

SunMog

Issue #8
September –
October 2009

The Bi-Monthly Newsletter of MORGAN OWNERS QUEENSLAND Inc.



www.morganownersqueensland.org.au

THE NEXT FEW MORGAN EVENTS

MORGAN CENTENARY TOUR – INVERELL – Friday 9th to Sunday 12th October
CHRISTMAS LUNCH & AGM – Sunday 29th November
CHRISTMAS LIGHTS RUN – Wednesday 16th December

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Old Combined Council of Historic Vehicle Clubs Delegates: Christine Stevens
(Details as above)

THE OBJECTS OF MORGAN OWNERS QUEENSLAND INC

To make this club as accessible as possible to all people with an interest in Morgan motor vehicles whether they be owners, drivers or enthusiasts;

To promote fellowship among members through rallies, outings, meetings and the like;

To promote Morgan Owners Queensland Inc to the public through displays, rallies etc and endeavour to further interest in Morgan motor vehicles.

MEETINGS & EVENTS

Meetings are held quarterly whilst on our club event. Times and locations are listed on the MOQ calendar. All club members are encouraged to volunteer to organise events.

AGM is to be held prior to 31st December annually.

MEMBERSHIP FEES

Full year: \$50.00 per calendar year – DUE 30TH June annually

THE PUBLICATION – SUNMOG

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SUBMITTING MATERIAL FOR PUBLICATION

Address: Please send content to the Editor by email (editor@morganownersqueensland.org.au)

Deadlines: The 15th of January, March, May, July, September and November.

Digital Submissions: Content can be sent in an email, as an attachment to an email, or it can be mailed on CD.

Text files should be in .doc or .txt formats. Photo and illustration files should be in .tif, .jpg, .gif, or .bmp formats.

Please Note: Try to avoid .doc files that include photos and all .pdf files. These formats require additional steps for insertion in the SunMog and may result in lower quality photos. Send them only as a last resort.

Reservations: The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for *SunMog*. Material that is not time sensitive may be saved for publication at a later date.

REGALIA

Club merchandise can be purchased by contacting Brian Hollins, whose email address appears above.



PRESIDENT'S REPORT

Tom Fairhall



Time has flown since I penned my last report in mid July, just prior to our departure for the UK for 5 weeks to attend the Centenary event at Cheltenham.

There was a full week of activities organised but we attended only the Prescott Hill Climb on Saturday 25th and the 2 day event at Cheltenham Racecourse where 3,200 Morgans participated. Lynn has covered our week in a separate report.

I would like to welcome two of our members to the MOQ management team. Cam Macphee has taken the recently vacated position of Vice President and Clive Boyle as Dating Officer.

As most of you know, we now have a new MOCA Vice President, Peter Andrews. The club welcomes Peter to his new position and would like to thank Gerald Snelling for his input in this position in the past. I think we can look forward to further varied activities with cooperation between the two entities.

By the time you read this we will have had the RACQ All British Day at St Joseph's Sports fields at Tennyson on September 20th, where there were 15 Morgans in attendance. That was the most Morgans ever to attend this annual event. The Morgan was made "Marque of the Day" with special parking arrangements made to feature Morgan. This is especially pleasing as we were to have the same treatment at the RACQ Motorfest which was cancelled in June.

I was relatively happy with the way our newly acquired 1988 +8 went while in the UK. The clutch ran out of hydraulic fluid the morning we set off to Cheltenham Racecourse. I was able to get a 'pedal' by pumping the master cylinder but doing this while in a long queue entering the racecourse was stressful. However, with the help of Julia Woolgar, we were able to bleed the system in the car park as a temporary measure. Later that week I installed a new master cylinder and slave cylinder at Morgan Dealer Mike Ducans establishment next to John Worrals 'Heart of England Morgans'.

The only other problem of note was that the mohair hood for our +8 was porous. I was able to obtain a second hand 'Everflex' (vinyl) hood from Steve Simmonds – a well known upholsterer in Morgan UK circles at the reasonable price of GBP 90.

There were a few problems with the other 2 newly acquired cars. Stefan Wolf had a few problems with his +8, which is covered elsewhere, and Lyle Honnes had a few minor problems with his 4/4 (he was not able to fit the hood).

