A man with short brown hair and glasses is smiling at the camera. He is wearing a blue racing suit with white reflective stripes across the chest and on the sleeves. He has his hands on his hips and is standing in front of a vertical-slatted wooden fence. The background shows some green foliage. The overall tone is casual and personal.

May 2006

The Morgan Ear

Stylish new 4-seater joins the classic Morgan range



With 97 years of sports car heritage and tradition, the range of Morgan sports cars has never been better, or offered a wider choice of models. The latest additions are the new 4-seater versions of the Roadster and Plus 4, as revealed at the 2006

The current model range is as follows:

Model	Engine	Price*
Morgan Roadster 4-seater	3.0 litre Ford V6	\$156 821*
Morgan Roadster	3.0 litre Ford V6	\$148 579*
Morgan Plus 4 4-seater	2.0 litre Ford I4	\$131 821*
Morgan Plus 4	2.0 litre Ford I4	\$122 371*
Morgan 4/4 70th Anniversary	1.8 litre Ford I4	\$112 921*
Morgan 4/4	1.8 litre Ford I4	\$104 521*

Geneva Motor Show. Now featuring the new easy to use soft top, the spacious new 4-seater models add a touch of extra practicality for the Morganeer who needs more space. The rear seats are of a fold down design, easily turning the rear

passenger area into a handy and spacious luggage area, without compromising the classic Morgan sports car driving experience. The current range of classic Morgan models available in Australia is as follows:



**Note: These "drive-away" retail prices apply to deliveries in Victoria, through Morgan Melbourne, part of the ZAGAME Automotive Group Pty Ltd (LMCT 9479). All models have leather trim, twin airbags, electrically heated windscreen and clear underseal as part of the standard specification. Prices exclude options. **Note: Morgan Roadster 4-seater illustrated. Metallic paint (\$1890) and 18" stainless steel wire wheels (\$9450) optional. Australian cars feature polished walnut dash and twin airbags. Woodrim steering wheel not available in Australia.

All enquiries should be directed to: Chris van Wyk
Morgan Cars Australia Pty Ltd, Level 1, 116 Cremorne Street,
Richmond, Victoria 3121. Tel: 8420 8009 Fax: 03 8420 6644
Email: chris@morgancars.com.au Site: www.morgancars.com.au


MORGAN MOTOR COMPANY
DRIVEN AT HEART

The Morgan Ear

The magazine of the
MORGAN OWNERS' CLUB OF AUSTRALIA INC.
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VICMOG Office Bearers for 2003/2004

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Vice President	John Allgood	03 9844 2003
Joint Secretary	Don & Aurora Johnson	03 9830 0945

NOW LEAR THIS !!

I know that I have said this before but time really is flying past; Easter has come and gone, we can take our Morgans out without worrying about overheating now that autumn is showing herself. I've had to make Mymog wait for her replacement Steering Box Lubricant I bought from Penrite the other day to try and ease the steering effort. This is wood cutting time.

If I don't get ahead in the Autumn I know that come winter I shall be out in the paddock most days with the chainsaw in the back of the ute trying to keep up. Oh! It's hard living in the country you know!

I've got the original steering box from Tim's +8 that he replaced with a Gemma box but I'm still trying to pluck up enough courage to dismantle it for the parts to replace those worn in my box. I can't replace the complete box because Tim's car has a collapsible steering column whereas mine is the old chest impaling type. I did ask Santa Claus for a new Gemma box last Christmas but it fell on deaf ears unless, perhaps, maybe this Christmas?

Talking of Penrite, although I have never used their oils I notice from their website that they have a beut selection. From special oil for SU damping (hear that Bob?) to engine oils for Vintage and Veteran Vehicles to a Classic Car Coolant and they're an Australian owned company as well.

Cheers

Neil

PS The cover this month is of the Wall family or the male part thereof relaxing at the track the other day.

Greetings, and welcome to May.

It has been a quiet month for me on the Morgan front. Family commitments prevented our attendance on the April social run and even tentative plans to head to Mudgee for the Wings and Wheels tour over Easter came to naught. From the reports I have read it was a good weekend. Both Roy Segrott and Graeme Downer made the trip from Sydney and they thoroughly enjoyed themselves. Oh well, I suppose I saved some petrol.....

Instead, I spent a few fruitful days in the shed working on the 4 seater 4/4, and it is coming along nicely. The new leatherwork looks good (if I do say so myself) and the painting is complete. The front wings are back on and the Anzac day holiday should see the rear wings and peripheral bits and pieces re acquainted with the body.

I still have a few hours to spend coaxing the grille back into the right shape and the front bumper – well, that's an entirely separate problem. I have managed to coerce it back into one general direction, but it still has a long way to go. If anyone has a Ford Anglia bumper in the shed or under the bed, I would be most grateful. My panel beating skills will be stretched to the limit over the next few sessions working on it. At the present rate of progress I should have the car complete and ready for sale within a couple of months.

However, the Boss is already making noises about how nice it would be to have two cars to go on club runs and Babe (Karina) has similar plans. She is learning to drive and thinks that the Moggie is THE car for her. And me? I just want the space in the shed and the financial liberation that will come with it.

