

SunMog

Issue #13
July - August
2010

The Bi-Monthly Newsletter of MORGAN OWNERS QUEENSLAND Inc.



www.morganownersqueensland.org.au

THE NEXT FEW MORGAN EVENTS

Sunday 29th August – MOQ Run & Meeting – Start 9:30am Pelican Park, Clontarf

Sunday 19th September – All British Day

Sunday 17th October – MOQ Run & AGM – details to follow

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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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ADVERTISING

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Size of Ad	1 issue	3 Issues	6 Issues
Business Card	\$ 5.00	\$10.00	\$ 20.00
Quarter Page	\$10.00	\$20.00	\$ 40.00
Half Page	\$15.00	\$25.00	\$ 50.00
Full Page	\$20.00	\$50.00	\$100.00

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 Lee Boyle, whose email address appears above.



PRESIDENT'S REPORT

Tom Fairhall



I am writing this in a small village in mid west Wales – Synod Inn near the coastal town of New Quay. We have been here 6 days and have only seen a full sunny day on two occasions.

We bought the Morgan down with us but weather and a mechanical problem have thwarted plans to get the Morgan out. The mechanical problem related to a broken shock absorber bracket on the rear.

The later models – at least after our 1985 +8, which probably had lever action shock absorbers originally, do not connect the tubular shock absorbers to the spring plate. They use a bracket which bolts to the axle flanges outside the brake drum backing plates. While having the kingpins greased and the rear brakes adjusted at a garage across the road I noticed the shock absorber bracket had detached itself breaking the 2 bolts used to attach it. Since it was then free of the axle there was no rattles to alert me of the problem even though there was no shock absorber working on the driver's side rear. The bracket was welded up rather expertly in my opinion so should not present a problem in the future. Lesson for those with this arrangement to keep an eye on this component as I think it is under engineered. Julia Woolgar reported the exact same failing the week before on her 2003 +8 on one of the Morgan internet chat sites.

My visit to the UK this trip was timed to start at MOG 2010 (mmX) in Buxton. Besides myself, Greg and Christine Stevens were in attendance as well as our UK correspondents Val and Dave Taylor and frequent Aussie visitor Julia Woolgar. I entered the Gymkhana, my first attempt at one of these types of events. One section called for the driver to drive blindfolded with directions called by the passenger around an obstacle course – interesting!



The Morgan agent in Melbourne recently announced the traditional shaped Morgan has passed an Australian crash test and that as a result new Morgan's can again be imported into Australia. Check with Chris Van Wyck for availability and pricing.

Late news to hand is that our Terrigal NSW member, Roger Sawyer, has had major damage done to his recently fully rebuilt 1986 +8 after a serious accident last year. This time the car was damaged whilst parked in his garage after a car ran into the closed roller door damaging the rear and pushing it into a work bench. Roger is not happy, particularly as there are some insurance issues.

I hope all those participating in the August run enjoy it – we hope to be back for it as we arrive home August 8th. Cheers everyone.

ACTING-EDITOR'S REPORT

Christine Stevens



Well, I am back into the Editor's seat for this issue of SunMog as Tom and Lynn are currently holidaying in Wales, returning home on 8th August. A lot has been going on, Morgan-wise in the UK and Europe and there are also opportunities for us to get on and enjoy our Morgans here in Australia. Print out a copy of the events page and put it on the fridge so you don't miss out.

Tony Browne has given you a story that must be told on getting his Morgan back together after all of these years – and work is still progressing.

You will get to read of Roger's next disaster with his +8; "Oh, dear" is a bit of an understatement! When I asked him which one of them was the most devastated he replied that Ashley was but, once Roger discovered that his Broker failed to insure the Mog AND the Ford it was Roger!

Stefan Wolf has supplied a story about his trip through Europe with a +8 and caravan in tow. I must say, it is the only Morgan I have ever seen towing a caravan. Greg and I totally different weather than what Stefan experienced. I don't know that you would call it better, but definitely different! When he was at his brothers place in Italy they had the open fire and potbelly going and were still cold. He said Munich was a disaster with freezing temperatures at night and around 6 to 8C during the day. His last 2 weeks in the UK were warm and sunny.

Whilst Greg and I were in Europe we had sunny days (except for one morning) and temperatures upward of 35C and it was 42C one day. We only set off one morning in the rain and that was the last day in the Morgan, the day before we flew out. Greg and I have just returned from a holiday in UK, France, Luxembourg, Germany (for a couple of hours), Switzerland, Italy and Monaco but we will save most of that for the next SunMog.

