



Issue #71 May 2022

Newsletter of Morgan Owners Queensland Inc.

SunMog



Morgan Owners Queensland Inc.

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EVENTS COORDINATOR – Greg Lane (Brisbane), Keith Browning (South),
Clive Boyle & Joe Day (North), John Turnbull (West).

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GENERAL COMMITTEE: Keith Browning, John Turnbull, Cameron Macphee

2022 CALENDAR OF EVENTS

May

TBA

Looking for a run organiser

Sunday 22nd

McLeans Bridge Belmont - Not an MOQ event

June

17th 18th 19th

June Winter Solstice Celebration on the Downs

Classic drives and gourmet snax

Toasty fires and clickety clax

Vintage tyres and juke box bells

Vinyl sofas and workshop smells

Ice-cream sodas and starry nights

Fifties style and cool country sights"

The full itinerary will be circulated shortly.

John Turnbull E: trewandra2@bigpond.com

July

TBA

Jumpers & Jazz.. .. Greg Lane

August

TBA

A lunch run ending at Le Relais Bressan Restaurant Flaxton. Cam Macphee

September

TBA

Kurrajong Barn & Cottages .. Clive Boyle

TBA

All British Day ... Clive Boyle

October

17th

Northern NSW Run – 4 Nights

Organised by Lyn Cobb & Geoff Boucaut

Day 1: We start at Mt Coo-tha Botanical Gardens. Leaving 9 am. We visit a Motorcycle Museum, where we have morning tea supplied. We end the day at Casino at the Clydesdale Motel and Steakhouse.

Day 2: We drive to Grafton. We end this short drive at the Heritage River Motor Inn

Day 3: We drive to Evans Head and Visit an Aircraft Museum,). Then proceed to the Reflections Caravan Park. 2 Nights.

Day 4: A Fishing Charter is currently being investigated and hopefully can be organized for up to 12 people at approx. \$160 head. Contact Lawrie (0412198030) .

Day 5: We drive home.

For the full itinerary please contact Clive. cliveboyle@outlook.com

November

TBA

Christmas Lunch

The committee is always there to assist first time organisers.

SUNSHINE HINTERLAND

organized by Geoff & Lyn Boucaut

Sunday 10th April turned out to be sunny as 9 Morgan's and 5 Tin Tops, a total of 24 participants set out from Landsborough for the run to Montville. Starting with Morning Tea at the Steaming Cup Café we parked opposite in the railway station car park. Our cars were on display and a number of people were admiring them on our return from Morning Tea.



We had two guests visiting us from the New South Wales Morgan Club, Rex and Norah Vincent who were holidaying in Queensland.

Leaving Landsborough under sunny skies we headed towards Kilcoy Beerwah Road, past the recent devastation caused by a storm where they had a lot of trees blown over and lots of rain.

After passing Peachester township we started to see rain clouds forming. Driving along Burnett Lane, Geoff and Lyn in their Morgan 3-wheeler which does not have a roof prayed for the rain to stay away. We ended up with a few drops of rain as we approached Maleny.



Just as we were leaving the Maleny township we were stopped by an RBT. The Police pulled over most of the Morgan's. We all passed with flying colours. (OF COURSE) I'm sure the police just wanted to get a closer look at our fantastic cars. Arriving at our Lunch Stop, Secrets on the Lake Café, at Montville, we were guided into our reserved car park behind the Café. The staff parked their cars in the

public car park across the road so the Morgan's could be safely parked within the grounds. (A BIG THANKYOU TO THE TEAM AT Secrets on the Lake WHO ORGANIZED THIS).

We all feasted on a Secrets Grazing Board, pre ordered so no waiting around for our meals to arrive.

I am sure everyone enjoyed the day, some saying they had not been on the roads we travelled.