On to matters that affect all of us, and the recent committee meeting was highlighted by much discussion over the costs of running the club, and our treasurer presented a detailed synopsis of where the funds are going. In recent times we have had a few extraordinary months as far as outgoings are concerned, including the printing of the new constitution, the 2006 calendar and some special editions of The Ear. We have also been relatively generous in subsidising those events that the majority of the club attends, such as the Annual Dinner, Dawn Dashes and other special events, which tend to increase every year. Coupled to this we are also seeing rising costs in printing and postage of the Ear, all of which suggests very strongly that we need to increase our annual fees by about \$5 if we want to stay ahead of the curve.

On the other hand, it can be argued (and often is) that we have in excess of \$20K in the bank that is sitting there doing nothing much, except gathering interest. None of us are getting any younger and we can't take it with us, so there is a strong argument that we could easily "live" off this surplus for a few years and see how we go. However, the Beanies amongst us find this approach very hard to contemplate and so you will no doubt find the recommendation from the committee at the next General Meeting will be to increase our subs.

From their point of view this is fair and reasonable, since at \$65 we are currently one of the cheapest car clubs in Australia, if not THE cheapest. In addition, the fees haven't been increased since the last time Mike Bendeich wore long trousers, so it is about time we caught up with inflation.

See you at the General,
Noel Bryen

Competition Report April 06.

Hi there.

No CSCA competition this month to report on.

I went out to the HSRCA Historic race meeting on the 25th March at Eastern Creek International Raceway to watch the Group S "Ken Ward Cup" a long distance race for group S sports cars. The race it is a 25 lap event with a compulsory driver change involved, the front of the field was a Porsche benefit since all our Morgan's were laid up waiting for new bits after Philip Island. We did have a Morgan member running Reg Darwell came down from Queensland to fly the flag with his Sunbeam Alpine, Alby was entered but true to form it would not go when it mattered. Noel Bryen was also secretary of the event and was not able to sort Alby out before the race. We also had Henry Walker running his MRD and David St Julian in the Lagonda Rapier and David seemed to have a trouble free run for a change. Well done folk this meeting is reported in the HSRCA Oily Rag.

Next event is the Jaguar Supersprint on Saturday the 13th May (Not Mothers Day) we have seven starters from Morgan. I hope to have the Cortina engine up to speed after a second rebuild this season.

Graham Dell and I went to look at a +4 Morgan that was offered for sale. The car belongs to an old member who left the club about the time Katrina and I joined in 1974. Merve Morgan is his name and he had a photo album with pictures of the Club at his place for a dawn dash some time in the 1980's, The car is a high line +4 about 1964 vintage looking for a new young owner.

I liked the shade cloth hood that Noelene Bailey invented for some protection from the Aussie sun, I am sure there will be a few variations on the theme in the near future.

MOCA point score after four events is John C 82, Hunter Wall 80, Graham Dell 76, Graham Wall 56, Tim Hurst 52, Jim Crawford 44, Bob Bailey 38, Sue Bendeich 31, Guy Wall 24, and Dave Hill 20.

Event Dates for 2006 are JDCA 13th May E/Creek, AHOC 24th June Wakefield Park, MOCA 26th August E/creek, SCCA 14th October E/ Creek & TSOA 11&12 November Wakefield Park

See you there. John C

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BUILDING A DOOR SILL ROCKER by Ron Garner

(This was taken from an email that Ron wrote in answer to a question on eMog. You will find pictures in far more detail on Ron's website. www.madaboutmorgans.com Ed)

1. square up the stock. It needs to be a full 8/4 and 9/4 won't hurt.



The threshold leans in slightly as well as bending on three sides. So:

2. Use the table saw rip one long side (the side that will fit flat on the sill board) to cut a slight angle full length. Adjust the tilt of the blade so that you remove about 1/16" more from one side than the other. Place the cut side on the sill and compare the angle to that of the piece attached to the firewall. Both should lean in about the same amount.

The front of the threshold butts against the wood at the firewall at a compound angle.



The next step is to mark and cut the correct angles at the front.

3. Clamp the piece to the sill board shoving forward until it the outer front corner touches the wood piece at the firewall. The inner rear corner should be about a 1 1/2" inboard of the outer edge of the sill. When all is secure place the rule from your combination square

on the top surface of the threshold block and press the rule tight against the firewall wood piece. Draw a line on the threshold along the back side of the rule. You should have a line that is at correct angle to match the firewall piece 1" back (the width of the rule) on the top of the threshold. Place the same rule on the inside (5"+-) of the threshold and again press it against the firewall wood and draw



a line along the back of the rule again. You should now have one line on the narrow top of the threshold and another on the inner side and they should meet on one edge. Return to the table saw and set the pusher to the match the second line and tilt the blade to match the first. Saw away.



The threshold should now be a large rectangular block that sits on the sill leaning slightly in at the

top. The front of the threshold should perfectly match the firewall wood. The critical curve is the bottom of the threshold where it controls the joint between the body and the wing.

4. Clamp the threshold in position on the sill and press it tight against the firewall wood. Pull the rear of the wing up and out until it is as close as you can get it to its correct position. Draw a pencil line along the top of the wing on the threshold. Remove the threshold and clean up this line using a long piece of thin ash as guide. A few nails along the line will help spring the ash and make a fair curve. Allow 1/8" or so extra and cut it on the band saw. It is still 8/4 thick so the blade should be 1/2" with fairly wide spaced teeth. Fine teeth just fill, burn and wander.