Many of you met Greg and Nick Challenor when MOQ visited MothCare around this time last year. Nick and his wife were driving in Germany – he was driving and his wife had the map and was navigating. There was an exit they saw a sign pointing to a particular "city". She was told to find this city on the map and could not locate it. They reached the next exit; again, there was a sign to the same city. Still, she could not find it on the city on the map. There were words between the 2 of them – there have been several exits to this town / city, it must be a big city, why can't you find it? Well, I think I found the city. All roads lead to Ausfahrt. An "Ausfahrt" in German means an "exit from a motorway".



We have a couple of Morgan Events coming up. Chris and Julie Brown have organised our next event. It will be a Car Treasure Hunt on Sunday 29th August, starting at 9:30am in Pelican Park. Clontarf. This will be something new for me (and, I believe, many of us) so come along and enjoy your day. It sounds like it will be a fun day.

Our AGM is Sunday 17th October. Would you like to volunteer to organise this event? If so, please contact Stefan – thanks.

We have more new members to Morgan Owners Queensland. The number of club members is steadily increasing. A warm welcome to David and Lynette and also Paul and Ingrid.

Kerry and Merre Watts have become proud grandparents. Kerry is so proud you would think that he had done all of the hard work! Grand-fathers are like that, aren't they? Their oldest son and his wife had a baby boy early June so Kerry and Merre timed a 3 ½ week holiday at Scarborough with his birth. They spent time with Tom and Lynn, having a barbeque at their home in Clayfield. We also saw them a couple of times before we headed off on our holiday to Europe. I am not into cooking so we went out for dinner.

Lyle sent us this photo; I believe it is one of the +8's that Stefan has on the way from the UK – a 1979 +8 in Tahiti Blue.



Many club members attended the MOCA Qld Christmas in July in Stanthorpe. Unfortunately, Greg and I were unable to attend as we were away but, by all accounts it was a great weekend. By the look of the photos, it looks like Stanthorpe was in keeping with its usual winter. It looked very cold. You will see a page of photos of this event.

There are also a series of photos of Tom competing in his Gymkhana event in Buxton, UK. There is one of him blind-folded. Unless I am mistaken, it definitely looks like he was peeking under the mask. It is also reported that they did not spill a drop from the drinks tray. His navigator said that it was far too cold and he did not want wet cloths. It was very cold that morning at the gymkhana.

Geoff Starkey in NSW has decided not to rebuild the 3-wheeler Morgan so is selling his 1930 3-wheeler chassis and a 1933 Matchless 1000 V-twin crankcase. Details are at the end of SunMog in the classified sections. If you are interested, give him a call.

There are quite a few Morgans for sale in Australia at the moment. I have noticed Morgans in the last 2 Shannons auctions with a 1978 Midnight Blue +8 being sold at their Sydney auction on Sunday 25th July for \$71,000.

The club, being an affiliated club with Morgan Sports Car Club (in the UK), receives a copy of "Miscellany", their monthly magazine. Tom keeps these in the "club library" and they make good reading. If you wish to read Miscellany contact with Tom to organise collecting it from him.

Thank you to all that have contributed to this edition of SunMog. As well as the articles you will read, photos have been supplied by Patty Beecham, Lyle Honess, Julia Woolgar, Tom Fairhall, Roger Shawyer, Tony Browne, Dave and Val Taylor and Geoff Starkey (and me). Also, Lynn Fairhall and Lee Boyle have been supplying me with information to make sure I don't miss anything (I hope I haven't).

A STORY THAT MUST BE TOLD

Tony Browne

On Saturday I picked up the original Standard Special motor and a few other bits for my 1950 Series 1. The motor and car are now reunited after a separation of more than 40 years.

I bought my Series 1 in 1966, my first ever car and I still have it, will never part with it. After 6 months to get it registered, 18 months driving it to get a 'Defect Notice' I took it off the road. The car wouldn't go up a hill and had very poor performance so out came the motor, in went a TR motor from a wrecked TR3 I found (still have a lot of bits from it) then the project languished until 2000 when I spent 1 year working out how to rebuild the car.

In the intervening 40 or so years, I went to the UK for 3 years and the car went to a family friend's cosy garage. Unfortunately the friend died while I was overseas, the car was ejected and went into a backyard under a sheet of plywood and tarp. I returned from UK, moved to Melbourne and built a house and down came the Morgan to sit in the garage until 2000. It was such a sad pile of bits my wife bought a car cover for it and it stayed buried but dry until kids grew up, house renovations finished and my guilt ran over the brim. ***A photo of it***



in the garage is attached and this is after I had cleaned up the mess a little.

When the TR motor went in, the original Standard motor went to a guy who was fixing his car up, the gearbox went to another guy who 'might need it one day.'

