



Issue 104 April 2026
The Bi-Monthly Newsletter of Morgan Owners Queensland Inc.

SunMog



Morgan Owners Queensland Inc.

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GENERAL COMMITTEE: Keith Browning, John Turnbull, Cameron MacPhee

2026 CALENDAR OF EVENTS

February 22	Hot Chilli Run to Albert River Restaurant	Keith and Judy Browning
March 27-29	Warbirds over Scone Run	Dave Godwin
April 19	Joint run Tattersalls Motor Group	Tony McDonald
April 30, May 1,2,3	Morgans in the Glen Holiday Tour and Celtic Festival	John and Julie Turnbull
June TBA	Lunch / Run	Vernon and Allison Hobbs
July 17-19	South Burnett, Fraser Coast Run	Greg Lane
August		
September 27	All British Day and AGM	Clive Boyle
October 4	Car Show at Samford Showgrounds and Lunch	Lance and Susie Boucaut
October 7-28	Tassie Road Trip	Cam Macphee
November 29	Christmas Lunch – Grandview Hotel	Committee

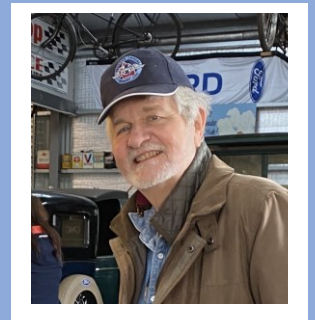
EDITORIAL

Welcome to the April edition of SunMog for 2026!

Our activities for this year got off to a great start with the very well attended Hot Chilli Run lunch at the Albert River Winery, organised by Keith and Judy. A great gathering! Well done, guys.

There are some interesting runs planned for this year. Check out our calendar!

If you'd like to contribute to this newsletter I'd love to hear from you, please send your content and ideas to email Lsboucaut@gmail.com by the 25th of May for the next edition of the SunMog in June.



Happy Morganeering!

INSIDE THIS ISSUE

- Member Profile for this Edition – Cam Macphee
- Albert River Winery Lunch Run
- One Final Upgrade – John Turnbull
- 1947 Series 1 4/4 Morgan

MEMBER PROFILE

Cam Macphee

I was born in London in 1951, the year of the Festival of Britain. Cars have always been part of my life. My first recollection of the mention of a 'Morgan car' was by my father when I was about ten years old. He had an electrical contracting business based in Battersea, London and would occasionally travel to Paris where he had dealings with a French switchgear supplier called 'Telemacanique Electrique'. The name of the manager was a Mr Fujita and apparently he drove a French blue (see later!) Morgan with a Jaguar engine (my father may have got this wrong but it sticks in my mind and I believe some Morgans were 'retro fitted' with Jaguar power plants). I had no idea what a Morgan looked like but I soon found out as I thumbed through the pages of 'Motorsport' magazines. I still recall the look of those green front covers with the word 'Motorsport' printed in black and outlined in white. Apparently it is still published. The classified ads in the back with coloured photos of cars for sale that I could only dream about. I also recall my father talking about buying a new Morgan but that (in 1969) the ten year waiting list put him off. He never did get that Morgan but went through a succession of Jaguars, Rovers and even a Reliant Scimitar!

In the meantime as a poor student studying Aeronautical Engineering at Loughborough University in the UK, I could only still dream about a Morgan and had to make do with successively an Austin A35 (disappeared in a pile of its own rust after a slow speed nose to nose collision with a Mini in a car park), 1951 Sunbeam Talbot Mk2 (great styling and performance but too costly for a student to run) and finally a 1959 Morris 1000 that ended up with more aluminium alloy body panels and rivets than the aircraft I worked with before it finally failed its MOT!

Then followed years of family cars in the UK (a Mini, Morris Marina and Austin 1300) and company cars in Australia after we moved here in 1979, Holdens, Fords, Mitsubishi's, Subarus and Toyotas. Around 1997 we became 'empty nesters' and I actually had some cash to spend on a classic sports car. Unfortunately Morgans were still out of my price range and so I bought a completely disassembled and partly restored 1961 MGA 1600 from a bloke in Algerie for \$7000 and spent the next two years restoring 'Marilyn' to near concours condition. During that period my wife Glyn acquired a 1973 MGB roadster ('Munro') so we could get the





feel of driving a softop in Queensland. We had lots of fun with the MGs and met some great people in the car clubs. We were hooked!