It was nice to catch up with Jon and Julie Lowe in London and at Cheltenham. We spent our last night in the UK with them before arriving home on August 20th.

We are looking forward to meeting up with the large contingent who are booked for the Australian Centenary event in Inverell. To date, we have 30 vehicles registered to attend, but we can probably squeeze a few late entrants in. Contact Christine to check.

SECRETARIES REPORT

Christine Stevens



Well! The National Morgan Centenary Celebrations in Inverell are almost here. It will soon be over and just a memory to us all.

This issue of SunMog has several articles and photos on the UK celebrations so, for those of us that did not make it to the UK we can get to find out about it. Thank you all – particularly Stefan. I thoroughly enjoyed reading about your travels. I am sorry I could not put in all of the photos but I just could not fit them all in.

Roger Shawyer has been having a tough year. First of all Roger had a health problem and has to return to hospital for another operation. Then his Morgan spun out on Black Ice. The Morgan was T-boned and written off – ouch!! To add further injury Roger received 3 broken ribs from the accident.

Roger, I am sure you are looking forward to 2009 being over and starting afresh with 2010. We will be thinking of you and look forward to hearing news that the health is good AND that the Morgan is back on the road.

We have an AGM coming up in November and are looking for volunteers to take on roles within Morgan Owners Queensland for the next 12 months. It will actually be less than 12 months as, I believe we will vote to have the 2010 AGM held in October so it does not get mixed up with Christmas.

ALL BRITISH DAY SUNDAY 20TH SEPTEMBER

Greg Stevens

After the washed out and cancelled Motorfest at which the Morgan was to be the marquee of the year, we were again invited to attend the RACQ Batteries All British Day. The venue is a spectacular sports ground in the leafy river side suburb of Tennyson on the south side of Brisbane. We reserved a space for some 20 Morgans so room was plenty for the 16 Morgans ranging from my 1929 Super Sports to Morgans up to as late as 2000.

As Christine was away in her capacity as the National Secretary of the Australian Historic Motoring Federation's AGM and conference held in Alice Springs. I was to attend by myself.

The weather leading up to the day had been particularly hot and as I intended driving the 3 wheeler I had to decide, drive it and take little in the way of comfort or load and take it on the Ute so I can then take shelter, chairs and a table. It turned out to be a great decision as it was over 32c and the shade was welcomed by Morgan owners as well as visitors, spare chairs and a table never goes to waste either.

We had Morgan owners from Bundaberg, Sunshine Coast and Gold Coast as well as Morgan owners out for their first trip with us as a Morgan. Having owned their 1997 +8 overseas and interstate they had never ventured out with a Brisbane based group.

We all enjoyed the chance to catch up and those of us traveling to Inverell for the Morgan Centenary Tour also took the opportunity to find out about each others traveling and departure times. The crowds starting departing earlier than the usual 2:00pm. By about 1:00pm there were very few still in position and I was the last of the Morgans to leave.

I was home, unloaded with everything stowed by the time Christine's flight arrived at 3.25pm. That was All British Day for 2009. Now Inverell early October, which I think is the last event of the centenary year of Morgan. Those who have arrived back from the party in the UK have given great reports. There have been lots of photos and remarks about the weather!

All British Day – Photo from Terry Lewis



We had a good turn out of Moggies on Sunday at the All British Car Day in Brissy. A picture says a thousand words!!

Safe Morganeering

Terry and Regie

UK MORGAN CENTENARY CELEBRATIONS

Stefan Wolf

My 10,000km trip in a 1987 +8 through Europe and to the Morgan Centenary Celebrations in the UK

I left Brisbane for London Heathrow on a sunny Friday afternoon June the 19th to arrive in London on a grey, rainy and gloomy Saturday morning. As I drove towards the West, with a little Ford Fiesta rental car, the weather improved to a drizzle. After about 500km I exchanged my little rental car for a very nice looking indigo blue Morgan +8. I checked into my quaint B&B situated in an old English cottage to refresh myself after the long flight and the successive drive. Then I took my newly acquired Morgan for a quick spin. As the

workshop was closing on Saturday afternoon I borrowed a few tools as a foresight for mending a few obvious faults that seemed to had been overlooked at the delivery service.

