



Issue #62 September 2020

Newsletter of Morgan Owners Queensland Inc.

SunMog



Morgan Owners Queensland Inc.

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2020 CALENDAR OF EVENTS

October
TBA

AGM

November
20,21,22

Christmas in November

Accommodation - Friday 20th November & Saturday 21st

Applegum Inn

41 Margaret Street Toowoomba
phone 4632 2088

reception@appleguminn.com.au

Tariff

Single/double (1 Queen bed) \$125

Twin Share (1 Queen & 1 Single) \$130

Triple Share (1 Queen & 2 Single beds) \$145

Breakfast Saturday and Sunday

Continental \$15 per person

add a hot dish \$10 per person

Dinner Saturday Night

Christmas theme \$52 per person (Applegum restaurant)
(includes nibbles, roast dinner with trimmings, dessert)

Friday Night Dinner

at a local venue

A full programme, with "a highland fling" theme, will follow in a couple of weeks.

I have checked with Applegum Inn, currently holding 12 rooms for the November run to Toowoomba.

Due to receiving advanced bookings for November, the Inn now requires firm bookings by **20th September**.

Guests to book with names, contact numbers and credit cards to secure their bookings.

Please contact John RSVP E: trewandra2@bigpond.com P: 0427 420 809

Thank You - John T

The committee is always there to assist first time organisers.

The Australian Vintage Aviation Society 's museum

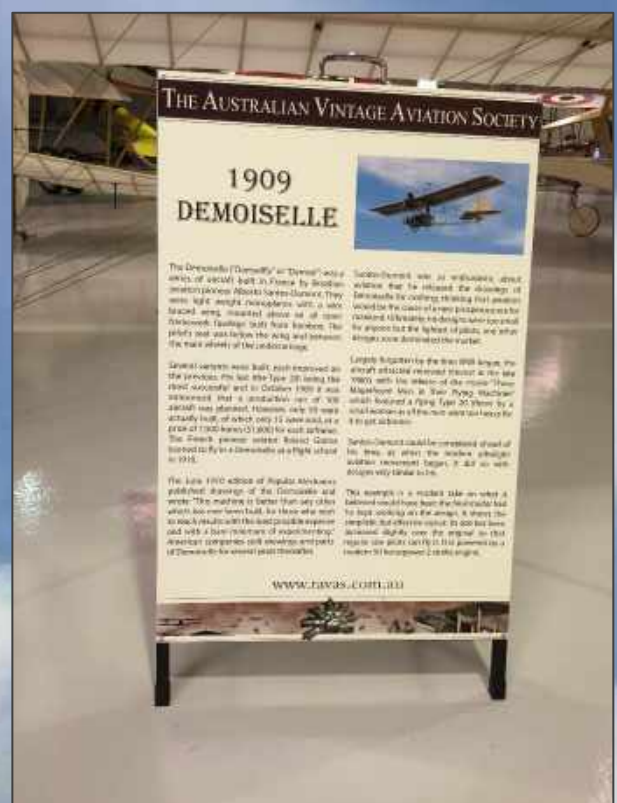
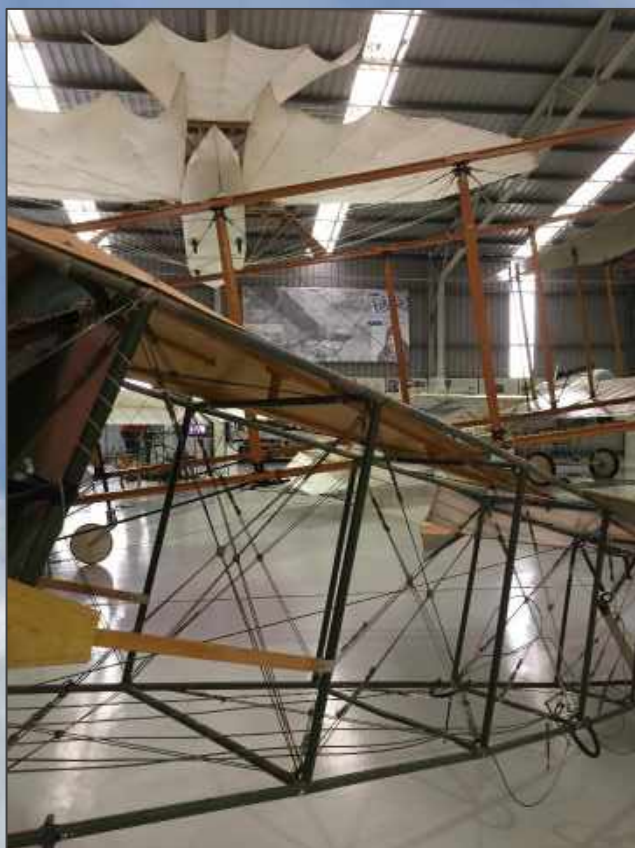
July 2020... Geoff & Lyn Boucaut