At this point the threshold fits the firewall wood and the sill. The bottom curve is slightly oversize for matching to the wing.

5. Cut a pattern for the shape of the top curve (side view, under the door) staple it to the threshold and cut it out. Again, don't try to be too exact. excess is good. I use poster board. Staple the pattern to the top surface of the threshold and bandsaw both inside and outside.



6. Cut a paper pattern for the curve on the inside and outside of the threshold. This would be the top view if it were a drawing. The inside does not have to be very fussy because it is covered by padding. The outside does not have to be precise either but lots of extra material is easier to deal with than a tiny bit too little so be generous.

The threshold now fits perfectly on the sill and at the front and has the correct basic shape. At this point I glue the threshold in place using West System Epoxy. The top and sides are rough shaped and should be close enough to finish to size with a belt sander. Once the glue has cured and the outside of the threshold as been dressed I cut the recesses for the door posts with a router and guide bushing. Make a pattern from 1/16" Baltic birch plywood and use a 1/2" diameter cutter in a plunge router taking bites about 3/16" deep per pass. The bottom of the threshold and the part of the sill it blends into are cut to finished shape against a plywood pattern with the router also.

One thing that will pop out at you is that I build the body on the chassis with as much of the mating parts in place as possible. The factory has fixtures and repetitive manufacturing practices that the occasional craftsman does not. Trying to build a body on a bench and hoping everything will fit later is a tough way to work.



ME AND MY SU'S

I've always admired SU Carburettors; I think there is elegance about their simplicity not found in other systems with their fussy jets and adjustments. Want to change the settings - just change the needle.

When I had my TR4A engine rebuilt in Mymog I had the cam reground and this necessitated resetting the carburettors to gain the most from the changes. I had already rebuilt them and had the throttle bodies re-bushed to remove a persistent air leak so armed initially with a 'Synchrometer' to balance the two, then with a Gunsons 'Colortune' to check the result while pouring over the manual, I tried to define where the existing needles were wanting. This sounds very technical I know but actually all that is required is a four inch piece of thin stick marked off in 1/8's of an inch graduations resting in the top of the carburettor which allows one to measure where the needle needs to be of larger or smaller diameter to decrease or increase the amount of petrol drawn in for a particular accelerator setting to produce the correct burning properties of the mixture in the cylinder. Then there is a lovely piece of free software called appropriately 'Haystack' which allows one to obtain the code of the needle which most closely meets your carbie's needs. A phone call to 'young' Bob at Midal Fuel Systems in Sydney, (THE SU Carburettor specialists in the world) soon produced a pair of needles to do the job at far less than the cost of re-jetting less worthy systems. Off for a test run and the lusty TR blared its torque at anybody who came near and we were away!

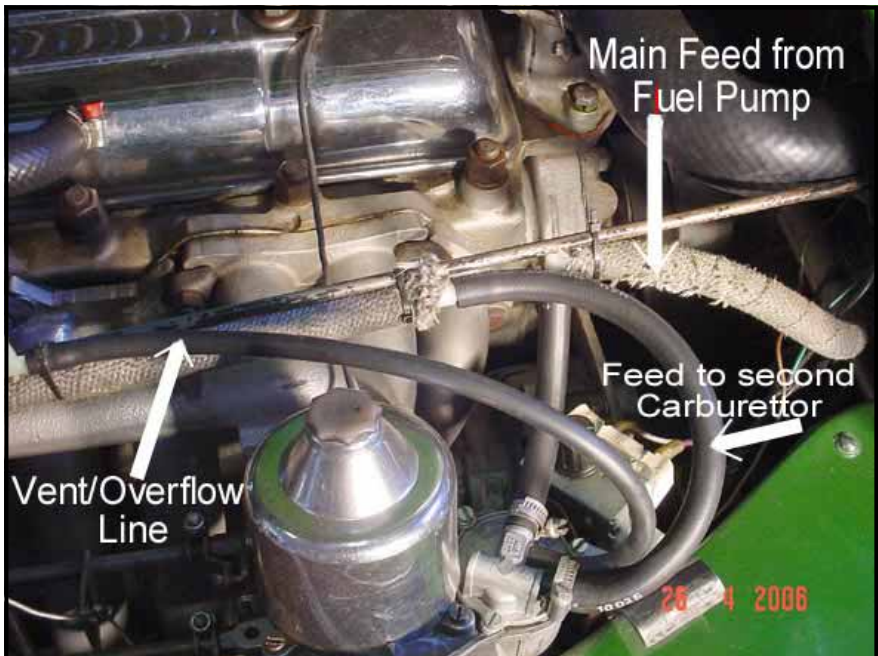
There the situation stayed until during the summer when with the engine pushed I was getting a little fuel vaporisation in the line which was a bit annoying to say the least. This was obviously not a new problem because where the metal fuel line ran around the back of the engine a previous owner had wrapped some asbestos around the line to try and protect it from the heat. A bit of research on the web suggested that the solution was to re-route the fuel line from the fuel pump around the front of the engine and back aft to the carbies. I had already fitted a thermostatic fan to the back of the radiator so thought that the line would probably stay relatively cool there. I had decided to fit the fuel line to the carbies in parallel similar to a fuel rail in an EFI system rather than sequentially, i.e. feeding the second carbie from the first one, as was done originally. Off to Clark rubber for some modern rubber fuel line then to a local wood fuel stove shop for some insulation, I had already bought the necessary new float bowl lids which incorporate the fuel line connectors and in an afternoon it was done. Off for a test run and - disaster - while if I kept the revs reasonable she pulled fine, she was obviously very very unhappy at over 4 thousand revs and if one pushed her through it then petrol sprayed all over the engine compartment from the overflow vent in the second carbie. Not a desirable situation to say the least. Back to the drawing board. Research suggested that it was excess pressure in the fuel line between the pump and the carbies - +8's have a return fuel line for the overflow but the +4 does not.. A pressure limiter in the fuel line increased the revs at which the problem occurred but over pressure was obviously not the root cause. I replaced the floats, then the fuel

