.

Graham invited Geoff Hollings to report on arrangements for Christmas in July. Geoff reported that 29 rooms had been booked at Armidale and that members were coming from Sydney, Regional NSW and Qld.

**Competition Secretary:**

Ross said there had been no meetings since February, and the next scheduled event was the Jaguar day in June.

**Editor:**

Peter apologised for the spelling mistake in the last Ear, and advised that the closing date for the next edition will be 13th April. As he is going on vacation, Geoff Hollings will be editing the following magazine.

**Regalia:**

Amanda thanked people for picking up the goods they had ordered, and advised that she and Sharon had made some decisions

for new garments for Autumn/Winter wear, including a Merino V-necked knitted jumper which will be available in navy, in a limited size range. Wellington jackets and a similar style for ladies will also be available.

### **Registrar:**

Stan gave details of the number of Morgans for sale at the moment; some 17 – 20 cars, including 4/4s, Plus 4's and Plus 8's.

Stan also explained the schedule he has produced for the Flag Marshall positions at Eastern Creek for the MOCA Supersprint. Many places have been allocated, but he is still in need of more volunteers to fill some of the ½ day spots at various locations around the track. Trainees and Licenced Flaggies are all welcome. Information will be published in the next Ear.

### **Delegates:**

CAMS: No meeting. Nothing to report.

CMC: Absent

Assoc. of British Cars: Peter advised that 25 tickets would be ordered for the All British Display Day at Kings School on 31st August. Information will be distributed to clubs regarding entry and exit points, and allocated display areas.

### **Membership Secretary:**

Cully reported that membership renewals were still being received. Current membership is 166 Full Members, 12 Associate Members and 42 Family Members.

### **General Business:**

#### *Phil Spencer Trophy Proposal:*

Peter Canavan was invited to speak to the meeting about the allocation of trophies, and in particular the Phil Spencer Trophy. Peter reminded members that an

explanation of the new criteria for the awarding of this trophy had been published in the Ear. Generally the club was looking at recognising the efforts of officials and not just competitors in racing events. Equal points would be allocated to officials at CSCA and HSRCA racing events. See details in the article on page 25 – “Amendment to MOCA Rules”. A vote on this proposal will be held at the next General Meeting.

Visitor to the meeting, Gordon Craig from the US was invited to speak to members regarding the reason for his visit to Australia, and his previous meeting with Richard and Roger when they visited the US several years ago. Gordon was being entertained in true MOCA style and will be attending the club run to St. Albans during the month. He was asked about the new 3-wheelers and he explained that there are several in his area of the States, and they are regularly seen on club runs.

### **Technical Discussion:**

John Wroe reported on his progress in restoring his Plus 8 and invited interested members to visit his workshop to see the stripped down vehicle.

Roger Shawyer spoke to the meeting about the “NBC” which had evolved from eMog. Roger said the site had 112 members and is a fun group of Morganeers who enjoy sharing their stories and experiences, and like-minded club members were welcome to join the group.

Col Davidson announced that he needs a dashboard pattern for a 1954 4/4.

Stan announced that his Morgan is having its 60th Birthday this year and that he is going to give it some special treats!

John Wroe opened a general discussion on



the availability of welding gas cylinders, and there were various suggestions of suppliers and equipment that were more economical than hiring bottles.

There being no further business the meeting closed at 9.10 pm.

## NOTHING COMES CLOSE

*Peter Gow*

There are a few interesting comments from the latest Mazda Magazine about the MX5 turning 25 years old.

*“Just as Mazda reinvented the roadster, so Morgan reinvented its 3 Wheeler based on the 1920 Morgan Super Aero”.*

Here is what they had to say about the 3 Wheeler:

*“Driving the 3 Wheeler feels as though you’re the pilot of a World War 1 biplane - goggles, a flying hat, leather gloves and silk scarf are all obligatory, given how exposed to the elements you are. The steering wheel rests on the drivers lap,*

*elbows are in the airstream and the V-twin sounds like a tugboat and pulls like one too. Among these alien sensations is a reassuringly familiar action - the 5 speed transmission from the MX 5”.*

ED: We won't mention the war or the fact that the MX 5 is a relative “baby” compared to the blood lines and anthropology of a Morgan.

Are they really saying that the only good thing about the new 3 Wheeler is the gearbox? Maybe some of us like the airstream (the wind in our hair) and the alien sensations (feel on the road)?

# Morgan Service

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doing engine, diff, front end & king pin rebuilds  
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# CALENDAR OF EVENTS 2014

## MAY

\* event included in Social points score competition

Thu 1*	NSW	<b>MOCA General Meeting</b> , Ryde Eastwood Leagues Club. 8pm.
Sun 18*	NSW	National Motoring Heritage Day. Club Run. MOCA will be joining other classic vehicles at Berry Showgrounds. Display Day organised by Shoalhaven Historic Vehicle Club. Meet at Heathcote McDonalds 8.00am for 8.30 departure. Contact: Graham Mitchell 0418 210 834
Sun 18	QLD	Mcleans Bridge at Lakeside. <i>Not an organised club run</i> but there is always allocated space for Morgans. Great static display of cars
Sun 18	QLD	National Motoring Heritage Day. A day run through Springbrook, Murwillumbah and includes a visit to the Natural Bridge.
Thu 29	NSW	Mid-week Run to George IV Inn, Picton. For those travelling from the south, meet Vern at McDonalds Heathcote at 9.45am for 10.15am departure. For those travelling from the north, meet Club Captain at McDonalds Liverpool, corner. Hume Highway and Atkinson Street. 10.15am for 10.45am departure. Contact Organiser Vern Dale-Johnson 0416 397 124. (More details in President's Report)

## JUNE

Thu 5*	NSW	<b>MOCA General Meeting</b> , Ryde Eastwood Leagues Club. 8pm.
Fri 13 - Sat 14	QLD	Overnight at Nanango and a visit to some of the attractions of the South Burnett
Sun 15*	NSW	Club Run to Ian and Barbara Smith's house at Blackheath for a 'souper' lunch. Meet at Kurrajong Village, 10am for 11am departure. Contact Organiser Jim Wilcock 9913 1632.

## DIARY DATES

<b>JULY</b> Fri 25-Sun 27*	NSW	Christmas in July. Also an extended tour north from Tue 22 July to Fri 1 August. Contact Geoff & Stephanie Hollings 02 9449 8422
<b>AUGUST</b> Sat 16	NSW	MOCA Supersprint
<b>NOVEMBER</b> Sat 15	NSW	Annual Awards Luncheon

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



DRIVEN AT HEART.

# Cremorne Prestige Service

## Sydney's leading Morgan repairer

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



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