While on business in the UK in September 2003, I was able to visit the Morgan Factory in Malvern. It was in the days before the marketing gurus had taken over the company and when 'factory tours' were free and self guided ("Please sir just don't step outside the yellow line markings on the factory floor!").

This was obviously the universe talking to me and the longing for a Morgan was rekindled.

Around mid 2004 we were ready to move on from MGs and I was flicking through a copy of 'Unique Cars' magazine and saw an off white Morgan 4/4 four seater for sale in Sydney, 1977 model (originally imported new by Calder Motors, Morgan Dealer), with red wire wheels. Long story short, within a few weeks the MGB had found a new home in Roma, the MGA went to Japan (care of Terry Healey at Old Timer Garage at Kangaroo Point) and we'd flown down to Sydney and bought the Morgan ('Maggie') and driven her back to Brisbane. Being a four seater I had justified the acquisition of 'Maggie' as a family car capable of taking the grandchildren for the occasional spin.



We enjoyed 'Maggie' for ten years and sold her in 2014 to buy a new Audi A3 Cabriolet following an unplanned visit to the Audi Museum in Ingolstadt during a bike riding holiday in Germany. I had the Audi for four years. Great technology and quality but oh so boring to drive compared with the Morgan.



Nursing withdrawal symptoms for three years I finally came to my senses in February 2021 and bought myself a 70th birthday present. Former MOQ member John Raby sold me his 1985 French Blue 4/4 two seater (Miss Morgan). I customised Miss Morgan with a fold down windscreen and aeroscreens as well as tuning the engine and carburettor and added some tasteful bling such as a bonnet strap but I had overlooked two important points, the

excruciatingly uncomfortable seats and the non retracting seatbelts!. I was seriously contemplating spending a few thousand dollars on upgrading these essentials when during an MOQ weekend run to Kingaroy someone pointed out that there was a gorgeous one owner (imported new by Morgan cars Australia) metallic sage green 2013 4/4 two seater for sale in Brisbane with under 4000 km on the clock, retracting seatbelts and the most comfortable tan leather bucket seats my wife had ever seen! So we acquired the wonderful 'Molly' in August 2023 and waved goodbye to 'Miss Morgan' who now resides in NSW. 'Molly' doesn't disappoint and we are looking forward to some great club runs in 2026.

Cam Macphee



Albert River Winery Lunch Run – Feb 22

With fair skies and a light breeze, many Morgans congregated on the lawn adjacent to the Auchenflower House restaurant on the grounds of the Albert River Winery. We were greeted by Yvonne the 'farm manager' who had graciously set up the reserved parking spaces for us.

Yvonne was thrilled that MOCQ had chosen the Albert River Winery as the venue for this year's HCR, as in her younger days (the same days I believe as Bruce) she drove a Morgan Flat Rad with the two spare wheels on the back. It's fair to say Yvonne is a classic British car tragic as she also used to drive the Healey 3000's and Triumph TR4.



With the greetings

now completed we were ushered in to the main dining room where 'off the cuff' changes were quickly attended to in order to have all the Morganeers at one table. This was greatly appreciated as we had a total of 20 to accommodate. Given this was the first run for the year it was wonderful to have such good numbers taking part.

We were fortunate to have prime position in the dining room and the wait staff were excellent in their efforts to placate us one and all. After a quick word with the talented, resident muso, he understood our request to contain the volume of his music and he was very kind to cut the music as Greg delivered his welcoming speech.

As the meals arrived, a spell of quiet descended upon the table as we enjoyed the first class food and service. The meals were sumptuous and plated with fine attention to

detail. I didn't hear a single complaint from our party.

After lunch and over a coffee we enjoyed catching up with everyone's news and getting to know Bob and Malcolm as we haven't seen Malcolm for an age and this was Bob's first encounter with the MOCQ members (I do hope he comes back when his Morgan is released from solitary confinement).