valves in the float bowls; no effect. Ran the overflow line as high up as possible; no effect except to spray fuel all over the windscreen. Replaced the gaskets and the float bowl lids; no effect. Kicked the front wheel; no effect. Rebuilt the fuel pump and kicked the other front wheel; no effect. Moved the innards from the second carbie's float bowl to the first float bowl; the second carbie still overflowed violently at high revs but this showed that it wasn't the carbies themselves but some other part of the system.

I decided to replicate the flow of fuel to the new setup as it was originally except for running the fuel line around the front of the engine. This meant re-routing the fuel line sequentially from one carbie to the other rather than feeding them in parallel. BINGO! With the changed feed I simply couldn't make the engine belch and ph*rt nor the carbies spray fuel all over the engine. It now revs sweetly past 6 thousand if I let it.

I have written this article not so much to advise members who have the same problem but to record my appreciation of all those friends who stroked their chins, sucked their teeth and pulled their hair out in sympathy with me over the last few months while seeking a solution to the problem.

Neil Hurst



Captain's Knock - May 2006



Over 40 Morganeers met at Berowra Waters for our run on 9th April. After the crisp morning run, most started the day with coffee and a hearty breakfast at Rebecca's Cafe, enjoying good company and views of the water and boats. Max and Gill were accompanied by Tom and Nicole who were visiting from NZ. After breakfast, we headed off on a scenic tour via Cattai and the Sackville ferry to Kurrajong, where we were met by others for lunch. The autumn day was perfect for a run in the Moggie. It was good to see Peter and Margaret Barnes come from Mudgee for the day. After morning tea or lunch, many headed up to Kurrajong Heights where Geoff and Choy Lin hosted a long afternoon.

Remember to write your name in the book or let me know if you are attending the Christmas in July weekend on 7-9 July at Nelsons Bay. A run is being organised by Dave and Pre McGee for the Saturday. This year we will have a beach theme for the dinner, so better get on the thinking caps. Details are in the March magazine for booking your accommodation.

In June we have two events. On Sunday 4th, we will meet at Liverpool for a run to Wivenhoe at Camden. After byo morning tea you can go on a \$5 guided tour of the old house. The stables are used as an arts and craft shop. From here we will go on a scenic tour to Nepean Dam for a picnic or lunch, byo everything.

On Saturday 17th we will be holding the annual pub crawl. Details will be available next month.

Geoff

9449-8422, 0422 406 476, hollingshouse@optusnet.com.au



SOME UNIQUE MORGAN ACCESSORIES BY DAVID WARDELL





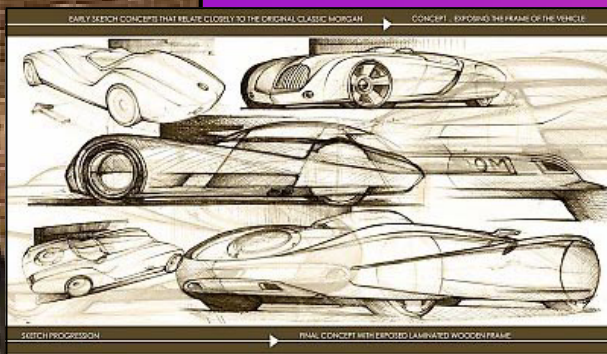
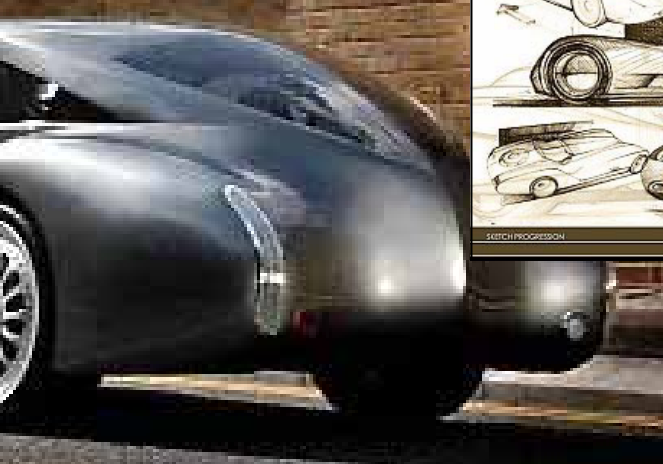
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Morgan Car Club Menu

Aero 8 Antipasto Platters

Toasted Morgan Roadster Moments

Avocado, Lemon & Mayonnaise

Chicken, Cheese, Sun dried Tomato & Baby Spinach

Ham, Mustard, Sun dried Tomato, Baby Spinach, & Cheese

The Salon de L'auto Geneva Fruit Platter

Royal Morgana Chocolate Cake

Morgan Conrod Carrot Cake

Tea and Coffee..