Sunday morning was a pleasant surprise, bright sunshine and not a cloud in sight. I decided to take a drive into Dartmoor to check out the car before leaving to Continental Europe on the Monday night. The 200mls trip showed this lovely country in its best light and at the same time showed a few more faults on the otherwise nice Morgan. I should have anticipated something like that and should have left a few days earlier checking through the car myself in the workshop of a company I know. I surely would have saved myself some ongoing agro and a bill that made me nearly faint. On the Monday several hands, including mine, were working on my Morgan to get me away to the ferry from Plymouth to Roscoff in North-Western France.



Waiting at the Ferry to France

The ferry was a fairly new ship with a nice ensuite cabin and the night crossing to France was, after the rather disappointing start of my trip, a very relaxing experience and tuned me in for my most amazing holiday. France greeted me with cloudless skies the next morning. On the 1200km run across France to Stuttgart in Germany

I detoured to “Mont Saint Michel”, a small rocky island just 1.6km off the Normandy coast. The fortified islet is topped by a famous Gothic abbey, an architectural masterpiece built in the 13th century. As tourist numbers nearly match those of Paris, I didn’t exactly have the place to myself. Next stop was the pleasant city of Rennes, in Brittany, with grand eighteenth century squares and little alleys of half-timbered houses. Only 25km on I stopped in Vitre’, the finest medieval town in Brittany. It is one of the very few places where one can see a complete historic Gothic town.

The castle has many pointed turrets, narrow alleys with lovely colombage (half-timbered houses) that nearly touch each other on the upper floor levels. And very importantly I

found a self-service car accessory shop where I picked some tools without having to use my non-existent French.

I doodled for too long in this North-Western part of France but had a time frame to work to. I decided to place myself on the rather expensive French motorway system and drove through the night into Germany. Night driving doesn't have the problems we experience in Australia. No roos or cattle on the road, I mean. I stopped off at my mother-in-law near Stuttgart. Then attended a meeting in the Black Forest before detouring back into France, to the famous part of the wine-growing area of "Alsace". My brother, who lives in Italy, came up to meet me in "Colmar". Churches, cloisters, half-timbered houses, balconies, facades with ornate wood sculptures, paintings, gables and houses from the Renaissance reflected by the water which passes through the city centre. The incredible "Unterlinden Museum" adds to make Colmar a jewel of different centuries.



Colmar, Alsace - France

Back across the river Rhine and onto the German "Autobahn", pushing the Mog up to frightening speeds. Although I had a special radiator fitted I had to ease off, as the engine got a bit too hot for comfort. My brother zoomed easily past me in his modern air-conditioned tintop, to get home to Italy. Only weeks later, back in the UK, a new thermostat solved the overheating problem. Across the border into Switzerland, where for the usage of their motorways one

has to purchase a "Vignette" to stick to the windscreen. Once through the 17km Gotthard tunnel I entered Italy and onto their motorway, the "Autostrada".

Here as in France one has to pay at a road toll, the booth of course, is always on the wrong side of a RHD car. What a nuisance, out of the car all the time. This at least saves one to go to fitness class, especially driving in a Morgan.

Not far across the border I reached Como on the same named lake, surrounded by steep mountain slopes of the Southern Alps. Somehow I imagined Como to be a nice small village based at a picturesque lake. How wrong perceptions can be. A big city with an amazing amount of traffic, especially as I arrived on a Sunday with thousands of day visitors from Milan, which is only about a 30 minutes drive away. I had booked myself into a small hotel just above Como. The 6 km up to Brunate had me sweating and the V8 overheating. Narrow and steep hairpin bends, oncoming traffic and cars behind me, and then the large turning circle of the Mog made it impossible to get around the bend in one go. Ever heard Italians hoot? Well, they quite love it, I didn't that much at the time.

Luckily there was a "Funicular" (cable train) from Brunate straight down the steep mountain slope to the lake and the city of Como. I strolled along the beautiful lake into the old part of the city with the "Piazza San Fidele" and many 400-year-old buildings and admired the spectacular Gothic basilica. This blew away my initial impression I had when travelling through in the hot car with a GPS lady delivering confusing information. Ever experienced that? I returned to my little hotel high up in Brunate where I escaped the summer heat of Como. Away from main tourism I mixed with Italians who didn't understand much what I was saying nor did I quite understand them. But to stay in a little

place with country folk around is a most beautiful experience, even when you order food and don't quite know what you are eating. Vino and birra are however easy words to learn, so at least I knew what I was drinking.

