



Issue 107 October 2026
The Bi-Monthly Newsletter of Morgan Owners Queensland Inc.

SunMog



Morgan Owners Queensland Inc.

22 Coppabella Crescent, Mooloolaba, Qld 4557
E: secretary@morganownersqueensland.org.au

Phone: 0421 348 569

MANAGEMENT COMMITTEE

PRESIDENT- Greg Lane
M 0418194588 E: president@morganownersqueensland.org.au

VICE PRESIDENT- Lance Boucaut
M: 0432320904 E: vicepresident@morganownersqueensland.org.au

SECRETARY-
TREASURER- Clive Boyle 22 Coppabella Crescent, Mooloolaba. 4557
M: 0421 348 569 E: secretary@morganownerssqueensland.org.au

PAST PRESIDENT- Joe Day
M: 0419717590 E: pastpresident@morganownersqueensland.org.au

GENERAL COMMITTEE

EVENTS COORDINATORS – Greg Lane (Brisbane), Keith Browning (South),
Clive Boyle (North), John Turnbull (West).
E: events@morganownersqueensland.org.au

MEMBERSHIP OFFICER – Clive Boyle
M: 0421 348 569 E: membership@morganownersqueensland.org.au

EDITOR- Lance Boucaut
M: 0432320904 E: Lsboucaut@gmail.com

WEBMASTER – Cam Macphee
M: E: webmaster@morganownersqueensland.org.au

REGALIA OFFICER – Clive Boyle
M: 0421 348 569 E: regalia@morganownersqueensland.org.au

DATING OFFICER - Lawrie Isaacs 12 O'Toole Street, Everton Park. 4053
M: 0412 198 030 E: datingofficer@morganownersqueensland.org.au

LIBRARIAN – Clive Boyle
M: 0421 348 569 E: librarian@morganownersqueensland.org.au

GENERAL COMMITTEE: Keith Browning, John Turnbull, Cameron MacPhee,
Bob Bishop.

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 6	Steam Train Ride and Lunch	Vernon and Allison Hobbs
July		
August 23	Run and lunch at Woodford Hotel	Greg Lane
September 27	All British Day and AGM	Clive Boyle
October 4	Car Show at Samford Showgrounds and Lunch	Lance and Susie Boucaut
November 29	Christmas Lunch – Grandview Hotel Cleveland	Committee

EDITORIAL

Well, the year is almost over! Just our Christmas lunch to go now, and one more SunMog for the year! Thanks to everyone who has contributed to the SunMog this year – lots of member profiles, which have made fascinating reading! Vernon Hobbs contribution in this issue, includes some interesting MOQ history.

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 November for the next edition of the SunMog in December.



Happy Morganeering!

INSIDE THIS ISSUE

- Member Profile for this Edition – Vernon Hobbs
- Morgan Run to Woodford
- One Final Upgrade- Part 4
- All British Day and AGM

MEMBER PROFILE- Vernon Hobbs

Having grown up in the UK, some of my earliest memories centre around being in our freezing cold, drafty garage 'helping' Dad (Graham Hobbs) with his cars. By the time I was 11, the first Morgan arrived (a 1947 Series 1 Coupe) followed by Dad's pride and joy a couple years later, a Gilbern Invader Mk II. The Gilbern is a fibreglass car with a Ford Capri 3ltr V6 engine, making quite lively for the early '70s, plus the only car ever made in Wales!



Me with Dad's first Morgan arriving



The Gilbern Invader

Later on, came an early Mini Cooper S (1071cc) and a Triumph TR4a IRS.

The TR4a was sadly lost when our garage went up in flames with both it and the Morgan inside. Luckily nobody was hurt, our family home was saved, and the Morgan was resuscitated.

Dad's best friend (Vic Champness of Black Phey Ltd) was a well-known Morgan restorer and craftsman. He made Series 1 and 2 ash frames on behalf of the Morgan factory as well as restoring Morgans to concours condition for his own clients. This led to many trips to the factory and car shows throughout my teens, and meant I was hooked.