Queensland Morgan Owners Scale the Heights of Mt. Tamborine

Sunday 12 March dawned over South East Queensland with skies torn between allowing some sun to shine or, as for the previous few days, clouding over and attempting to ease the drought conditions that continue to bring water shortages.

Recognising that eleven intrepid Morgan owners, their cars and some friends ... a total of 24 people ... would be taking to the highways, the Gods opened the day with some good sunshine through broken cloud.

We all met at a convenient, but hard to find, BP Service Station forecourt in Brown's Plains, on the southern outskirts of Brisbane where an interested farmer's comment that "you've orl get a wet bum" caused some to consider attaching hoods ... but, no, we all took off on a short, but very scenic, run through pretty farming countryside, passing a number of small country villages before attacking the long ascent to Mt. Tamborine ... a lovely town in the hinterland behind the Gold Coast.

John and Rosie Milton had mapped out the route to give us all a great blend of good Morgan roads, fresh country air and lush countryside that was really showing the benefit of the earlier rains.

Not satisfied with simply a good run, John and Rosie had put considerable effort into selecting a luncheon venue next door to the only Mt. Tamborine wine making facility ... Witches Falls Winery. Our first task was to enjoy a winery visit complete with a tasting and a good explanation of the winemaking techniques from one of the owner/oenologists. As with any group of Morgan owners, this was a good opportunity to buy wine for lunch and to select those few bottles that would be safe behind the seats for the run home.

Then to lunch at the "Marks and Gardner Gallery @ Secret Garden" where we were treated to lush country views from the deck of this gallery/cafe. The owners had been very creative in developing a menu that featured our cars and they served us some really innovative food ... avocado, lemon and mayonnaise is not a sandwich filling that is top of mind but it certainly is delicious.

After lunch, some good wines and even better fellowship we all departed to make our independent ways home ... and then ... the Gods must have figured that we would all already be home and the skies opened up with a very heavy, but thankfully short, downpour. At least the carpets got a bit of a wash.

On reflection, a very successful day, extremely well organised by John and Rosie with John now a clear leader for the position of Winemaster for the Queensland group.

HOOD WRESTLING

By PAUL MORGAN

I always thought I wouldn't buy a four seater Morgan, because the hood completely spoils those classic lines. By the time I'd assembled funds to actually buy a car, grandchildren noisily clamoured that four seater it had to be. I purchased a seductive 4/4, and it came complete with the handicap of its own vintage hood. The previous owner claimed to have erected it once. Then he had chucked it in his shed.

So, there I was, proud owner of the finest looking open-top sports car ever made. In November. Probably not the ideal time to take to the road. That's what the wife thought. However, I cajoled her into giving it a go. Swaddled in a suitably padded outfit, she succumbed to the pleasure of real motoring, sun shining, wind in her hair. Even subsequently, with wind in her hat plus headscarf wound in a complicated pattern and tucked into furry collar. My wife's no natural outdoors woman. I was doing pretty well getting her open-top motoring in November. But December in the Scottish borderlands loomed. She couldn't fit on any more layers and still do up her seatbelt. I didn't want to be confined to barracks until Spring was sprung. I realised the neglected hood could be my salvation.



Gritting my teeth, I determined to face the challenge of a full blooded Morgan hood. The morning was a touch chilly, frosty even, but a watery sun shone. Just time for a test run, if I got busy and whipped the hood on smartish. I removed the wind deflectors. I rooted out all four side screens, positioned them correctly, and tightened them up with nice user- friendly little silver wheels on bolts. Not too bad a fit. Slight gaps here and there. Maybe I could persuade the screens to be a little more draught proof for the sake of the wife's susceptibilities. That would have to be another day. On

with the job in hand. The hood mechanism was hidden behind the rear seats under a cover. I removed the cover. I started to assemble a pile of extraneous gear. On top of the un-needed cover, I balanced the tonneau, and the alternative quick-and-easy rain protector. Where would I store this lot, and how on earth does one fold the things up? An exercise to be tackled on another occasion. I grasped the hood frame bars. They opened up and over, easy peasy. The frame looked reasonable, although admittedly it hadn't got the hood on yet.

I grappled the hood itself out into the open. There it was, the real thing. Still rather crumpled from its prolonged incarceration. It unfolded stiffly. And biffed me in one eye. Had to repair indoors to bathe my eye. Five minutes later I rolled my sleeves up ready to renew combat. Even if it had biffed me in the eye, the hood was of impeccable construction. A little dusty, it's true. I'd clean it properly, when I'd got time. I remembered a trifle uneasily all those stories of hood problems. But I prepared gallantly to do battle. What had I read, was it always to start at the back? Or the front? I began at the back.