Progressing further South I used the fantastic "Autostrada" with its numerous never-ending tunnels bypassing the big cities of Milan and Genoa. Luckily I had taken the "bimini" for the Morgan from Australia to get protection from the incessant sun. The hilltop town of Apricale, high above the Riviera in the "Maritime Alps" was my next stop and I stayed there for a few days. This was the absolute highlight of my trip. It was exactly as I had dreamt it. Breathtakingly beautiful. Not only the beauty of this ancient town took my breath away but the steep, narrow, partly covered and cobbled alleyways up to my little apartment in one of these old buildings, as well. Cars stay down at the base of the village, as the inner walkways of the town are, as a matter of fact, "walkways".

One travels back in time as parts of the village date back to the 13th century. My little apartment had a small balcony high up with views over part of the ancient cluster of houses and across the wooded valley, down to a small Roman bridge, spanning across a clear mountain creek. During my first excursion through the village I had to note down some landmarks to find my way back "home" again. The old piazza is like out of a picture book. Especially in the evening when it filled with families from the village, with their "Bambini" playing in the square. This reminded me of 1950's Italian movies like "Don Camillo & Peppone".

The best thing of all: No cars and especially no scooters, as used by so many Italians.

Apricale

My days were taken up by exploring every nook in the village by foot. Driving up to other ancient mountain villages, on narrow single lane mountain road. Taking the Mog down to the busy coast and the city of San Remo, with its grand Art Nouveau architecture.



On one day I drove down the coastal road that leads across into France along the famous Cote d'Azur. I got hopelessly stuck in traffic through Monaco, where the "Tour de France" started exactly on that day. I decided to leave a closer look at Monaco to maybe a different holiday. After a drive along the coast through Cannes and parts of Nice I escaped this amazing part of the coast to get back up to the mountains. Stopping off in "Dolceaqua" with its bridge built by the Romans and once painted by Claude Monet.

It was a bit sad to tear myself away from this enticing place, making the mistake to get onto the coastal "Via Aurelia" (once a Roman road) to the "Ligurian Coast", on a Saturday. Stop and go traffic in the searing heat was anything but comfortable and worse in a +8, where my feet got roasted by the heat escaping the engine through the footwell.

I decided to get off that coastal road and onto the "Autostrada", trying to cut my travel time short. That wasn't the best idea either. Long queues in long tunnels and breathing exhaust fumes by the tonne. Then the engine started to cut out repeatedly. Replacing the worn spark plugs, solved that problem, but at a much later stage. Once past Genoa I left the

clogged up Autostrada again but about 50 million Italians had the same idea. I thought I was having a really bad dream and turned off into China with billions rushing down to the beach. I had a hotel booked in "Sestri Levante"; further down the "Ligurian Coast", and to my relief and pleasant surprise, a nice historic town.

My old fashioned, but inviting, hotel offered olde world charme and was located just opposite the beach. I didn't come for the beaches though. Coming from Australia you don't have to look at those beaches.

I stationed myself in Sestri Levante to get onto the "Unesco World Heritage Site" of the "Cinque Terre" and to visit the beautiful coastal strip around Portofino. The very helpful hotel porter wanted to park my car. Well, how does one tell an Italian, who only speaks Italian, to keep his greasy fingers off my car. As the guy was tall and one wouldn't have called him exactly slim, with some hand language I tried to persuade him not to get into my car. That he couldn't find the steering wheel on the left hand side of the car made him give up eventually. What a sigh of relief on my part. My Mog had a holiday for a few days on the hotel's safe car park. I enjoyed the train and boats plus my feet as means of transport during that time.

The Cinque Terre (Five Lands). Five small towns along the coast give the area the name. The coastal paths are great for walking and the towns can only be reached by those paths, the train or boat but not by car. These five ancient towns are clinging to the rocky slopes and steep cliffs that plunge into the translucent sea. I walked about 10 of the 20km track and took the remainder by boat and train. The whole area is out of this world and an unforgettable experience.

Instead of driving up to picturesque Portofino, I took the boat which opened amazing views over this spectacular coastline from a different angle.