The years 2000 to 2005 were good years for my Morgan from Melbourne and many in Brisbane may remember it from the year I spent there after driving it from Melbourne to Brisbane in 2009 then returned to Melbourne via The Muster – and the pox ridden Narrabri Country Comfort Motel. A replacement motor was used. Wisely the TR motor was turfed out and a GT Cortina 1500 motor installed with Sierra gearbox.

Well, now there is a new project and thus the title of 'getting the band back together' or possibly 'rebuilding Frankenstein' is an alternative.

I wrote about my car restoration in The Ear and mentioned the original motor was missing and included the engine number. Two weeks later a phone call from Peter Carnavon – "Guess what I've got?" the unfamiliar voice said when I picked up the phone. Yes, he had my original motor that he sold to me with a few other bits for a very reasonable and very honest price. He had me over a barrel and didn't take advantage and I salute his integrity.

Then the saga began.



Body Tub fitted 18th August 2003

First, Peter is in Sydney, I live in Melbourne but working in Brisbane. John Merton also bought some bits from Peter so he offered to pick up my motor and take it to Canberra where he lives. Ok, I said, a bit closer to Melbourne. Next John moves to the south coast of NSW and, yes, takes the motor too. Even closer I thought plus a possible weekend at the beach when I pick it up.

John, forever helpful, has a family gathering in Bundaberg so brings my motor with him to Brisbane in the back of a 1975 Toyota Corolla. I thank John, fill him up with red wine and give him a bed for the night and then I keep the motor in the 6th floor Kangaroo Point apartment. Next comes a trip to Tom Fairhall's shed in the Morgan with the motor – in bits – on the back seat and luggage rack. Some falls off on the way but a quick stop and all is recovered so the motor and bits ended up with Tom for awhile.

Next Greg and Christine step into the picture. In their roamings they were going earlier this year to Wagga Wagga in NSW. Along with a couple of Morgans and other stuff, my motor – and other bits – went with them. Very close I thought; a quick dash up to Wagga x 2 and reunion would be possible. "I'll find someone to look after it", Greg advised as I was not able to make it to Wagga x 2 at the same weekend.

Greg's mate Phil Thompson then stepped in and drove up from Wodonga to Wagga x 2, picked up my motor – and other bits – and took it back to his shop.

"G'day Phil, I'm the bloke who owns the Morgan motor." I say when I find out from Greg what he arranged. "I'd like to pick it up soon."

"I'm on holiday for the next few months," he said. "Anytime after that is ok."

Well, on Saturday 29 May 2010, he opened his shop specially for me and I drove up to Wodonga, a 600km round trip, no beachside weekend but a lot closer than Brisbane and picked up the motor and other bits. Yet another gentleman met through Morgans.

That is not all though.

The other bits include a steering box (to play with a get slack out of be a redesign) and a Series 1 bell housing. Roger Shawyer in Terrigal NSW offered a spare radiator and I gratefully accepted. Once more the collection became an event. Pick up from Terrigal, courier to Padstow in Sydney to my brother and he will bring it to Melbourne on his next trip.

And there's more.

I found the gearbox. It is in a container in Cairns, well 100km inland from Cairns to be exact. He has a couple of old Morgans and MG's and 'still might need the gearbox one day' he informed me. Some arm twisting, offer of TR3 bits and I hope he will open the container door and extract the gearbox so I can arrange to bring a last main bit back to Melbourne, hopefully a little more simply this time.

I will then be able to build the original drive train. I have modified my radiator so the replacement one is very good to have, I can rebuild the motor as I know where to get all the bits, I have a drive shaft, starter motor, generator, exhaust manifold etc so it is possible to reassemble the complete car (suspension another storey but not for now). I don't have a drive shaft between motor and gearbox but hope one appears to buy or copy and the few other bits that are no doubt missing will be sourced ... somewhere.

The story is not over yet but there have been terrific people along the way who have gone out of their way to help and deserve recognition and a thank you.



Andrew and Tony – 19 December 2005

A TRIP THROUGH EUROPE WITH A PLUS 8 AND CARAVAN IN TOW

Stefan Wolf

This year I decided to explore some parts of Europe a bit earlier in the year to escape the tourist hordes. What I traded was some wild weather and often uncomfortably low temperatures with the advantage of comfortable travel in a Plus 8 without getting hot feet. There was another difference to my previous trips; I didn't have to search for accommodation along the way because I towed a small Italian caravan behind my Morgan. I called it "Holiday Inn" on wheels. Very comfortable with a built in sanitary cell and fully insulated pop up roof, double glassed windows with integrated roll up blinds and flyscreens.