I realised I needed to release the spare wheel a little. Its lovely chromed spinner obligingly rotated. There was a gap in which to successfully ease down the end of the hood to be held by the tyre. Then the hood eyelets went over the rear swivel studs on

the car just dandy. I could even lock them in position by twisting the swivels easily, at that point. I stood back to take stock. So far, so good. I unfolded the hood carefully forward over the frame, smoothing as I went. Pulled it forward hopefully. It nearly reached the windscreen. Only a few inches short. I had another go at working the hood over the roof bars. Only a couple of inches short.

Even firm pressure wasn't getting it much nearer. Decided better not go for full-strength pressure. Wouldn't want to bend the windscreen frame back a bit and break the screen. No, perhaps the preferred way was to start from the front.

I turned the swivels open again and took the hood off the rear studs. Loosened off the spare wheel to free the hood tail again. Best to only secure that at the end of the process. If I could get to the end. I lugged the hood forward on the top bars, keeping a wary eye out for a vicious counterattack. I folded it to clip over the windscreen frame. I started at the middle, clipping it on a couple of studs, working outwards. I was sure the method was not to do too much at one side - so I kept walking from one to the other, doing up a few studs in a balanced manner. There, looked pretty neat. Onwards with the rest of the car. Hood went OK onto the side screens. Along by the rear seats, slightly more problems developed. These hoods are hand made for an individual fit aren't they? Did they put that wilfully obstinate hole in the correct place? I pulled and tugged, and broke the first fingernail. Eventually wrenched problem hole over its nearly adjacent stud. The following hole was left with a bit of a bulge, but never mind, perhaps they'd settle down in time. Got to the rear end again. Hmm. Hood still didn't reach far enough. Decided it might be better to undo the sidescreen poppers, those were the easy ones, do 'em up at the end. Walked back to the back end. Started the serious tugging at one corner. Built up a sweat. Eventually got left side stud done. Round to right side. Crikey, nowhere near. Perhaps if I did each of the central ones? More increasingly desperate tugging. Got two central rear holes on studs, and returned to left rear. Tugging mightily, got hole nearly over the stud. Ripped a hole in my knuckle. Couldn't have blood all over the new upholstery, but didn't want to waste any more time going up to the bathroom. Wrapped a reasonably clean rag round the wound. Stuck it on with masking tape. Covered the bleeding, but it didn't make wrestling with hoods any easier. At least with the enforced break I'd cooled down somewhat.

Needed to get a move on, midmorning by then. Returned to the fray with renewed vigour. Undid several previously done-up studs. Tugged from different sides in different order, got down to the nitty gritty. Lay on top of hood to force material a mite further backwards. Strained mightily. Material crept grudgingly, fractionally, further. All studs strained to hold the taut contraption. Only the rear of the car to go again, ideally, it would need two tug of war champions working from opposite corners, applying equal coercion simultaneously. Didn't think the wife would appreciate being called in to do some hood wrestling. I had to continue with the eye-bulging contest on my own. Bloody bandage fell off with the effort. (That bloody is purely descriptive. I've left a variety of imaginative phrases out for brevity's sake). Wrapped ever more ungainly parcel of tape round the bloody rag. Shuddering strength got another titchy bit of "slack" taken up. Only an inch to go for the final studs. More circling, more muscle - all manoeuvres, of course, strictly controlled to protect immaculate paintwork. Half an inch. Panting, I took off my shirt. Was I ever going to gain half an inch out of the

(Continued on page 20)

(Continued from page 19)

already strained tight-as-drum material? I was sure I heard some stitches give way. Would the whole thing suddenly rip apart at the seams? Hang on, did the frame have some kind of torsion device to lock the bars into place and snap upwards the requisite shape? I scrabbled inside the darkness of a part-positioned hood. No it didn't. I kept on trying. Problem is, it is impossible to grab the material in sufficiently vice-like grip to tug it down far enough to reach the swivel studs. Had anyone ever got all the studs done up before? Another Herculean tugging session. Fingers shaking with prolonged exertion, another hole was prised over its stud. And next round the other side, and the corresponding stud there was conquered. Remaining finger nails tore off under the strain of rotating swivels. Struggled on, but had to come to terms with a grim fact. No amount of heaving made any more progress. The last quarter inch was definitely impossible.



I looked longingly outside. It was still almost sunny out there, and there was still some of the morning left. Could I drive out with studs at the back undone? No, wind might have got in there and ripped the lot off. Mustn't weaken. What was needed was some kind of gadget to exert significant leverage, without doing any abruptly horrible gouging. Had I got a tiny crowbar covered in rubber that would fit through an eyehole? No. A wooden screwdriver with a forked end, or a plastic-coated button-hook affair? No. I delved through my massive stock of junk before accepting I'd no other substitute. Then inspiration struck. If I couldn't lever holes over swivel studs, what about pulling

the holes down to stud level? If I could fix some string on a stud, thread it through the recalcitrant hole, then exert enough pull, the hole must come down to stud level, mustn't it? All I needed was some thin strong string. It took a bit more searching to locate my string stash. I found a tangle of string of the requisite thin-ness. After de-tangling, I managed to loop a length of string over the stud and up through the hole. I pulled. The string snapped. What I needed was some thin but stronger string. Eventually ferreted out a bit of old rope made from several strands of baler twine. Unravelling the strands, and again at the passenger side tackled stud and associated hole with a length of twine. I pulled down fervently - marvellous! The hole slipped over the stud. Remarkably simple. Now I only had to remove the twine, which was clamped around the swivel stud. It wouldn't pull through without dislodging the hole, but I did manage to very gingerly cut the main length off with a scalpel, and then pull out the whisps. Most of 'em. Emboldened, I dispensed with complicated procedure, and just slipped a loop through the resisting hole at the driver's side. Pulled it down - simple pimple again!