After all this I hopped back into my Mog and used the coastal road, this time during the week, with normal traffic. Small country roads through the dry hills of Tuscany reminded me vividly of some parts of South Australia where I lived for many years. My brother and his family live below a small ancient village just South of Siena. Their old Tuscan stone house is tucked away in a narrow valley. The only access is on a steep, rough and narrow gravel road, actually more like a track that I had to negotiate pretty carefully with the Mog.

I spent a few days with them exploring the surrounding towns and villages and meeting interesting people. Sharing their different lives for a few days removed me totally from my everyday life. A planned outing with the Bavarian register of the "German Morgan Club" reminded me of my time schedule. On the road again, a short stop in "Verona" in Northern Italy and then across the "Brenner Pass" through Austria and to Garmisch-Partenkirchen at the lee side of the German Alps. The whole area much remembered as a skiing playground during my youth.

Just after crossing the border into Germany I had to put up the hood for the first time since I left the UK. Quite nice for a change to sit cosily cooped up in the Morgan and being able to listen to the Radio and the weather forecast, which was anything but encouraging. The high mountains around Garmisch were in deep clouds and my warm jumper came handy. Dinner in an old Bavarian pub with a cold "Weissbier"



(beer brewed from wheat) and listening to the familiar Bavarian dialect, people around me were speaking, made me feel very much at home. On excellent mountain roads through "Oberammergau" to the Bavarian Morgan Club meeting at a little lake. The constant rain didn't seem to bother anyone too much, I guess they are so used to it.

Oberammergau in the rain

The 2-hour convoy trip to an old mill and pub was another experience. Luckily the rain had stopped and it started to clear up – the speed they were doing was in tune with a sports car theme. My tyres had still a lot of tread but were quite old and I was sliding more than I intended – but I loved every minute of it.



Bavarian Morgan Club meeting

The following few days I stayed with friends in Munich. This is my old hometown, where I grew up, and I was greeted with glorious summer weather. I had clocked up over 5000km since leaving the UK and a friend from the Munich Morgan Club organized a service and several repairs that were long overdue. A new set of tyres in exchange for my 11-year-old ones made an incredible difference. My confidence was greatly improved driving in the fast flowing

traffic on the "Autobahn", where long stretches are still without speed limits.

I had an appointment in "Greifswald" in far North-East Germany, close to the Polish border. Along the way I stayed with friends near Hamburg and a cousin near Bremen.

As I made my way North, the weather turned sour and it stayed that way for most of the remainder of my trip. There was just the odd day when the sun showed its face. I drove across to the West, which led me through Holland and Belgium and back into France until I reached Calais. Anyone who thinks Europe doesn't know distances would have to think again. The distances I did were quite substantial and that in thick traffic more often than not.

I was looking forward to get back to the UK where I had a cottage booked for 12 days, during the time of the Morgan Centenary. Across the channel from Calais to Dover and I was back in familiar surroundings.

I love England and my cottage just South of Ross-on-Wye was exactly what I had wished for. Close to the happenings of the Morgan Centenary and only a few miles to Wales for walks and relaxation.

I took part in a few of the lovely Centenary Celebrations and I thoroughly enjoyed them even if sometimes the weather could have helped a bit more. It was great to meet up with quite a number from down-under and I trust there will be others reporting in detail about the centenary.

After the big Cheltenham weekend, I made my way to Southampton, in bucketing rain, what else. I shipped the Mog to Australia and by now she was in excellent running order, as she should have been when I picked her up for my long and very enjoyable trip.

The same evening I boarded my flight back to Brisbane looking forward to a deep blue sky and I wasn't disappointed.

Stefan Wolf, September 2009

THE CENTENARY MOG

Dudley Pussey, UK

Centenary, that's 100 years of making cars. How do you celebrate?

Chris Booth who runs the three wheeler museum at Rolvenden in Kent responded by making a replica of the first car made in 1909 (*see photo right*). Chris and his replica were driving around at the event and the car took pride of place next to the latest Aeromax's in the company show tent at Cheltenham racecourse.

Many of you voted with your feet and came to England and altogether I understand 23 different countries were represented. We were particularly pleased to meet up with friends from Italy, France, Germany, Holland, New Zealand and of course Australia.



Cheryl and I decided to join the event on the Tuesday by arranging a lunch time noggin at The Bell, Langford. Tom, Lynn and Stefan joined us together with some Dutch friends and a group of Oxmoggers.