Those 11 people who braved the rain, enjoyed a tour over The Australian Vintage Aviation Society 's museum at Caboolture.

Of the thirteen-pre-world war two aero planes on display, eleven of the planes still fly. We were given a talk by the one person who flies them.

Morning tea, then off to a winding road to Mt Mee. Because of the rain and only 2 Morgans present, we did a shortcut of the route to go the D'Aguilia Pub for lunch.

It is my plan to do another short run day, on the scenic route that was planned, but starting off with watching one of these Pre 1945 planes take off.



**Gympie Gold Museum/Amamoor Lodge/Mary Valley Rattler/Pomona
Weekend 04 Sept 2020.... Clive Boyle**

Six Morgan's and one tin top met at the Aussie World carpark in perfect weather at 9.30am Friday 4th for a 10.00am departure. Off to Gympie in convoy up the Bruce highway, boring but the fastest way to the Gympie Gold Museum for a guided tour and lunch. Arriving at the museum some 60mins later we were greeted by our tour guide Ralph and old time member and Gympie local John Wiltshire in his 1947 Series 1 Flat Rad Morgan.



The gold museum covers over 5 hectares and 30 display areas in and around 15 major buildings. In 1867, James Nash collected 7 ounces of gold in just 6 days. This started the Gold Rush in Gympie and it became known as the town that saved Queensland from bankruptcy. We were also joined by a member of the Gympie Historical Automobile Club who together with our guide Ralph gave us a very informative tour of the facility. Lunch was provided at the museum café where we ate outside with more members of the local automobile club. Clive presented a representative of the club with one of our 10th anniversary badges to display in their clubhouse. From the museum to the Gympie Muster Inn our overnight accommodation, happy hour in the carpark, more like 3hrs then to the RSL for dinner. Here we were joined our Toowoomba members John & Julie Turnbull, so now 15 in total.





Early breakfast on Saturday then off to Amamoor Lodge about a 25 minute drive. Booked in then taken by bus into Gympie to board the Mary Valley Rattler for our 1hr train trip back to Amamoor. The trip includes volunteers in each carriage who give a running commentary on the surrounding district and history of the area and the train. One hour at Amamoor looking at the markets and the cute little country village then back on the train for the return trip to Gympie.



Our lunch table was set up on the historic platform next to the track. The food had been pre-ordered so that we could be served in a timely manner but yours truly forgot the list of who ordered what and most people could not remember. Service and food were excellent the senior lady in the café even printing out the food list with names from previous emails, that took the pressure off. Back on the bus to



Amamoor Lodge for another happy hour on the deck which surrounds this old homestead. At the start of the run each couple was given a number 1-8 and these related to prizes/gifts that were presented by Clive to the members prior to dinner. There are three rooms attached to the main house and five motel style units in the grounds, so we

had the whole place to ourselves. Dinner at two tables in front of the open fire was enjoyed by all, wine flowed and the conversations became louder. After dinner our wondering minstrel Keith Browning entertained us with his guitar and songs.