Lyn Boucaut







CONFESSIONS OF A REFORMED MORGAN ADDICT

Jon Voller 4th March 2022

Having recently achieved the status of being a retired person, I can reflect over more than 60 years of a love affair with cars. I believe I inherited this trait from my father as when I was a young boy my father, Ronald, became a member of the VCCQ. Saturday mornings were often spent looking at vintage cars for sale or on a club rally. Ronald subscribed to Autocar and kept an indexed archive of Autocars dating back to the mid-1940s. He drove modern British cars day to day – Vanguards, Vauxhalls, Triumphs and Rovers, so I was raised on a well-rounded motoring diet and grew into a committed and lifelong petrolhead!!

My architectural career often took second place!!!

After reading the Autocar pre-release write up on the Morgan +8 in late 1968, I had to have one. I was already hooked on British sports cars and at the time was driving a '61 TR3A. For me the new Morgan +8 combined vintage construction methods with current mechanicals in a sports car that accelerated as fast as or faster than the then current exotics. I was hooked – here was a new high performance vintage car!?!

I began plotting how I could own one. I'd just graduated from Uni and was saving to go overseas. The plan was that I would buy a +8 o/s and bring it home. Where the money would come from was unclear at the time!!

Early in 1969 I moved to Calgary, Canada and via my new boss met his friend, Grant Hill, who had recently taken delivery of a new chocolate brown Morgan +8. It was one of the first Plus 8s sold in Canada with the Moss gearbox. Within 10 minutes of meeting Grant, we were out on the city's deserted ring road doing an indicated 125mph with the hood puffed up like a balloon and the side screens leaning outwards so far that your fist could fit through the gap at the top. Everything I had dreamed of about a +8 was confirmed.

Many happy weekends over the next year were spent as part of Grant's pit crew campaigning the Moggie in local hill climbs and races - both on the tarmac and on ice. The +8 was always driven to and from these events with my 1966 Mustang carrying the gear. It was a hoot! But so was seeing off the local boys at the traffic lights in Calgary. While trying to light up the slicks under their Dodge Charger, Impala SS or Pontiac GTO we were gone. At the next set of lights it was seriously on!! At the first corner they braked and the Moggie didn't so the re-match had to wait for another day.

By mid 1970 I was living in South Africa and planning the purchase of a +8 in the UK after driving overland from S.A. in a Landrover. However career decisions meant that by mid '72 I was back home without a Morgan and I was still boring anyone who would listen by extolling the virtues of the Morgan +8. Finally, my friends said "why not stop talking about it and just order one?" So I placed an order with Victor Kaye early '74 having sold my '63 TR4 to raise the deposit – still not knowing how I was going to pay for it!! Or how much it was going to cost??

In September '74 I visited the factory to see my Morgan being made. It was a rolling chassis with my customer number on its identity tag.

It was a wonderful experience – the car was beautiful!!!....

My car left the factory before Christmas 74 and arrived at the agent's showroom in Gisborne near Melbourne early Feb '75. In the 12 months since ordering the car its price had risen several thousand dollars. I flew down to collect the car and commenced running it in on the 1800km drive back to Brisbane. I was 31 at the time and had my first new car - a Morgan +8 – one of a handful in Australia. I felt privileged.

During my 65,000 miles I learnt how to drive the car competently and competitively enjoying competing on many racetracks, in hillclimbs and rallies as well as numerous club car displays. The car was serviced as per the owner's handbook throughout my tenure and only "failed to proceed" once when the mechanical fuel pump failed. The motor, gearbox and clutch were not touched.

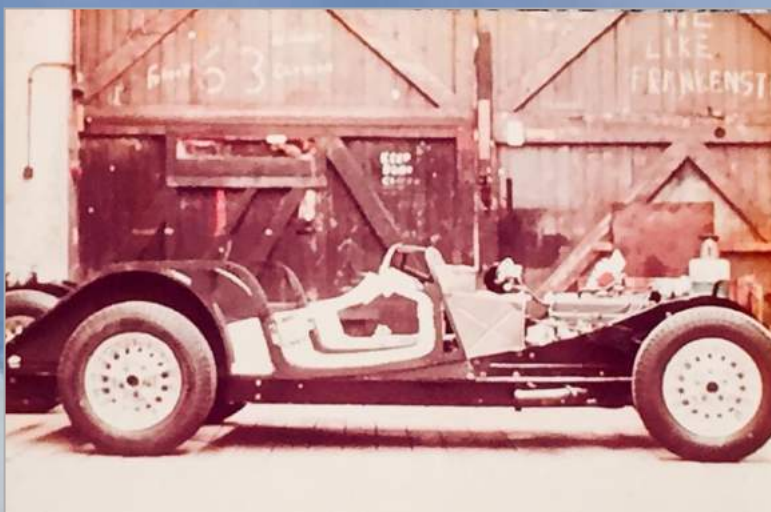
I have now sold my Morgan and after nearly 47 years of ownership I still feel privileged to have owned a Moggie and to have had one in my garage for so long.