Marooned on my brother's drive, Tuscany, Italy

Naturally there was no change to the means of transport as this was, as always, a Morgan. This time a 1982 Morgan +8 with a 3.9 litre engine, worked heads, non standard carburettor and ignition systems. A special rack and pinion steering setup, without drop arms, by Rutherford engineering; I had the suspension changed more to my liking, and



while in Germany a Kauffelt dash and centre arm console fitted. There is a long list of other bits and pieces on this quite special Mog. Yes, and it's mine and not for sale! I know I said this before but that's it this time.

Just across the border from Andorra to France

A tow bar had to be fitted off course. This took a bit of searching and organising and worked out fine in the end. As always, there are teething problems before one sets out. Now I had them twice this time, with the Mog and with the caravan. After over a week of nerve wrecking frustrations, I eventually got on my way and had an incident free trip. Incidents only occurred by manoeuvring with Mog and caravan into areas where one shouldn't have been in the first place.



Sierra de los Cuellos de Lenito, Spain

To Ireland then back to England. Taking the ferry to Northern Spain and making my way through the Spanish Pyrenees on roads nobody would recommend to take a caravan.

Passing through Andorra (not a place where I'd ever go again), and then into the beautiful Provence, along the Cote Azur and to Northern Italy.

Lago di Como, Northern Italy

Got marooned with the caravan hanging off the Morgan on the steep gravel track out of my brother's place in Tuscany. Experienced a cold and rainy day with the Bavarian Morgan Club in the Alps.

Returned to the UK for another 2 weeks with the weather being very kind. Dropping off the Mog at the port in Southampton after having clocked up just over 12,800km.



I even found another +8 in the last minute and both cars are now well on the way to Brisbane.



Maloja, Lago di Sils, Switzerland

OH, DEAR!

Roger Shawyer

I wasn't going to share my latest experience due to the fact that it involved Number 1 Son. But I guess the point is, if you have kids and then we all suffer the odd problem or two. :-)

So here goes... Saturday on the way back from the airport I said to Linda we should go via the Mountain Men and pick up the Mog as it was ready after having the wing / guard repaired, the beading had corroded through on the "old" wing and I had to get part cut out , re-beaded, re-painted and another \$4000! So Ashley & I (No 1 Son) drove home going the long way for fun, it was a pleasant drive although a tad cold after Cairns.

Fast forward to Monday... gently the Mog was nestled back in its favourite spot in the shed. Ashley coming home in his XR6 Falcon came up the driveway, turned onto the forecourt, applied the brake, slipped off the brake onto the accelerator and through the rollup door (which was closed), and ploughed through pushing a metal shelf into the back of the Mog and propelling it 2 metres into my timber workbench – ouch really doesn't cut it.



Bottom line, about \$15 - 20,000 in damage to the Mog, roll up door – say \$3,00, his car – \$4000, 2 x shelving – \$100 -. Now here comes the interesting part – Insurance. I rang my Broker. "Who is the Mog insured with?" says I. Lots of paper shuffling, and I said, "I advised you in March that in a weeks time the Mog was road ready & I will be taking it to Tasmania. Can you please insure same." Email sent. "Er, (cough), it's not insured." What passed next I cannot print.



So no insurance – but wait there's more! I sent an email to the Morgan Agent in Oz, Chris Van Wyke, with a list of parts I need. You may remember that this is the guy that I had so much trouble when I "recently" repaired the Mog from my accident, and was claiming warranty issues with him to the tune of \$10,000, which he agreed to pay but said "It will send me broke (sob) but if you insist I will pay

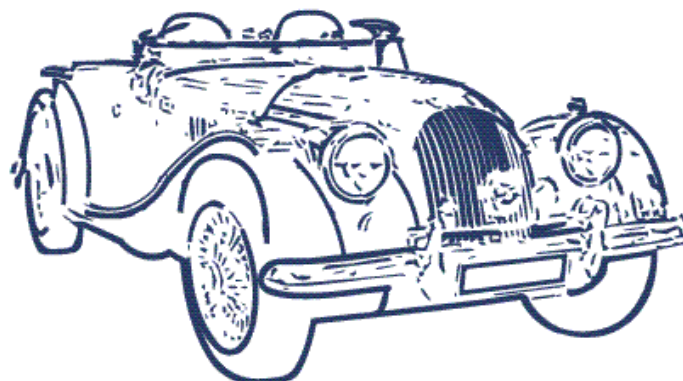
it (more tears). The Factory offer no warranty or guarantees whatsoever and I am such a small player (sob, sob, sob)...." – I let him off the hook and told him to forget my claim & for the sake of harmony, I'll wear the cost.

So when he sent me a quotation for parts I was somewhat shocked that he quoted me full price – no discount – none – zip – nothing AND it was plus freight to Gosford.