The venue was excellent and the weather held good for a scenic run to see the famous white hose carved in to the hillside at Uffington. We had intended that Victorians and NSW members would join us but they had all decided to go to Beaulieu instead.

On the Wednesday it rained but on Thursday we were able to make our way to Madresfield to see some old-fashioned car tests and to visit the house and gardens. One of the most impressive houses we have visited.

Friday was the day of the cavalcade and V6MOG had for some reason been selected to take part. We made our way to the factory at Malvern Link and parked. While we were there we took the opportunity of looking round the Aeromax assembly workshop.

We then joined the other cars waiting to drive to Cheltenham racecourse and then on to the Pump rooms for the champagne reception. It seemed to take a long time but

eventually a group of 10 early three wheelers assembled and drove off followed by more groups of 10 and then it was our turn. All along the route groups of enthusiasts were gathered and were waving at the cars. All quite exciting!

Saturday and Sunday were spent at Cheltenham racecourse meeting friends and viewing the various stalls and exhibits. We were quite disappointed to find that the organisers had not thought to put all the Morgan's together when parking in such a way that tin tops were completely removed from the picture, sadly this once in a 100 year photo opportunity was lost.

Cheryl and I had decided to go to the Centenary dinner on Saturday night so off to our hotel and into DJ and frock. The taxi arrived and Simon and Rosemary Daunt and ourselves set off for the ball. We arrived at the Centaur room for more champagne and to identify our seats.

The scene that greeted us when we walked in to the ballroom was quite staggering with Morgan's hanging from the ceiling and lights playing.

The Morgan family was well represented at the dinner and Charles spoke well. Videos were shown and Stig gave an amusing speech. Dinner was served followed by a jazz band until 11.00.

An evening not to be missed, but not cheap.

Sunday was rather like Saturday meeting friends including a surprise meeting with John and Julie and realising that it was John who kindly offered us rides in his Morgan at the 2002 MOCA meeting. Drinking another pint of the excellent Centenary ale brewed by The Wye Valley brewery, taking photos and just generally enjoying ourselves. Most people enjoyed the evening of proms, but I passed on that preferring to be out of earshot in the vicinity of the beer tent!

When you own a Morgan it is not just a car that you have; it comes with a family and an international family at that. We could feel that everywhere we went at Cheltenham.

MORGAN CENTENARY CELEBRATIONS UK

Lynn Fairhall

Well 100 years has come around and Tom and I were there for the celebrations of the Morgan Motor Company Centenary culminating at Cheltenham Racecourse in Gloucestershire on August 1st.

Tom had decided about a year ago that he was going to take his +8 over to the UK for the Centenary Celebrations and started to look in to shipping the car over, however things started getting a bit complicated and he was getting differing views on how and what to do. So around January this year he was perusing the Miscellany and discovered a car in Derbyshire was for sale. He rang the owner and discovered that the car was still for sale so a few days later he was on a plane to England.

He stayed with some really good friends of ours, Bill & Anthea, who live in a small village near a town called Ripley (believe it or not) in Derbyshire and only a few miles from where the Morgan was for sale. This story could not have happened but for the generosity of our

friends, who, once Tom had purchased the car, garaged it for us and looked after us as well.

So we now had another 1988 +8 Morgan Sports car, a red one. Our journey began with us starting out from Ripley on Friday 24th July, the car packed to overflowing with luggage and the roof up, as the weather was not very kind to us at all. We took about 2 hours to get down to Gloucestershire to where we had booked our accommodation, a small 2 bed cottage, in Stretton-on-Fosse, a small village in the Cotswolds, about half an hour from Cheltenham.

Saturday 25th was the start of the Centenary festivities which was a hill climb weekend at Prescott Hill near a town called Gotherington. Prescott is owned by the Bugati car club, but on Saturday it was all Morgans. I have never seen so many in one place before from all over the world. There were four Morgans shipped out from Victoria and three owned by Aussies but UK registered, ourselves, Stefan Wolf with another +8 and Lyle Honess (Vic) with a four seater 4/4. MOCA had provided all Australians attending the Centenary with yellow caps with Morgan Australia on them.