Carefully cut off what stringy remains I could. I speeded up. Another two studs gained. And secured with a manful grapple of the swivel. Only two central holes left. I began to feel almost triumphant. Just enough twine left. The final hole! I did it! I cut out the twizzly bits of twine from the swivel studs. Lots of bits of orange twine were scattered on the garage floor. I'd sweep up later. I tightened the spare wheel up to grip the tail of the hood. I popped defeated hood back onto the side screens. There I was, finished! Total distance walked, only a mile and a quarter. Some bruising and scarring, but I'd done it, I'd wrestled a Morgan hood into submission at first attempt. I hurried outside. The sun had definitely gone in. The first few snow flakes were falling.

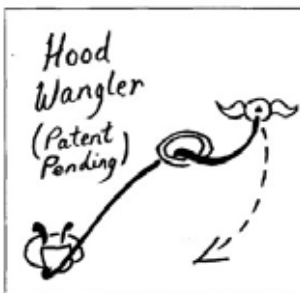
I was late for lunch. Morganeering for the day had to be abandoned in favour of Christmas shopping. However, I sneaked back to the garage later to admire my handiwork. It didn't look that bad really, squinting at it in the dark. Next day, we went out for the trial run, and hallelujah! It gained the wife's seal of approval. It is quite snug when you get in there, cocooned really. And from the inside looking out you can't see the full pram impersonation behind you. It's not too embarrassing hereabouts, because there aren't many people to gawp at the sensational outline of a four seater in full sail. A bull looked mildly interested as we roared by. After we'd gone a few miles, the wife even peeled off several layers of clothing, she was too warm! I smiled wolfishly at my cunning.



The dog didn't mind being taken along, once I'd inserted him. He probably just thought it was a flappy kind of kennel. He wasn't in danger of bouncing overboard anymore either. There ain't much gap even for tiny passengers to crawl in through the windows or over the front seat. If I wanted to carry some small people, I would have to sit them on the back seat first, before erecting the canopy over them. Which made me think of a revolutionary erection method. Why not fix the hood onto all the studs, then squirm in there and unfold the framework into rigid place underneath it? Would that work? I dunno. I suppose I'd perfect any technique if I put it up and down a lot. Nope, once is enough for any man. The hood's up, and it's staying there, until I can discard it for the summer. Now a two-seater hood, that looks decent. A four-seater hood? At the very least, it has to be acknowledged that such a shape does compromise the integrity of that peerless profile. But I'm getting used to the look of the thing. Yes, seeing the contraption sideways on it could still remind one of a leathery old camel. But from a full frontal, low down view, it's quite alright, the hump is hidden. So, I can ride around inside fine, and when we park up, I just have to hide that rabbit hutch rear by parking the car well back against a wall.



Quietly victorious, I'm now resting from my labours. I'm perfecting a handy gadget to unite eyelets and studs without need of string or medical intervention. I'm also planning to make Morgan hoods fashionable. I'll introduce hood wrestling as a competitive event at Mog meetings. At first, it might be regarded as an eccentric British pastime, but by 2012, I'm hopeful it will be recognised as a full Olympic sport.



Meanwhile, I've heard an ugly rumour that a new improved hood is available. It's supposed to look better. It could even be easier to put on. Well, as a qualified exponent of hood wrestling, I'd say, where's the fun in that?

*(Article courtesy of Miscellany.
Ed)*





C.M.C. REPORT.

Report by: David Fletcher (0412 645 087)

MAY 2006

1. **Flaggies Corner:** There are still many CAMS forms still to be returned to me or direct to CAMS. It is important that we get our numbers up “officially”. Those with applications have completed the necessary training; we just need to finish off the paperwork PLEASE. Your co-operation is very much appreciated.

2. **CMC Shannon’s Display Day.** *Eastern Creek, Sunday 27 August.* The CMC has accepted our application to display selected cars in Pit Lane to celebrate the 70th Anniversary of the 4/4. We hope to have around 18 – 25 cars on display, hopefully in order of age. We have a list started so please let me know the Series, Year and Rego No. This will mean we will have less Morgan’s in our normal display area but we can all still have our picnic lunch together in Area “C”. Also, all cars can still do the track-lap, remembering not to overtake, except for the touring Double Decker museum bus. The entry tickets, still \$10.00 per car, will be available at the June Meeting but you can book earlier with me if you wish. This year we booked 40 (10 extra on 2005).

3. **Motorex – Homebush.** Will be held on July 1 & 2.

4. **The 1960’s Tasman Revival Meeting:** 1, 2 & 3 December at Eastern Creek. A must. The Renmax will qualify to race.