Mankind sucks because there is no "kind" in man. Do the right thing and people just pee on you from a great height and treat you as a Mug – which I guess I must be.

So there you go. My poor boy was devastated and was in tears, but property can be fixed and at the end of the day what is done is done. Never mind OZMOG will be back, eventually.

Rog – pissed of more with CVW than my Son!



MORGAN (& FOOD) HIGHLIGHTS

Christine Stevens

Greg and I have just returned home from a holiday in the UK, France, Luxembourg, Germany (for a few hours), Switzerland, northern Italy and Monaco, with stopovers in Malaysia. We were away from home for a total of 39 days. It was a great holiday but it is also good to be home. The holiday came about with the generosity of Tom, allowing us borrow of his +8 (that he currently has in the UK) to tour around Europe. It developed further after Lyle Honess kindly offered the use of the 4/4 4-seater for the Buxton event. Lyle has this Morgan in the UK also but I believe it will be moving to Australia soon.

The holiday started on the Thursday night when Kerry and Merre Watts (1977 4/4 4-seater *Wee Waa, NSW*) collected us, and our luggage, and the 4 of us set out for dinner at Wilsons Seafood Restaurant at Hamilton Portside. It was a great night. The seafood was that good that they returned with their son and daughter-in-law for Saturday lunch. Thanks Kerry and Merre for an enjoyable night and the lift to the airport.



We spent a day and a night in Kuala Lumpur where we met up with HamLong Chang and his wife. HamLong was the owner of our Morgan Super Aero 3-wheeler until he sold it 20 years ago. HamLong collected us up from our hotel and drove us to his home to view his cars.

Greg and HamLong (left)

He still has 2 Morgans. He has a 1976 Morgan 4/4 that has done only 13,000 miles (original paint and upholstery, starter switch has been changed). It

was sold to him by his surgeon friend who imported it new in 1976.

1955 +4 Drop head coupe 4-seater – a Snobmog (right)

HamLong advised us it is 1 of only 51 built. It has a 2088 cc Standard Vanguard engine. He bought this car 20 years ago (after having sold his 3-wheeler and a 1952 flat radiator + 4).

He also has a 1948 MGTC and a 1975 Jensen Healey 5 speed. The Jensen has done only 12,000

miles from new. He bought this car from the first owner 24 years ago.



They then took us to view the Petronas Twin Towers. The towers are currently the second tallest buildings in the world, and the tallest twin towers in the world. We had lunch at their friends' restaurant in the towers and they ordered us typically Malaysian dishes which were great. One dish, that we would never have ordered but loved, was Fish-head soup. It was half of a 4½ kg Groper head in a spicy (chilli) soup. The Groper head had ample meat on it for the 4 of us – Greg and I passed on the fish eye; we left that for them to fight over!



David and Val Taylor met us in London where, amongst other sights we rode the London Eye. It was raining a little that afternoon so the view was not as good as on a clear day but it was great and is an amazing construction. Dave shouted us the ride on the 14th June – for Val's birthday on the 12th and my 50th birthday on the 13th. Thanks Dave.

Val Taylor (above) & Greg Stevens & Dave Taylor (right) on the London Eye



The following day Dave and Val drove us to Hartlebury Garage where Lyle keeps his Morgan. Along the way we called into Gaydon Motor Museum. They have an interesting and varied (and expensive) collection of vehicles – and they have a good display of Morgans on the mezzanine. It is definitely worth a visit.



Departing Hartlebury Garage

Greg and I called into the Morgan Factory that afternoon and tried to book a tour for when we were returning on 14th July (over 3 weeks later) but they could not fit us in. The girl pointed out a gentleman and told us to speak with him if we had any questions about Morgans. By the time we had actually located the Visitors parking

and museum we had, basically, seen the sheds anyway – Aeros, 3-wheeler pedal cars, etc, etc. They had many 3-wheeler pedal cars ready for delivery. Possibly, one of the pedal cars we saw there belongs to Lyle.

3-wheeler Pedal cars ready for delivery at the Morgan factory



We toured for a few days, mainly through Wales. This is a very scenic area that we would easily spend more time in. Thanks to Dave Taylor for the many places he suggested for us to visit. You sent us on some great drives. We toured until we arrived in Buxton for MOGmmX which commenced with the dinner on Friday night.



Saturday morning we were entered into the Pitstop Challenge in a mixed team (2 males, 2 females). Our team consisted of Dave Taylor, Julia Woolgar, Greg and I – and the cheer-squad. The name, "50% Convicts" we thought was appropriate as 50% of the team were Aussies! An Austin 7 friend here in Brisbane, Tim Braby, did the cartoon (above) which was printed onto our team t-shirts.