With that said and as we have become accustomed, we all enjoyed a wonderful outing, we then said our good byes and made our separate ways home.



ONE FINAL UPGRADE

(Readers be aware - this could be infectious)

PART 1.

John Turnbull

The Background

Don't you just love the Rover V8 Engine? It gives out such good vibrations. And it's now a classic, not only for the oral sound it makes but for the 37 years of its reign. Produced between 1967 and 2004 it formed the basis of Morgan's Iconic Plus 8 until its very end.

So, what kept it alive for so long? - Factory upgrading, increasing technology and upgrading by its owners. There's lots you can do; a geared starter motor; An alloy Radiator; Sports Air Filters; A bigger Fan; Upgraded Fuel Pump; upgraded Voltage Regulator and Thermostat. The list is long.

Early variants used Carburettors before a shift to the more efficient Fuel Injection in 1986. Since then, its engine capacity gradually increased. First, 3.5 litres then 3.9, 4.0, 4.2, 4.4 and finally 4.6, the most robust of them all. Other specialist engine builders took capacity to 5.0 litres and beyond. Many variations of these engines were adopted by the Morgan Factory and by private owners.

They all relied heavily on mechanical linkages and mostly analogue ignition – old school, even after the introduction of fuel injection and engine management computers. This, in retrospect, has been their Achilles Heel.

Time was always going to be their enemy.

The modern engine is now fully digital, their sophisticated computers monitor 1000's of data inputs per second, from an ever-increasing number of sensors that monitor the environment. And, they learn. They learn as the environment changes. Hot or cold, high or low, wet or dry they adjust and keep adjusting – as if to say, nothing to see here.

And, they are super '**responsive**'!

They appear to sense that it's Saturday morning and you're just cruising, trying to find that elusive car park – nothing to see here, all quiet. Is that one vacant up at the end. Just a little throttle dab, and hell on smoking wheels – how did it know I needed power **immediately**?

And they always start, without a fuss. Idle, with no hesitation, cold or hot, wet or dry. Eager power or economy always on tap. And its name is - '**Digital**'.

The Thought

Hang on, just one minute! Is there just the smallest glimmer of hope here? Could it be done?

What if modern digital electronics were applied to my Classic Rover V8? Would it respond in the same way? Would it be super-efficient, or would it lose its soul? Surely not? Its strong, it's tough, it's resilient, its loud, it's always going to be a Classic Rover V8, especially in a Morgan. The advantages are seemingly endless. I'm sure it'll thank me in the end. We'll be the best of mates forever.

The Research

Who do I turn to for advice?

Speed Shops, Hot Rodders, Sprinters, Drifters and dragsters and the internet, all were eager to help.

“You’ll need a decent digital pedal, a digital Throttle Body, a compatible computer, lots more Sensors (all compatible) and places to fit them. And while you’re at it, why not upgrade your Injectors and go fully Synchronous Injection? O’h, and Coil over Plugs are a must, and knock and Oxygen sensors. All synchronised to a computer that has to have ‘serious capacity”.

HALTEC was the next stop.

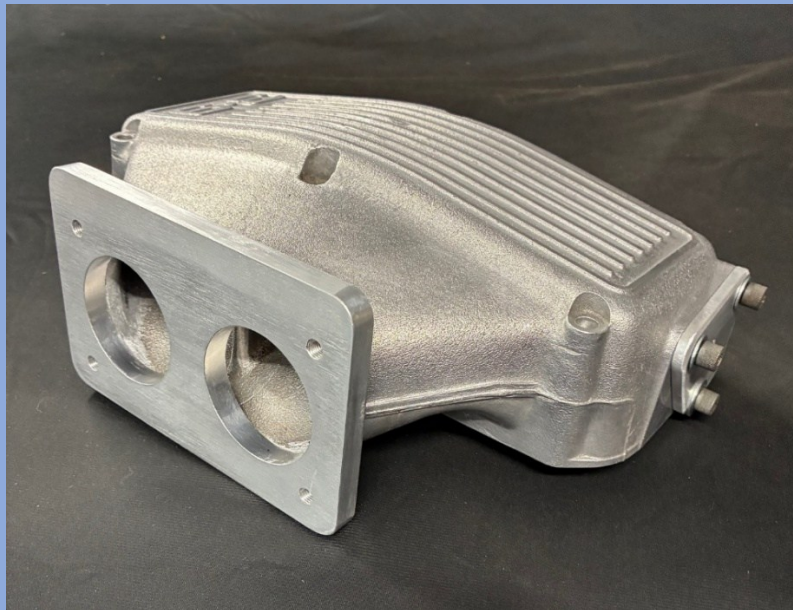
“Probably our ‘Elite 2500’ would suffice. But ‘hey’ our latest ‘R3’ model will cover anything you wish to throw at it. Have you thought about Cruise Control, Economy mapping, Traction Control. Morgans can get hot, what about turning on the fan automatically when you stop? Or when the traffic slows less than 15/20 Km per hour? Put in a rotary switch and have multiple Maps; one for economy; one for touring; one for full bore.” Good Grief, the horses have bolted..... Is that possible?