My own car history started at 17 years old with a basic 1972 850cc Mini, moving onto a 1970 998cc Mini Cooper (one of last 50 to be made) and finally a 1967 1725cc Cooper 'S'.

Our strict insurance policies for teenagers at the time, meant I was not allowed to drive a car with 'Twin Carb's', so a custom high flow single carb inlet manifold was purchased. Add in a trip to the wreckers to acquire a 2" SU from an old Jag, and the twin 1¼" SU's were soon removed from the Minis, and replaced with the new setup!

After the Mini phase, I restored a Mk2 1600E Cortina, followed by one of the last Triumph Spitfires.



Me and Dad restoring the Cortina 1600E.



Since the now-fully-restored Series 1 Morgan was part of the family, it came with us when we all moved to Australia in 1992 and was used as a family runaround for quite a while.



The restored Series 1 at our local village church, before transport to Australia

In 1993 my parents bought their first Australian family house in North Maclean, which as fate would have it, was also home to the Macleans Bridge Car Show. There we met Steve Moore (1972 4/4), and it was from this beginning, that he and my father (with the help of Joe Wilson and Jon Voller) formed the club which eventually became the current Morgan Owners Club of Queensland.

I have always been interested in motorsport, (including riding a 300bhp custom built Drag Bike at Santa Pod in the UK), and was delighted to discover that Steve Moore had competed in many rallies all over Australia. He very generously let me use his highly worked 4/4, at Sprints and Hillclimb's through the 1990's.



Racing Steve Moore's 4/4 at Mt Cotton Hillclimb

By 2005, I was able to purchase my own Morgan, a 1968 +4 (the last of the Triumph TR4 powered cars) and this served me well, with many memorable outings and trips with the club.

One time driving to Stanthorpe on a dark and stormy night for a club weekend, the dynamo overheated and burnt out. Stranded in what seemed the middle of nowhere we were lucky that a property owner saw us and came out to assist. He said we could leave the car at his place overnight, and also phoned the hotel where the Morgan club was staying, where Chris Beecham was dispatched to rescue us in his E-type Jag!

The next day, amazingly, through the local Stanthorpe grapevine, I was put in touch with an old guy who had a brand-new Lucas dynamo for a Ferguson tractor (aka a 40-year-old +4) on the shelf! I drove the car on the battery to his workshop, and fitted it in time to catch the rest of the club for lunch!



Over the years, I rebuilt the engine to a race spec, upgraded the suspension, replaced parts of the ash frame which had rotted and, of course, upgraded the dynamo to an alternator! Great times were had competing at various Sprints and Races at Lakeside, Ipswich and Leyburn, plus I even raced it at Bathurst one year, including driving there and back.



Racing my +4 at Bathurst and at Leyburn Sprints

My wife, Alison, always lamented that she could never drive the Morgan since she couldn't reach the pedals. So, when I saw an advert for a good-looking race-spec late 1978 +8 I managed to persuade her that, with its proper seats, it would be a perfect upgrade to the +4. There was only one minor hitch, it was located in New York!

After much negotiation and administration, we managed to get the dealership to deliver it to Los Angeles, where we arranged for it to be put into a shipping container. It was an anxious wait as the ship traversed the Pacific to Singapore and then down to Brisbane. Finally, after more arguments with customs, we got to see the car for the first time in April 2010.

Thankfully it was 'as advertised' and the only work needed to get it through the Australian registration process consisted of changing the apparently 'unsafe' 5-point full harness racing seatbelts to the standard retractable 3-point versions!



The well-travelled +8

Although the car was already heavily modified, (including a 252bhp blue printed engine, fully adjustable braking system with disks all round, a roll bar, plus all the usual chassis strengthening and body bracing plates), I found as time went by, I was doing

less racing and more touring! So, when the cam shaft failed, I decided an overhaul and further mods were required!