Continental breakfast on the deck then goodbye to our hosts Malcolm & Christine and off to Pomona via Imbil markets.

Lunch at the newly opened Pomona Distillery Company restaurant was very good and the surroundings, food and service impressive. Final goodbyes said it was of home as the rain threatened.

A most enjoyable three days.



Remember the Amoco ad with the red Morgan .. by Patty Beecham

NICE CLEAN PETROL AND THAT CAR!

*To save our Petrol
We all know
You've got to take a train
Or else you've got to drive it slow
And tune the car to run just so
Now there's at least a dozen ways
that we can drive real lean
So I've just got to look after
my escape machine
Takin' the freeway
Drivin' the clean way
With Amoco in my machine
She's running like a dream
She's final filter clean
Amoco saves my machine*

Remember the Amoco Petrol ad with the red Morgan?
Meet the bloke who owned the car new, from 1973 to 1999!

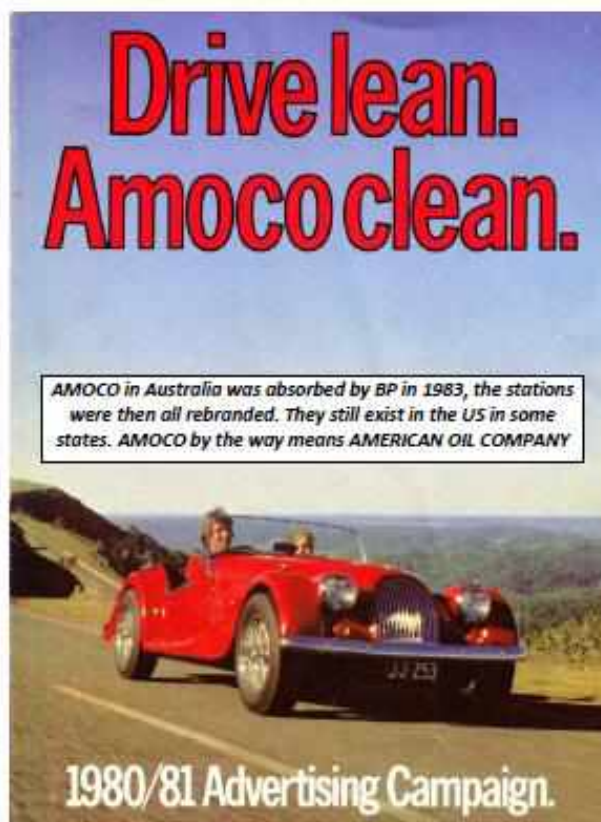
Jack Jennings, publican, now lives in Naracoorte SA,
and recalls how he bought the car when he was 24yo
and living in London.

"I decided to buy a Morgan but the waiting list was so long, at least two years! Being young, I was a bit frustrated, and asked how I could hurry things along, and it was suggested that I speak to other Morgan dealers outside of London (there were only about 20 at the time, some without stock!) and get onto their waiting lists. Occasionally a car would be cancelled, and I might be able to get a spot."

In January 1973, Mike Spence Motors, at Henley-on-Thames, said "We've had an order cancelled yesterday. A 1973 Morgan 4/4. Send £100 deposit, and get on the waiting list." I paid £1600 including £200 of extras such as wire wheels, luggage rack, bonnet flutes, air cleaners and bumper bars. When I went to the factory to collect the car, there were about 10 Morgans lined up on each side. I was thrilled to see my little car with my name on a hand written tag. My order was dark blue, but I saw the red cars. They looked great, but it was a bit late then to change my mind.

I took it to Europe, and Ireland, it was fantastic. In 1975 I returned to Australia and shipped it out.

I was a Cobol programmer working in data processing, in the days when computers occupied entire rooms. I lived in Adelaide, and loved driving around the Adelaide Hills. Later I went to Sydney in the Morgan.



Sad to say but true, the Sydney roads destroyed it pretty quickly. Cars then were poorly made in the 70's. Although it was only 6 years old, it was falling apart. The doors were dropping. One day driving home from work, I couldn't steer it. There were only 2 screws holding the dashboard in place, and one fell out; it had rusted through and snapped! The whole dashboard dropped onto the steering column.