Saturday was a glorious day, sunny and quite warm; the event was run by 'Spot Mog', one of the many UK clubs who are based in the Gloucestershire area. Using our GPS we started out from Stretton-on-Fosse and wound our way to Prescott via every small windy lane that the GPS could find.

We had an exciting display of hill climbing by 'Speed Mog' all driving Roadsters, and then it was the turn of the many other drivers who aspired to race up Prescott Hill.

Tom was there with his red Morgan and his passenger Julia Woolgar (an NBC member) from Devon, who attended Bathurst last year and will be coming over to Australia next year for the Tasmanian run. The day was a great success and Tom thoroughly enjoyed his trip up the 'Hill' putting the +8 through its paces and I am sure would have liked many more.



The next few days we spent exploring the Cotswolds and getting quite wet as the weather turned on us and we found that the roof leaked on the car. Luckily, Tom had bought a storm cover which we had to quickly put on every time we stopped somewhere so that we would not be sitting in small puddles of water when we came back to it

On Tuesday we met up with Dudley & Cheryl Pusey at a small pub 'The Bell' in Langford along with about nine or ten other Morganeers, some from Holland, 2 New Zealanders, 2 Queenslanders (**Tom & Stefan – above**) and 3 from the UK. The weather was fine and sunny and we had a very enjoyable lunch and afterwards we all went for a run up to White Horse Hill (where the image of a horse has been carved out of chalk in ancient times).

Wednesday dawned and the rains came down so with our leaky car we headed off to ride a steam train from Todington to Cheltenham racecourse. That night we attended a 50th birthday party for Tim Harris, another NBC member, who had erected a large marquee for the occasion, which was very fortuitous as it didn't stop raining all day. We attended with Dave and Val Taylor who stayed with us that night.

Joining us for the 'Big' weekend at Cheltenham racecourse was John and Julie Lowe who were in England visiting John's mum in London. Saturday dawned bright and sunny and we set off for Cheltenham, arriving in the city on the way to the racecourse we encountered hundreds of Morgans all converging on the racecourse. Arriving at our final destination we were greeted with not 100s but 1000s of Morgans, approximately 3,200 according to the Morgan Motor Company. I have never seen so many Morgans together, all different shapes, sizes, old and new. The day was spent oohing and ahing over all the cars and Julie and I had trouble keeping track of where the boys were as they stopped at each car we passed.

There were lots of marquees with different ranges of goodies to buy, entertainment, gymkhanas, displays of how a Morgan is built and of course food outlets. There were people there from all over Europe, USA, Canada, Japan and of course Australia and New Zealand.

Saturday afternoon was a bit wet however; Sunday was glorious weather sunny and hot.

We had a fabulous weekend, seeing all the cars and talking to many different people and meeting up with friends. We had one small hiccup on the Saturday morning, driving to Cheltenham the clutch starting playing up, so we had a repair going on in the parking lot of Cheltenham racecourse.

So ended the 100th anniversary and on Monday morning there was hardly a Morgan to be seen, they seemed to disappear overnight.

MORGAN CENTENARY CELEBRATIONS 2009

David & Val Taylor

PRESCOTT

The first event we went to was the Hill Climb Day at Prescott, the home of the Bugatti Owners' Club. The course is about a mile long which rises 200 feet in short straights, fast and slow corners with 2 sharp hairpins. The fastest recorded time is 36 seconds.

David getting ready for the hill-climb

We were really lucky with the weather as we have had a few weeks of very heavy rain showers. It turned out to be a dry, warm, sunny day – perfect conditions for “climbing the hill”.



Val and I met up with Tom and Lynne Fairhall, Julia Woolgar, Linda Greer and some other members. We watched as one by one the Morgans went up the hill. We were treated to a display by 'Speedmog' who showed us how it should be done! (But not in 36 seconds!)

As you wait on the start line you can hear the crowd and the cameras clicking, let the clutch out and roar off up the hill – praying you don't miss 2nd gear!

We thoroughly enjoyed our trip up the hill and Val took some pictures (attached). We did it in a respectable time and didn't hit the gravel on the 2nd hairpin – result! I hear that Julia Woolgar is now an expert at the hill, having done about 40 runs over the 2 day period!

We spent a very relaxing day chatting to Morgan owners, watching the hill climb and generally getting into the spirit of the Morgan Centenary Celebrations.