The rules, basically, were that we had to remove the 2 front wheels, swap them side to side and refit, tighten the wheel nuts. Remove the 2 stop tail lamp lenses and, again, swap them side to side and refit. Open the bonnet and pass the ignition keys under the bonnet, turn the car on, press the brake and confirm all works. We turned it into a lot of fun and even more noise. We were not going to win but we did intend to be noticed. I have to say that everyone noticed us and enjoyed the entertainment!

Greg and Julia doing the work, Dave and Christine are relaxed!



We enlisted the assistance of a cheer-squad of 8 – supplied them with Team T-shirts (with the cartoon and also stating, *“Meticulously selected Official Pitcrew Challenge Cheer-squad – I did it for the free T-shirt”*), brass horns and signs with, “Go Convicts, Go – Go – Go”. This also reduced our luggage as they got to keep them.

The cheer-squad consisted of Val Taylor, Sheila (Julia's sister), Anne, (her friend), Seymour (I don't know what centre he is in), Terry Bedford (from West Sussex), Anthea Grange (NorMog), Dudley and Cheryl Pusey (AngleMog). Incidentally, Anthea is on page 23 and 24 of the July Miscellany. She was the Ladies' winner of the gymkhana at the NorMog annual gathering.

Greg conducted “Practice sessions” and “warm-ups” leading up to our 11:00am time-slot. It turned out that most of them were cheering for us whilst their own club teams were competing. Once we were competing Terry took over as “Cheer-squad Manager”, leading the team along. He did a good job too.



The Pitcrew Challenge CheerSquad

Julia Woolgar, Dave Taylor, Cheryl & Dudley Pusey, Val Taylor, Anthea Grange, Terry Bedford, Anne, Seymour – Greg out the front

Tom wasn't in the cheer-squad as he didn't know if he would be back in time as he was competing in the gymkhana the same morning – but he was back in time to watch the activities.

On one of the drives throughout the weekend we called in at the Cat and Fiddle Hotel. We are told it is the highest hotel in the UK. It was too cold for a beer so Greg bought an ice cream, claiming that the ice cream was warmer than the air up there.



***At the Car & Fiddle Hotel, Morgans belonging to:
Dave & Val Taylor; Dudley and Cheryl Pusey; Lyle Honness (Victoria)***



Dave and Val Taylor in the 4/4

Monday morning we met up with Tom at his friends' home in Ripley. Here, we took his +8 and were off on the next part of our holiday – after returning Lyle's 4/4 to Hartlebury Garage. I am not really sure which towns and villages we passed through on our way to Dover as, at that stage, I was driving and Greg was navigating from the map-book. I do know that we kept off the major roads and headed south before heading east and traveled through Winchester, Petersfield,

Midhurst, Haywards Heath, Uckfield, Rye, New Romney, Hythe and, eventually to Folkestone and Dover, arriving just on dark at around 10:00pm

+8 on the Train

The next morning we were off on to the continent and left the UK on the train via the Eurotunnel at 7:50am. Of course, we did all of the touristy things in Paris, Florence, Avignon, etc but I won't bore you with that. I am trying to keep this to Morgans (or transport) and Morgan owners – and food!!



I have spared you of the European leg of our holiday (temporarily) as you have already read about Stefan's adventures. Our version of all things Morgan, food and wine in Europe in the September – October SunMog.

FUTURE MOQ EVENTS

MOQ Car Treasure Hunt

Sunday 29th August 2009

Start Time: 9:30am
Location: Pelican Park, Clontarf
Organisers: Chris and Julie Brown
Phone: 07 3206 0722 home
0423 783340 mobile

Chris and Julie have planned the Morgan run to be a car treasure hunt around the Redcliffe area.

All Morgan drivers and enthusiasts are very welcome and encouraged to attend.



MOCA QLD CHRISTMAS IN JULY STANTHORPE

Photos from Patty Beecham



COMPETITION UPDATE FROM THE MSCC CHAIRMAN

Brian Lee



(This is an email that Greg and I received from Brian – and I thought we would share it with you.....Christine)

Just wanted to thank you both for supporting the MOG event in Buxton and say how much Jean and I appreciated the gift that you gave to us. This is now on display in our lounge.

Hope you have managed to get back home safely and that you enjoyed your time in the UK.

Since Buxton we have been kept busy. I continue to sprint and hillclimb in my 4/4 and have done Aintree since we met up with you. At the beginning of August I am competing in a sprint at Goodwood, a venue that I last went to competitively in 2003.

We have also recently returned from Classic Le Mans which was a very good event with about 300 Morgan cars in the spectator compound.