I had a mate Geoff Harrison of AutoHaunsa who was a Mercedes nut, and he agreed to do a restoration. "Whatever it takes, do what you can and give it back to me in a year". He rang me one day and said: Come and have a look and bring your bank manager. The wooden frame just disintegrated! The frame wasn't even painted. The aftermarket company had an extraordinary way to waterproof the car, a method of spraying called "under sealing". It was like pitch, but when water dropped on the car, it had nowhere to go, and had rotted the frame.

When the cars were put together and painted, it was just raw metal and raw timber, a recipe for disaster. A marine boat builder was brought in to totally replace and reform the wooden frame.

It was a better car when he finished with it, a major exercise, and I thought: Oh, bugger it, I'll change the colour whilst I can, and I now owned a red Morgan!

I was working at TRW, a company that made auto parts, when I had a call from advertising agency Hertz Walpol. I was a member of the NSW Morgan Car Club, and the agency wanted a Morgan car for a potential TV commercial. They needed a real 'miser' on fuel, but one that had all the character and style of a fine Amoco Escape Machine. They looked at every known motor car in this category and even tested several on film. Because of the petrol *bullshit in those days, they wanted a 4-cylinder car, and they tested three cars for style to capture the carefree youth market - a Porsche Spyder, a red Austin Healey and the Morgan. When the agency rang the Car Club there were plenty of plus 8's, but the Club only knew of 2 x 4-cylinder cars. The other car was one of the best in the Club, but it was chocolate brown. They wanted red! *The commercial was in response to the world petrol crisis of the day.

The brilliant red 1973 Morgan had all the slim, trim, beautiful looks needed, and for the more mechanical types here are the specifications:

1973 Morgan Engine: 4 cylinders. OHV pushrod cross flow head Bore of cylinder: 80.978 mm Stroke: 77.62 mm Cubic capacity: 1 .598 cc 97.6 cu ins	Compression ratio: 9.0-1 Petrol: 97 octane min Fuel Consumption: - Averages 8.29 litres per 100 km. (34 m.p.g.)
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Camera gear had to be bolted to the Morgan for those mudguard view cutaway shots and the close-up cheesy grin clips through the windscreen.



The Ford power plant turns on a sweet song when pushed.

"That's all great" I thought, "but I'm flying to Europe with my girlfriend in 3 weeks' time." The agency rang back, desperately wanting the car.

Jack thought not being around to ensure the car was looked after was a bit of a risk. Hertz-Walpole wouldn't be put off, it wanted the car and produced a list of improvements it was prepared to do. It was a good deal and he ultimately agreed.

I'd never dealt with anyone in advertising. "What are you offering? To finish my restoration, we need a new grill, and can you re-chrome the bumpers?" They found chrome wheels on a TR 4, which were compatible, (Unfortunately, the 72-spoke chrome wires wheels had to be returned to the TR4) but they still paid me a lot of money at the time.



A new grille was fitted, the bumpers were re-chromed and two new windscreens were bought in case they broke one on the TV shoot. There was also a brand-new dash pad. The meticulousness of the agency in preparing the car for the shoot can be gauged by the fact they resprayed the Moggie not once, but twice, in a perfect bright Ferrari red. When they got my car, they did another screen test with Linda, the gorgeous model lady with long blond hair, which was madly blowing around, covering her face, and in her eyes. "You'll need to do something about her hair, I said. Put it in a plait or ponytail."

Just before I went overseas, they paid me a couple of thousand bucks, and they flew my girlfriend and I to Melbourne, then onto Adelaide to see my parents, and then Sydney where I also had a hire car. After the ad was filmed, they shipped the car back to my home. By then, I was living overseas, and didn't return for 2 years, so I never really saw the tv ad! (*Here it is on YouTube) <https://www.youtube.com/watch?v=Dct1KpPVUF4>

One day I pulled up at an Amoco service station, and the bloke behind the pump looked at my car, looked at the large poster, and looked back to my car. Is that your car? Yes, it is actually. Priceless!