Back to a speed shop.

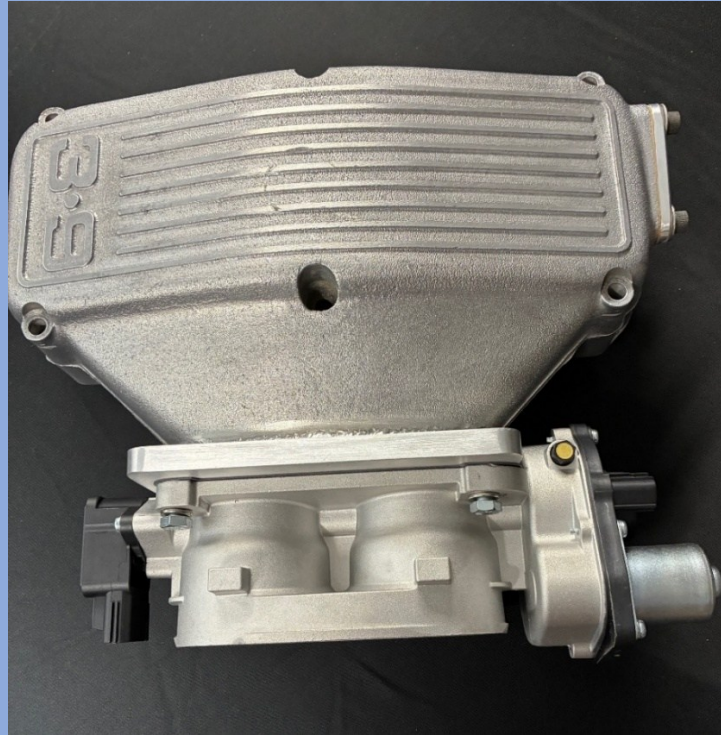
“It all hinges on you fitting an electronic Throttle Body to the intake Plenum while ditching the mechanical one. A Mustang GT 500 twin 60mm throttle body should do the trick – if you’re looking to replace your twin Plenum. You’ll be able to clean up that congested engine bay as well because the R3 contains all the relays etc within the PCU.” Happy days.

The Conceived Plan

- First obtain a used intake plenum and clean it up.
- Obtain a new Mustang GT 500 electronic Throttle Body. (from the internet)
- Machine a matching mounting plate - professionally welded to the plenum.
- Lap in the mating surface.
- Smooth the airways within the Plenum Throat. - Looking good.



Plenum with mounting plate attached



Throttle body in position - no linkages here

Sourcing all of the sundry components via the internet requires time, patience, care and poses further questions. What about the Fuel Pump capacity? Does the Fuel regulator need to be adjustable? Where should the sensors be located? The Air Filter needs to be correctly sized. What about crankcase breathing? All easily overcome but it's got to be professional.?

I'm obviously going to need some technical support, so let's get the bonnet off and assess the situation - Perhaps AI can help???



Bonnet off - Not much room available here

Procurement

What else do we need?