Last weekend I attended the Peter Morgan Memorial race meeting at Mallory Park which was quite eventful. Two Morgans had a coming together which resulted in no injuries but a restart of the race. Then on the last lap a Morgan shed a wheel when the stub axle broke. Fortunately this happened close to the finishing line so a Morgan that started with 4 wheels finished the race on 3 wheels and came 4th overall (although the driver was disappointed that his errant wheel beat him to 3rd place).

Once again many thanks

(There is some interesting reading on the MSCC website. Take some time to take a look. Note – the photo of Brian has been picked off the MSCC Website)

WELCOME TO NEW MEMBERS

The following new members have joined MOQ – welcome. Paul has already attended Morgan events; we look forward to meeting Ingrid, David and Lynette also at future MOQ events.

- David & Lynette Adams
- Paul & Ingrid Hutton



QLD HISTORIC MOTORING COUNCIL NEWS

JUNE 2010

VEHICLE SECURITY

The QHMC has developed and published a paper describing what, you as a historic owner, can do to help prevent the theft of your historic vehicle. The newly published paper is available for download from the QHMC website at www.qhmc.org.au/vehicle_security.htm Following is a list of headings which will give you some indication of what the paper covers – Visual Deterrent; Non Visual Deterrents; Alert Device; Engine Immobilisers; Parts Identification; Security Of Vehicles When Stored; Securing The Garage; Security Of Property In Vehicles; Security of Trailers Trailer Locks

CHANGED PRE-1989 VEHICLE IMPORTATION RULES

The rules governing the importation of pre 1989 vehicles have recently changed. The change relates to vehicles that have been modified. The department now assumes that if the pre 1989 vehicle has been modified then it can't be imported under the pre 1989 rules unless you can prove that any modifications to the vehicle were done prior to 1989.

The policy can be summarised as follows:

- Original and unmodified (factory specification) vehicles manufactured prior to 1 January 1989 can be imported without restriction (as per previous policy)
- Restored (factory specification) vehicles manufactured prior to 1 January 1989 can be imported without restriction (as per previous policy)
- Modified vehicles originally manufactured prior to 1 January 1989 can ONLY be imported if the owner can demonstrate that the modifications were completed prior to 1 January 1989. Import approvals will only be granted after the Department is satisfied that the modifications are pre-1989.
- Modified vehicles originally manufactured prior to 1 January 1989 can NOT be imported if the modifications were completed after 1 January 1989, or if the owner can't demonstrate to the satisfaction of the Department that the modifications were completed prior to 1 January 1989. The date of manufacture will be reset as the date the modifications were completed, and if that date is post 1989 the application will be rejected

For the new version of the Vehicle Standards Bulletin (VSB) relating to importation refer to http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/gener al/pre1989scheme.aspx

For the revised Information Brochure referring to pre 1989 imports (VSB10) refer to http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/gener al/pdf/VSB10_11.pdf

SEAT BELTS FOR UNDER 16's

The QHMC will at the AHMF AGM, try to get the AHMF to nationally approach government for a relaxation of the national road rules requiring under16's to use seat belts and under 7s to be in child restraints when one of our cars is being used in an approved procession such as ANZAC Day parades and other similar parade events.

Minutes – Meeting – Sunday 16th May 2010
MORGAN OWNERS QUEENSLAND (INC)
Harry's Hut Restaurant, Buderim Forest Park

MANAGEMENT COMMITTEE

President: Tom Fairhall – Ph 3862 3244 or 19 664574 – Email president@morganownersqueensland.org.au
Secretary: Lynn Fairhall – Ph 3862 3244 or 12 232444 – Email secretary@morganownersqueensland.org.au
Treasurer – Lee Boyle – Ph 3378 0577 or 0424 007884 –Email treasurer@morganownersqueensland.org.au
Vice-President – Clive Boyle – Ph 3378 0577 or 0421 438569
Email vicepresident@morganownersqueensland.org.au

GENERAL COMMITTEE

Rally Co-ordinator: Stefan Wolf– Ph 3821 0917 or 0417 862248 – Email events@morganownersqueensland.org.au
Dating Officer – Clive Boyle – Ph 3378 0577 or 0421 438569 – Email dating@morganownersqueensland.org.au
Qld Historic Motoring Council Delegate: Christine Stevens – Ph 0419 789151 – Email info@ftrs.com.au
Web-master: Christine Stevens – Ph 3260 6197 or 0419 789151 – Email info@ftrs.com.au

As Tom Fairhall was absent, the Meeting was opened by Vice President, Clive Boyle at 2:28pm