The 'Red Arrows' flew over the event, which as always, is a spectacular sight. The Lancaster Bomber also did a fly-over on Sunday (2nd day of the event)

TIM'S 50TH BIRTHDAY BASH

During the following week we were invited along with Tom and Lynne Fairhall and many other 'Morganeers' to Tim's 50th Birthday Celebrations. It was held in a field at his place in the Gloucestershire countryside near Cirencester and it was planned that some people could camp, get to know each other and have a BBQ and Music in the evening. However, the elements conspired against us and the day was a total washout. Quick call to Tom and we decided not to take the Mogs. We picked Tom and Lynne up on the way. Tom was having trouble with a 'leaky hood' anyhow, but the torrential rain would have spoilt it for everybody.

We did have a BBQ – even though it was cooked inside the marquee. Some people even braved the camping – some decided just to roll their sleeping bags on the marquee floor. Anyhow, we all had a great time.

The highlight of the day was the great food, excellent music and those wonderful portable loos – polished wood interior, low lighting and background music!

We stayed overnight with Tom and Lynne in their very quaint country cottage (thank you both very much), and returned home the following day.

CHELTENHAM WEEKEND

During the weekend of 1st/2nd August the main Centenary Celebrations were held at Cheltenham Race Course. There were about 3,500 Morgans in attendance over the weekend.

The weather was pretty poor on the Saturday, but it did not deter us hardy souls who travelled all the way there in pouring rain with the top down. There were lots of trade stands, displays of all kinds and more importantly, Morgan owners and enthusiasts meeting up from over 23 countries of the world to celebrate the wonderful Morgan.

Members of the 'Naughty Boys Club' (NBC) arranged to meet up near the statue of a famous racehorse named Arkle. We had a good chat and photo shoot – nice to meet up with people we have so far only emailed. People from Australia, USA, Denmark, Holland, to name but a few.

We have attached some photographs which we took during the day, and hope you find them of interest. We had a wonderful time overall and would say that the Celebrations were a great success!!

David and Val Taylor *(1994 Royal Ivory 4/4)*

CLASSIFIEDS

King Pins & Bushes

Tom has the second batch of locally manufactured King Pins and bushes available and ready for sale.

Specification: Manufactured from 4140 grade ground steel bar. (*4140 is a high-tensile chromium-molybdenum steel characterised by high strength and good impact properties*)

Supplied with: New nyloc, ½ inch BSF nuts and phosphor bronze bushes

Price: \$250 per kit – less 10% club discount for members = \$225 per kit

REGALIA

MOQ Club Polo Shirts

New stocks of shirts have been ordered. High quality polo shirts – Navy, blue sleeves, maroon inserts with silver trim. Order yours for the Centenary Celebrations.

Contact: Brian Hollins Ph 0407 379819

Price: \$50 each



MOQ CarBadges

MOQ Car Badges are available

Price: \$42 per badge
Add \$4 for postage
(*You can pay Credit card over the phone*)

Contact: Greg Stevens
Email: info@ftrs.com.au
Phone: 07 3260 6197

MORGAN OWNERS QUEENSLAND Inc

EVENTS 2009 – 2010

OCTOBER 2009

DATE	EVENT	DETAILS
Friday 9 th to Monday 12 th	Morgan Centenary Tour - Inverell 2009	MOQ will have a meeting some time throughout the weekend, at a time to be mutually decided. We are the host club so all support is required. Enquiries, Greg Stevens 07 3260 6197 or 2009@morganownersqueensland.org.au

NOVEMBER 2009

DATE	EVENT	DETAILS
Sunday 29 th	AGM & Christmas Lunch	<i>Details to be advised – at this stage we will be having lunch at Mt Tamborine (Good suggestion Lee) so mark the day in your diaries.</i>

DECEMBER 2009

DATE	EVENT	DETAILS
Wednesday 16 th	Christmas Lights Run	<i>This will be in the southern Bayside area. Details to be advised – current plan is meet & light dinner, Christmas lights run, followed by coffee.</i>

FEBRUARY 2010

DATE	EVENT	DETAILS
Sunday TBA	Breakfast & meeting	<i>Details to be advised – all suggestions are welcomed.</i>

NOTE – All Morgan owners are welcome to join in on all events.