Over the same period, I have owned many other interesting cars but none have been as special to me and my family as the +8. Being a part of the international Morgan family has also been very special. My reason for selling was simple – at 78 and with some artificial joints I was having great difficulty getting in and out of the +8.

It has been replaced with another Ford Mustang, a new convertible – with a 5,0 litre naturally!!

Thank you Messrs. Morgan & Co for a lifetime of memories.

Jon Voller.
Brisbane.



My Plus 8 at the factory – September 1974.



Back in Brisbane – February 1975.



Leyburn Sprints – mid 1990s.



Brisbane 2021.



Brisbane 2020.



Beechmont with MOQ 2017



Brisbane 2021



Brisbane 2021



Goodbye my friend – December 2021.

SEE AND BE SEEN

By John Turnbull

For some time, I have been concerned for the lack of brightness of my Morgan lights and their resulting safety issues.

Driving conditions have changed greatly since 1986, the year of my Plus 8 manufacture. Since that time, road surfaces have improved greatly resulting in higher speed limits, traffic volumes and increased vehicle mass and height (particularly road trains).

Modern vehicles have technology to alert drivers to potential safety hazards and systems providing greater stopping power. As well, the adoption of light emitting Diodes (LED) lights has improved vehicle and driver visibility. They allow drivers to see their instruments clearly, more of the road at night and are better seen by other drivers, during daylight hours.

Fortunately our classic lights are now upgradable by retro fitting LED globes. After reading an excellent article (in the Morgan Ear magazine) by Geoff Hollings. I felt it was time to make the switch.

Geoff's article appeared in the April 2021 edition of the Morgan Ear and documents compatible LED globe and flasher unit details he used to convert his 4/4 four seater Morgan. Thankfully, Geoff also document suppliers and useful information to undertake the conversion.

Initially, I was only interested to update stop lights and parking lamps to improve daylight visibility. However, I soon realised that reversing, number plate and instrument lights could also be easily exchanged for LED bulbs. As the following photo shows the results are transformative.



LED globes transform your daylight visibility

There is a warning however, follow Geoff's recommendations and don't be tempted to install very bright LED globes as they could be illegal. Those available from Jaycar meet Australian standards and are fit for purpose.

Should you wish to also upgrade your turn indicator and hazard lamps you will also need to replace the two individual canister controller located behind the dash board (usually located on the fire wall). It's a simple process if you follow Geoff's instructions.



LED tail light during daylight

Back to daylight running lights or DRL's. Even though the front parking lights (located on the front mud guards) are an improvement for daylight running, when upgraded to LEDs, they are quite small in diameter. One option to overcome this deficiency is to use low beam headlights as well for extra visibility. The extra current draw on the electrical system can be offset by up grading to LED. These are available from most auto retailers, Geoff's article also gives details.



Original 1986 headlight glass.

Over the years my head light units had taken quite a battering, as the photo above shows. The glass lenses had become pitted and sand blasted and the reflectors had oxidised to a dull finish. A Morgan owner friend suggested that I replace them with the LED head lights introduced by Morgan for its ARV6 model. They fit all Morgans with 7 inch diameter head lights and incorporate LED strip DRLs in the shape of an arc within the light. Unlike older style

head lights, that rely on the shape of the grooves cast into the lenses to provide the light pattern on the road, ARV6 lights have clear lenses with the light pattern moulded into the reflector. The advantage is much more reflected light through the lenses.



ARV6 clear glass headlight.