1. **PRESENT** – Tony & Maureen Bermingham, Chris Beecham, Clive & Lee Boyle, Laurie Isaacs, Greg & Christine Stevens
2. **APOLOGIES** – Tom & Lynn Fairhall, Patty Beecham, Cam and Glynn Macphee, Stefan Wolf, Lyn Cobb
3. **VISITORS** – nil
4. **PRESIDENTS REPORT** – Clive thanked Chris for organising today's run; it was a great run and great food.
5. **BUSINESS ARISING FROM THE MINUTES OF THE LAST MEETING**
6. **SECRETARIES REPORT**
Nil – no inward or outward correspondence was tabled.
7. **BUSINESS ARISING FROM THE CORRESPONDENCE** – nil
8. **TREASURERS REPORT** – Lee Boyle gave the presidents report
Bank balance is \$1,100.48 less \$26.40 postage + \$20 for stickers, leaving balance of \$1,094.08.
Note – membership fees are due on 30th June.
Lee Boyle moved that the treasurers report is accepted. Seconded by: Laurie Isaacs.
All in Favour
9. **EVENTS** – As Stefan is overseas, Christine Stevens gave a report on up-coming events.
August run & meeting, Sunday 29th August, is being organised by Chris and Julie Brown
October meeting & AGM, 17th October, details to be advised. A volunteer is required for this event.
Chris Beecham advised there is a Run with MG Sunshine Coast and Lotus Club and to come along. It is finishing at Maroochydore Surf Club on **8th August**. This is for the Centenary of the Surf Club.
10. **SUNMOG NEWSLETTER** – Christine advised closing date for the next issue is 15th July 2010 – Please email articles, for sales, etc in.
11. **GENERAL BUSINESS** – nil
12. **THE NEXT MEETING will be Sunday 29th August**
13. **THE MEETING CLOSED** at 2:35pm

CLASSIFIEDS / FOR SALE

3-wheeler Chassis – factory verified – Chassis 2128B



This Chassis started life on a Morgan 3-wheeler, February 1930, genuine Aero, OHV JAP, 2-speed. Body was Cream with black.

The car was sold new UK. The dealers details are on the verification certificate, delivered in the UK, then time in NZ, Melbourne and Sydney.



Also for sale.....

1933 Matchless 1000 V Twin case & crank

Contact: Geoff Starkey
Phone: 02 9748 6288 (work – direct line)
0414 557 159 mobile
email geoff@oilseal.net.au

CLASSIFIEDS / FOR SALE

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 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 "My other car is a Morgan" Stickers

New stickers have been produced for your "other car". They are also being used by club members on rental cars when attending interstate or overseas Morgan events.

Contact: Lee Boyle 0424 007884

Price: \$5.00each



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: Lee Boyle 0424 007884

Price: \$50 each



MOQ Car Badges

MOQ Car Badges are available

Price: \$42 per badge
Add \$4 for postage

Contact: Lee Boyle
Phone: 0424 007884

Australian Morgan Centenary Car Badge

Only 100 badges were struck to celebrate the centenary with some still available – Badges 1 & 100 were auctioned with funds going to the Prostate Cancer Foundation.

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

Contact: Lee Boyle
Phone: 0424 007884



MORGAN OWNERS QUEENSLAND Inc **EVENTS 2010**

AUGUST 2010

DATE	EVENT	DETAILS
Sunday 29th	MOQ Run & Meeting	<i>Starting 9:30am Pelican Park, Clontarf – Car Treasure Hunt around the Redcliffe Area (Organised by Chris & Julie Brown – phone 07 3206 0722 or 0423 783340 mobile)</i>

SEPTEMBER 2010

DATE	EVENT	DETAILS
Saturday 11 th	Gympie Swap	<i>Gympie Showgrounds, Southside, Gympie. Gates open 5:00am.</i>
Sunday 12 th	Beaudesert Swap	<i>Beaudesert Showgrounds. Gates open 6:00am</i>
Sunday 19 th	All British Day	<i>St. Josephs College Sports Ground, Vivian St. Tennyson – Ph Richard Higgs 3385 5312 or 0409 420904 Email albert.budworth@racq.com.au</i>

OCTOBER 2010

DATE	EVENT	DETAILS
Sunday 17th	MOQ Run, meeting & AGM	<i>Details to be advised</i>
Saturday 20 th & Sunday 31 st	Maryborough Custodians Rally	<i>Entry forms available by contacting Irene Smith (of Maryborough District Antique Motor Club) phone 07 4122 1135</i>

NOVEMBER 2010

DATE	EVENT	DETAILS
Sunday 21st	MOQ Christmas Lunch	<i>Details to be advised</i>

JANUARY 2011

DATE	EVENT	DETAILS
Saturday 22 nd & Sunday 23 rd	Allora Heritage Weekend	<i>Allora Showgrounds</i>
Australia Day 26 th	Australia Day Rally	<i>Ormiston School – commencing 7:30am with Free Breakfast</i>

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