- Throttle Body – (available)
- 2nd hand Plenum – (available)
- A Rover 3.9 Litre intake manifold – to suit modern injectors and fuel rail
- Electric Pedal
- Haltec R3 Computer
- Haltec wiring Loom
- Oxygen sensor
- Fuel Pressure sensor
- Mean air pressure sensor
- Coolant sensor
- Cold air sensor
- Knock sensors
- An ignition censored (Cam Sync?)
- Coils over Plugs
- New modern sports Injectors
- Some way of monitoring the crank position.?
- Someone to fit everything and tune it on a Dyno?

Back to the speed shop?..... This is getting a little complicated and expensive?

“Yes, Unfortunately, you’re also going to have to fit a crank angle trigger somewhere, (off the Flywheel, Camshaft or Crank), and, you really do need a Cam Sync sensor. Make sure the Oxygen sensor is positioned in the main part of the exhaust pipe. _____ it should spin like a top”

Back to the internet – this is exciting and how hard could it be? We’re really onto something here.....do not hang up!

Next SunMog – Part 2

- A chance discovery.
- A rush of enthusiastic fervour.
- Back to the future?
- A fly in the ointment.

1947 Series 1 4/4 Morgan

A brief outline of a classic car and a sad day....

It is with heavy hearts that Margaret, Vernon, Selena, Darren, and myself, who were all involved in its ground up rebuild, have had to reluctantly say goodbye, with tears in our eyes, to what had become accepted as the family's fourth child :-

1947 series 1. 4/4 Morgan, drop head Coupe

The whole family turned out to be involved in its departure. Vernon drove it away from No 16 on Saturday 28th February 2026 followed by Darren in a tin top to collect him, and Selena towing a large off road trailer carrying all the spares amassed over the years, including the original engine and seven original wheels, original brake parts and cables for patterns, and a specially designed case rack.

Then the car was delivered, and all the older Morgan inconsistencies were explained by Darren to its two new lady owners:

- Crash gear box, double declutching, the H gear box selection in reverse to standard H boxes;
- light dip switch on the floor;
- indicators switch on the dash board;
- twin spare wheels;
- suicide doors; and a very hard ride, to name a few.

The non-standard mechanics, like suspension, brakes, independent gear box, and short regular service intervals, have yet to be explored. The hand book supplied when new, actually states, tighten all nuts and bolts every 1000 miles!

This series 1, 4/4 DHC has been part of our family since the late 1970s, some 46 years. As far as I can remember, EDT 723 was first registered in the UK in March 1947, which became MOG 47 in Australia sometime after 1991, which makes her 80 in 2027.

It saddens me that I can, after 30 years of MOQ membership, no longer be a legitimate member, however, our boys both fly the Morgan flag.

I am sending this now, having not met the two ladies, and I have yet to receive their details from Darren who handled preparation and selling the DHC. I will forward their details as soon as I can, they have been very enthusiastic about buying the car, they put down a deposit as soon as they saw it.

The delay in delivery was mainly due to us obtaining a new windscreen from Obrien Glass which took from November to February 26, necessary for the roadworthy. The car was in their workshop for weeks during which time they also lost the correct dome head stainless screws!

Thank you for saving MOQ and keeping it running, from both Steve Moore and myself the earliest owners of MOQ cars, after picking up where Joe and Bev left off,

Regards

Graham and Margaret Hobbs
Mobile 0407-571-635



REGALIA



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 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 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.



HAT CLIPS \$10.00 EACH + Postage

Black, Green, Blue, Maroon



For all regalia enquiries please contact Clive Boyle Ph: 0421 348 569

secretary@morganownersqueensland.org.au

THE OBJECTS OF MORGAN OWNERS QLD



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. The Secretary distributes details by email to members. A calendar of events is provided in 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 annually)

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%

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

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ADVERTISING

2026 ADVERTISING RATES

Morgan Owners Queensland Inc. welcomes advertisers for SunMog, which is published approximately 6 times per year in electronic form. Advertisements for items under \$1,000.00 in value will be free to members, but the goods must be car related, preferably Morgan related.

ADVERTISEMENT SIZE - ANNUAL FEE

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

SUBMITTING MATERIAL FOR PUBLICATION

Deadlines:

April Edition	March 25th
June Edition	May 25th
August Edition	July 24th
October Edition	September 26th