THE RENMAX

XMAS IN JULY
Friday 7th to Sunday 9th July 2006

PORT STEPHENS MARINA RESORT
NELSON BAY

We have chosen a Xmas by the Beach theme for this year. The Marina Resort has lovely rooms, all with sea views, and there is plenty of space for the cars (that luckily don't have sea views). The facilities are very good, and there is a spacious function room complete with an outside drinks terrace. We can get to the beachfront by a walkway, so the cars can have a rest Friday night while we walk there for a meal and stagger back. The cost is \$300 a couple for 2 nights, hot buffet breakfast included. For those who only want to stay Sat, it will, of course, be \$150. The cost of the celebration meal will be advised, but should not be excessive!

We have booked 30 rooms. so contact the resort direct to make your booking, quoting reservation number 3363.

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email reception@marinaresort.com.au, www.marinaresort.com.au

Geoff & Stephanie



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MINUTES OF THE MORGAN OWNER'S CLUB OF AUSTRALIA INC
GENERAL MEETING HELD ON 6th APRIL 2006
At Ryde-Eastwood Leagues Club, Ryedale Rd. West Ryde.

Meeting opened at 2030.

Apologies: M & R Allen, N Hurst, B Little, A Brancourt, M Sanders, K&M Jones, K Coneybear, S Hollings, G Dell, R Nissen.

Minutes: Minutes of the previous meeting were read and accepted.

Applications for membership:

Eleanor O'Neil	19772 +4
Proposed J Elborn, seconded B Little.	

Incoming mail: Incoming correspondence and emails were discussed.

Accounts to be paid:

Glenorie Butchery Spit roast for 4/4 anniversary	\$893.75
Moved P Clark & seconded D Fletcher.	

President:

Noel reported that Ken's family was delighted at the number of Morgans' in attendance at the funeral and proposed the following motion:

MOTION – That Ken's three children and his sister be added to the Morgan Ear mailing list. Moved by Todd Hamilton and seconded by Fred Cooksey. Carried.

Treasurer:

General account	\$7,490.88
Investment account	\$13,345.49

P. Clark moved that the Treasurers report be accepted, seconded by JC.

Secretary:

Bob advised that Judy Mitchell had written to all unfinancial members inviting them to renew their 2005/2006 memberships and that a 20% response had been received.

Vice President:

Graham informed the meeting that Mark Alchin had agreed to work with him in planning the 2008 MOCA 50th anniversary celebrations.

Club Captain:

Geoff reported that 69 members and 23 Morgans participated in the 4/4 run and spit roast to celebrate the 70th anniversary. He sincerely thanked Gill and Max for hosting the occasion and for having gone to so much trouble to make the occasion so special by producing a commemorative beer and cake. The HSRCA sports car display at Eastern Creek was lead by Morgans. Coming events were discussed.

Competition:

John briefed the meeting on coming events.

CMC:

David reported that there have been further incidences where the CMC has taken action in advising the RTA of vehicles abusing historic plates resulting in the RTA cancelling conditional plates.

Planning for the MOCA supersprint, Flaggies qualification upgrade, CMC Shannon's Display Day and All British day, were all discussed.

Registrar:

John advised that members were being rather slow to complete the Vehicle Data Sheet, so as to update the club register.

Regalia:

Judy displayed the new jackets available for sale.

CAMS:

John Coneybeare will be the MOCA CAMS representative and Kevin Wilkinson will replace John as the All British Car representative.

General Business:

Michael Wight shared with the meeting the moving experience of Ken's funeral celebration, together with a members comment, "look what Wardie has done to our cars", regarding the ash covered Morgans.

Fred Cooksey recommended that members see the movie "The World's Fastest Indian", as it is a great experience.

Technical Discussion:

Bob Bailey informed the meeting of the very successful steering modification that has made the steering both lighter and more responsive.

Meeting closed at 2215.

CALENDAR OF EVENTS 2006

May

Meeting	Thu 4 th	MOCA General Meeting Ryde Eastwood Leagues Club, 8pm
Social	Sat 6 th	Sydney Equestrian Centre
Holiday run	Mon 8-Sat 20	Autumn tour to north east Victoria
Competition	Sat 13 th	CSCA Jaguar, Eastern Creek

June

Meeting	Thu 1 st	MOCA General Meeting Ryde Eastwood Leagues Club, 8pm
Social	Sun 4 th	Club run, meeting at McDonalds Liverpool 8.30 for 9.00am departure, to Wivenhoe historic house and stables at Camden, then on to Nepean Dam. BYO morning tea & picnic lunch.
Competition	Sat 10-Sun 11	Historic racing, Oran Park.
Social	Sat 17 th	Annual Pub Crawl
Competition	Sat 24-Sun 25	CSCA AHOC & All British, Wakefield Park

July

Meeting	Thu 6 th	MOCA General Meeting Ryde Eastwood Leagues Club, 8pm
Social	Fri 7-Sun 9	Christmas in July, Nelson Bay

August

Meeting	Thu 3 rd	MOCA General Meeting Ryde Eastwood Leagues Club, 8pm
Social	Sun 20 th	British Car Display Day, Kings School
Competition	Sat 26 th	MOCA Supersprint, Eastern Creek
Social	Sun 27 th	Shannons CMC Display Day, Eastern Creek



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