These head lights are available from "Powerful UK LTD", the pair cost me 67.00 pounds UK including freight. You must specify right hand drive to ensure the correct light pattern for Australia. They take the usual H4 halogen globes, but LED globes are also available, both in Australia and from the UK.

LED head lamp globes usually come with a small

box called a "driver" that must be installed into the small space between the head light unit and mud guard indent. I purchased a "NARVA" unit that comes with a small "driver" that easily fits into the space available. Once fitted, a decision needs to be made as to how the DRL are is integrated into the existing system. I elected to link my DRL strips to my parking lights, so they are activated separate to the head lights.



LED running light in daylight

Because the LED lamps draw very little current, the connecting wires are usually small in diameter. I needed to use the smallest insulated crimp connectors available to ensure good connections. Shrink wrapping is also a good idea.

Finally, the head lights need to be checked for alignment. If you are careful in removing the original units the new ones will require minimal adjustment. The internet has a number of sites that cover DIY head light adjustments for RHD vehicles that are easy to follow. Otherwise, your auto mechanic will have special equipment to carry out the process.

I was unable to upgrade my Michelle spot and fog lights with LED globes due to their shallow case depth. However, the next generation of cool blue halogen globes are now available up to 200% brighter for the same wattage. When adjusted correctly, they give excellent long distance and verge coverage.

If you don't have access to a copy of Geoff Hollings's LED article, I'll be happy to provide details of my upgrade.

CLASSIFIEDS

Morgan 4/4 Four Seater 1978 Provenance

Asking Price \$55,000 Mileage 33,000 Miles

HISTORY

I bought this car from a private vendor in Luton, UK in October 2017. He told me that all the provenance had been destroyed by his French mistress in revenge after their relationship broke up. Since then I have managed to establish a large part of the history of this car.

At the time of purchase I took the car to a Morgan dealer who gave it a thorough check over and I then left it with them to fix all the problems found and to prepare the car for export to Australia which mainly involved the removal of all asbestos. This entailed fitting a new clutch, exhaust manifold gasket and brake shoes/pads. The work carried out by the Morgan agent in the UK cost a total of £4,032.76 and included – welding rust damage on rear chassis – replace hazard light switch – replace wiper blades – flush washer bottle – replace half shaft oil seals and rebuild rear brakes – remove carb for specialist repair – replace front king-pins and bushes – remove engine – replace pinion seal – replace sump gasket – refit engine, radiator, carb, fill with fluid and run up, replace exhaust system with Librands stainless steel complete system including silencers, replace one wheel cylinder, replace wiper blades, new pinion oil seal, new clutch kit, new sump gasket, new oil filter, replace one brake shoe, specialist re-bush carb, specialist recondition radiator.

The car arrived and was registered in Australia in February 2018.

Not long after I bought the car I discovered that it had no compression on one cylinder and poor compression on another despite the fact that it seemed to be running beautifully. This was something the UK agent had missed when he did my pre-sale inspection although when I took the matter up with him he gave me a generous financial compensation.

I took the engine out and discovered that one cylinder had 3 broken rings and another had one broken ring. This was a mystery for a car with such a low mileage and careful previous owners but I think McLaughlin must have started it up after a long period sitting idle and without priming the cylinders with oil. Certainly the mileage is genuine confirmed by documents from Baldwin and in C&SC magazine in 2002 one can clearly read the odometer at 11,990 miles. I took the engine to Caloundra Engine Centre where, at a cost of \$3,523.86 they carried out the following work -full head service – bore and hone 4 cylinders, deck block, remove and replace 4 new pistons, fit new big end, main and thrust bearings, clean parts ultrasonically, balance engine, new timing chain, new water pump. At the same time I changed the distributor to an AccuSpark electronic and fitted a new alternator.