It was one of the saddest days of my life when I had to sell it for financial reasons, to buy a business. I sold it to my mate Tony Heard in Adelaide. He did an unbelievable restoration on it.



Tony was 6'3", with his head above the windscreen. After 3 years, he offered it back to me at fair price, but I couldn't do it, I couldn't afford a toy. Eventually he sold to fellow in Western Australia who flew from Perth to Adelaide, and drove it back across the Nullarbor.



Call in to say g'day to Jack Jennings at the Bushman's Arms Hotel, 20 Robertson St Naracoorte SA, when you get the chance:

The striking red Morgan hit a romantic spot with all car buffs across Australia and the ad generated a cult following as it reflected the laid-back style of Australia and Australian drivers, much to the joy of Amoco. Encouraged by letters from punters, the oil company produced a brochure showing how the ad was made.

So, there you have it dear readers, the strange but true story of a young man, the blue-car-turned-red, and the famous Australian TV ad he has never seen! By the way, that strip of road is between Maleny and Montville, always a great drive! For reference, Google Balmoral Ridge and enjoy the drive!

As told to Patty Beecham © by Jack Jennings - Original photos by John Stoneham, excerpts Australia's Sports & Classic Cars Magazine



From the cameraman: We tied wooden planks on the skids under the chopper and then the grip secured John Haddy (DOP) and myself! Before we took off, I got the grip to tie one end of a large rope around me and the other end around John Smallman who was sitting in the chopper. Exhilarating feeling on take-off. So much for the health and safety issues!



It was winter in Sydney, that wasn't the look needed, so the camera crew went north and found an incredible location on a mountain ridge road a Maleny in easy striking distance (about 30 minutes' drive) from Maroochy airport north of Brisbane. They were going for different pictures this time too, so decided to get airborne. This meant an amazing cameraman named John Haddy and the director Barrie Smith had to spend nearly a week hanging out of a Jet Ranger Helicopter flown by an equally amazing pilot named Greg Rogers.



A True Morgan Man .. by Jon Voller

In late February this year I started thinking about how I might overcome the problems that Lyndal and I were experiencing with getting in and out of our +8 – all associated with getting old!! We wished to continue enjoying Morgan motoring with the roof down.

Options that came to mind included:

- Purchasing a new +6 or +4 if these become available in Australia – probably too expensive for us to consider.
- Looking at an alternative to a Morgan – a Mustang convertible maybe??
- Or perhaps a +4 Drophead Coupe – this is a rare model and with suicide doors should be easier to get into and out of!?

With this last option in mind, I spoke with Jeff Price, my go-to Morgan +4 expert mate. Within 48 hours Jeff rang with what he thought was an exciting opportunity. There was a 1952 Morgan +4 Drophead Coupe for sale in Sydney. This car being a flat-rad was one of only 116 made in the early 1950s before the factory introduced the cowed front on all models.

This was exciting news – I was keen to get down to Sydney to see the car. It ticked a few of my boxes for the acquisition of another car following the sale of my Alvis Grey Lady.

- It was an older model making it a more challenging drive.
- It was a Morgan with suicide doors and a convertible top that would be easier to use than the one on the +8 – both things that should make the drophead easier for us to live with, in our late 70s.
- It was small enough to park alongside the +8 in the limited basement parking space I now have.
- It was a rare model that should mean that its long-term value should be maintained.

Then Covid19 happened – the China virus!!

Photos of the car were received and research commenced but it was not until early July that I was able to arrange to see the car. Its current custodian is Mark Alchin who lives in Leura in the Blue Mountains. A time to suit Mark for a visit was arranged and Jeff Price who lives in Mittagong came along as did my son, Justin, who lives in Sydney. During my research I had found that the car had received a “nut and bolt” restoration in the early 1990s and had seen very little use since. In the photos sent by Mark the car looked like it was still in great condition.