Since then the hood has been modified by Maleny Classic Motor Trimmers to make it easier to put up and down and the rear window has been enlarged and fitted with zips for access. They have replaced the tunnel cover and incorporated new handbrake and gearstick socks, supplied door wind-lacing and new stainless steel

door sills from Melvyn Rutter, UK. New dash pad moulding from Rutters recovered by MCMT, Deadna soundproofing fitted to bulkhead, new bonnet tape and all new household quality carpets. The front seat belts have been upgraded to inertia reel seat belts from Melvyn Rutter in the UK. New side screen rubbers and Perspex windows. The reversing lights and dashboard lights have all been upgraded to LED's.

I have just recently had 4 new tyres fitted but after the old ones had been removed and before the new ones were fitted I stripped down and resprayed the rims silver. It also has a brand new windscreen washer bottle and pump; a new battery and positive lead and new heater valve Other extras include a clock, map reading light and bonnet strap.

The car also has a trunk on the rear luggage rack. This is custom made and provides a secure place to lock valuables when the car is left unattended.

From reading this you will see that this car is in at a very high level of restoration. The engine and components under the bonnet are in 'as new' condition. The paintwork has a patina appropriate to its age.

The car seats 4 people but the reason I bought it was more so that I could go off on a holiday and take a reasonable amount of luggage. This can be further extended by removing the rear seat back section and/or base swab. There is then sufficient room for two suitcases, large cooler box, picnic pack and much more all fitting under the tonneau cover.

PREVIOUS HISTORY

The car left the Morgan factory in December 1978 and went to a dealer in Yorkshire and was sold to one Thomas Male of Barnsley in February 1979.

It was then sold to Alan Baldwin in January 1985 and he kept the car until March 2012. In 2010 he commissioned a major overhaul at a cost of about £10,000.00. It was professionally stripped with a view to doing everything possible to make it as good as new and provided, inter alia, a complete new ash frame, new flooring throughout, new bulkhead and inner wing valances, black Phey GRP rocker covers, battery, floor mats, wing piping, bonnet tape, throttle cable, washer pump, light switches and some wiring, window felts and a wings-off respray plus new mohair hood and tonneau.

During this time Baldwin loaned the car to Alastair Clements, an editorial writer, and the car appeared in the UK Classic & Sports Car magazine in a 7 page feature comparing it with 3 other four seater sports cars.

Baldwin sold the car to a Morgan dealer and I think he must have sold it to Peter McLaughlin from whom I bought it making me the fourth owner. I bought it with a mileage of 21,242 miles.



Baldwin was fastidious about servicing it annually so it must have had a complete service every 700 miles. I don't think McLaughlin took quite such good care because of the broken rings I have already mentioned. The car comes with a 5cm thick provenance file.

Contact -

Phil & Jennifer Holden

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Tel P +61 (0)413 970 123

Tel J +61 (0)434 618 114



1986 MORGAN 4x4 FOR SALE

Morgan 4x4 for sale in very good mechanical condition with no rot or rust to the body and been serviced on a regular basis these are the actual pictures of the car.

Always been garaged and the reason for selling it is I have acquired another sports car some six months ago, rego till 02/22.

I am open to all reasonable offers and would like this car to go to a good home.

Ray Balladone

Ph 0419 762 440



REGALIA

MOQ CAPS

\$15

Colours: Blue, grey, black or yellow brushed cotton caps with yellow trim around and metal fastener. Embroidered with Morgan Owners Queensland.

Price: \$15 each + postage if required.



MOQ CAR BADGE

\$25

Measurements: 79mm diameter, 96 wing tip to wing tip

Price: \$25 per badge + postage if required



LOGO EMBROIDERY

\$10 EACH

Options: Have your shirt and jacket embroidered with either of the logos.

Price: \$10 per logo plus postage if required.



MOQ NUMBER PLATE SURROUNDS

\$32 PER PAIR

Sizes: Available in any combination wide and narrow.

Price: \$32 per pair + postage if required



10TH ANNIVERSARY BADGE

\$30

Price: \$30 + postage if required



MOQ APRON

\$36.50

Colours: Black, Navy, Red, Grey.



For all regalia enquiries please contact Clive Boyle Ph: 0421 348 569
E: secretary@morganownersqueensland.org.au

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 2022)

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

REPRINTING ARTICLES FROM SUNMOG

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SunMog

2021 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.