The restoration was carried out by Michael Stillone who trades as Still-One Restorations in Granville, Sydney. Michael has been a long-term advertiser in the *The Morgan Ear*. I called Michael and he remembered the car and looked out the information he still had on the restoration so I arranged to visit his workshop while in Sydney on my way to Leura to view the drophead.

Michael’s photos tell the story – he had carried out a very comprehensive restoration and the +4 Drophead had left his premises in an “as new” condition in 1992.

Murray McNair owned the car at that time. Apparently he had bought the car in bad condition after it had been imported from New Zealand; hence the restoration. Unfortunately Murray died before he had a chance to enjoy his “new” car and his

family decided to sell it. As, at that time, all things Morgan in Sydney centred on Ken Ward the drophead was sold to Ken.

When Ken died the car was inherited by his son David. Ken used the car sparingly and David even less and so decided that his friend, Mark Alchin, should become the drophead's custodian. As part of his custodianship, Mark agreed to undertake a number of tasks to make the car more useable; e.g. new tyres, battery, instrument repairs etc. However, the car still requires an engine rebuild and some front-end work to improve the steering. These issues were taken into consideration before settling on a purchase price prior to my viewing the car.

After 4 months of anticipation it was a real let down for me to find that I could not get in and out of the drophead easily and to realise that Lyndal would have found it as difficult, if not impossible, to get in and out of – the car was not going to fulfill its main purpose for purchase.

Disappointingly, I realised this was not the car for me!!!

However, the day was a special one as I met **"a true Morgan man"** in Mark Alchin.

In the garage beside the +4 Drophead was the only factory built 4/4 Ford Cosworth Twin-Cam racer made famous by Ken Ward.

Mark's Morgan CV reads as follows:

1. 1977 4/4 4 seater – purchased in 1981 and sold after a few years. As the 2008 photo of this car shows it has since been restored and is now be painted ivory with brown wings and is still in Sydney.
2. Mark purchased a totally degraded 1948 4/4 in about 1985 [it had come on its side in a container from Uruguay]; bought lots of parts from the factory and other sources in the UK, and did a partial rebuild. Along the way he found that a conrod had been broken, and had been brazed back together! Mark sold this Morgan as he was building a new house and didn't have the room for it. The car was completed by a mate who subsequently sold it to someone in Texas, USA. Some years later Mark saw it advertised in a US magazine, and is happy to report that the owners were smiling on a sunny day.
3. 1975 +8 – enjoyed and used competitively whilst owned as the photo taken in 2000 shows; then sold.
4. 1966 +4 race car built by Chris Lawrence in the UK This Highline +4 was owned and raced by Clive and Kathy Fidgeon and in 1995 they won the British historic rally championship. Mark purchased the car in 1996, shipping it to Australia in 1997. He continues to campaign the car in a variety of rally and track events.
5. 1963 4/4 – this ex Ken Ward 4/4 is unique as it was factory built with a 1500cc Ford Cosworth Twin-Cam engine. Others have been built by owners around the world but this is the only one authorized by the Morgan factory at Malvern Link. Ken wanted more performance from his race car and during discussions with Peter Morgan it was agreed that the factory would confirm that the twin cam motor was an optional extra for the 4/4. It was Ken who had the guards and wheels widened during the car's successful racing career in his hands. Mark has been given a great responsibility as the current owner/guardian of this historic Morgan and is yet to reinstall the twin-cam engine.
6. Custodianship of the 1952 +4 Flat-rad Drophead Coupe – another Morgan with an interesting history as briefly explained above.

I found the back-story to each of these Morgans fascinating and thus for me, Mark Alchin, is ***truly a real Morgan man***.



Morgan 1.



Morgan 3



Morgan 4.



Morgan 4



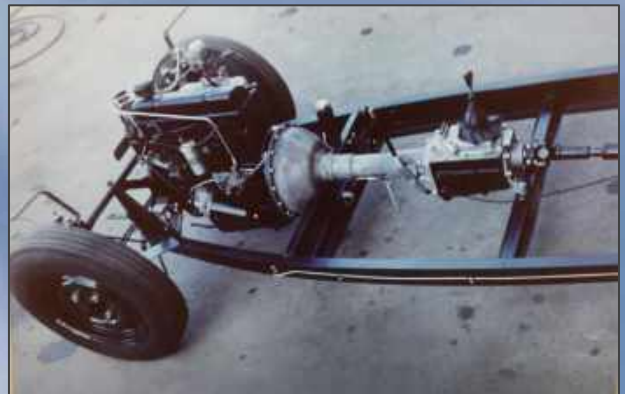
Morgan 5.



Morgan 5.



Morgan 6 at Still-One early 1990s.



Morgan 6 in 2020.



Morgan 6 in 2020 with my son, Justin.

What a history of Morgan ownership and enjoyment over 4 decades!?!
I still wish that Morgan No.6 in Mark's Morgan CV could be in my garage.

Jon Voller. August 2020.

CLASSIFIDES

Morgan For Sale 1968 4/4 1600 Gt. Asking \$38,000

Fitted with desirable Ford 1600 Cross Flow with Weber carb and additional free flow exhaust.

Same owner since 1984 (when he imported the car from the UK). A much loved car and now selling on behalf of one of our customers only due to a recent hip operation.

Used on many club runs in Victoria and more recently in QLD.

Great history available on request including, sales invoice, importation documents and correspondence with Morgan. Wings replaced. Much of the paint is original and whilst not perfect is presentable. Bench seat replaced by excellent leather bucket seats (very comfortable and excellent quality). No rips, or tears with the interior. Dashboard is perfect. New hood and recent carpets and comes with side screens. Mechanically excellent and great to drive. Comes with desirable number plate 68MOG.

Much recent work on file. New battery, recent tyres. Comes with many parts including new aero screen, aluminium tappet cover, and tonneau.

Selling on behalf of one of our long term clients. Contact: Rad Soames, Classic Car Clinic, 37 Lemana Lane, Burleigh Heads. Phone 0434 423 396.





THE OBJECTS OF MORGAN OWNERS QUEENSLAND



To make this club as accessible as possible to all people with an interest in Morgan 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

Management Committee meetings are held 4 times each year or as required. All Club members are free to raise any issue by writing to the Secretary.

Events are held approximately Monthly: Secretary distributes details by email to members. A calendar of events is provided on the concluding pages of this magazine. Whilst every effort is made to adhere to the dates set out in the calendar, these may change due to unforeseen circumstances.

All club members are encouraged to volunteer to organise events. All Morgan owners and enthusiasts are invited and welcome to join all events. The AGM is held annually in September.

MEMBERSHIP FEES Due (1st July 2018)

Full year: \$50 per calendar year. New Memberships (Payment for 1st year)

Joining date: 01 Jul – 31 Dec Pay 100%
 01 Jan – 31 Mar Pay 50%
 01 Apr – 30 June Pay 25%

DUE 30th June annually

If your vehicle is registered on the Concessional Registration Scheme, it is a requirement of the Scheme for you to remain a financial member.

REGALIA

Club merchandise is available – Metal Car Badges, Stickers, Number Plate surrounds, Caps, Morgan Embroidery & a limited number of T-Shirts

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SunMog

2020 ADVERTISING RATES

Morgan Owners Queensland Inc. welcomes advertisers for SunMog, which is published approximately 6 times per year in electronic form.

ADVERTISEMENT SIZE - ANNUAL FEE

Full Page	\$200 per year	Half Page	\$100 per year
Quarter Page	\$ 60 per year	Business Card	\$ 30 per year

All advertising will be paid in advance and billed on an annual basis. Payment and new add materials must be sent to:

Margaret Day, Editor

M: 0407 621 724 **E:** editor@morganownersqueensland.org.au

SUBMITTING MATERIAL FOR PUBLICATION

E: 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.

Photo and illustration files should be in jpg format.

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.