These included replacing the windscreen for the 2" taller 4-seater version, (so I could actually see through it), upgrading the front and rear suspension, (including anti-tram bars and a Panhard rod), replacing the crazy no-power-below-4000rpm camshaft and all the valve train, upgrading the

cooling system to have a fighting chance in Qld, replacing the awful American Autometer gauges back to the Smiths originals, and a wings-off respray.



Rebuilding the +8 with my brother, Darren

This made the car much more drivable, with the final touch of replacing the very uncomfortable race seats, for a pair of new original versions I purchased and carried back from England as excess luggage! (Qantas were not happy). The only remaining “problem” with the car now, is that Alison still cannot reach the pedals!



The +8 in more sedate mode

PS – My Dad’s Series 1 is still running well and was featured in this magazine a few months ago, as it was sold to its first new owners in over 45 years.

AUGUST RUN – WOODFORD HOTEL

Morgan Run to WOODFORD 23.08.2026

Organized by Greg Lane with Lawrie Isaacs helping out on the reconnaissance run.

At 9.30am Greg, Kevin, Tony, Amanda, Susie, Lance and Lyn and Lawrie all left our meeting point at Aldi, Carseldine/Bald Hills in four Morgans and one red Jag! It was perfect Morgan weather, sunshine with only one or two clouds all the way.



We headed out along the old Gympie Road, driving along Dayboro Road through Petrie and Morayfield and making our way along the Old North Road to the D'Aguilar Highway. We all drove in convoy behind our fearless Captain, Greg and made our way through Beerburrum and onto the Glasshouse Mountains Road. Our morning tea stop was at the Lookout Café at around 11am. The Café lived up to its name with spectacular views all round. Here

we met fellow Morganeers, Lee, Clive, Cam and Glyn plus Lee's cousins, David and Bronte who were visiting from the Atherton Tablelands. We also farewelled Lance and Susie who had a prior commitment.

From the café we made our way towards Peachester, back down to the D'Aguilar Highway towards the Woodford Hotel for our lunch stop. The scenery around the Glasshouse Mountains and enroute to Woodford was spectacular. John and Julie joined us for lunch, and we helped them celebrate their 40th wedding anniversary – Congratulations to a wonderful couple. And thank you very much to Greg for providing the very decadent chocolate cake (Greg said he was up early baking it!!) It made a very delightful dessert to accompany the very tasty lunchtime cuisine enjoyed by all.





All up, a total of 16 people enjoyed a wonderful day out as did the five Morgans flying around lots of very windy sections of highway on the run.

Lawrie and Lyn





ONE FINAL UPGRADE – PART 4: John Turnbull

(Readers be aware – upgrades can be frustrating)

The Journey so far:

Until now, I've been avoiding three of the most important parts of the digital Rover engine upgrade, i.e. the Crank Trigger and Sensor placement behind the Crank shaft pulley; replacing the old 3.5 litre intake manifold with the more efficient 3.9 litre version; and the modification of the fuel distribution rail to accommodate a more accurate fuel pressure regulator. All three require careful consideration.

1. Fitting a Rover 3.9 litre Intake Manifold

Don't believe everything that you Google or read on the internet. Even AI can be confusing, particularly when it draws data from amateur blogs and 'U' tubers. My advice is to follow the following process. I've replaced Rover V8 manifolds a few times now and I find the following steps work every time for me.

- Carefully remove all traces of old silicone gasket material from all mating faces.
- Run over all surfaces with a small flat file to remove any bruises or proud edges.
- If the heads have been off, (for any reason), place the manifold in position and check with a feeler gauge that heads are contacting the manifold faces perfectly. If not, Machining may be required.
- Remove all oil/grease (using alcohol) from all surfaces to ensure silicone sticks.

- If possible, use a Valley gasket that the manufacturer has bonded on both sides.
- Trial fit the gasket - carefully bent to the required curve (without the end seals)
- Make sure that all ports align perfectly with gasket holes.
- Add a small amount of Blue Silicone Sealant along the two end web surfaces with a dab of sealant to each of the four head/block intersection grooves.
- Place the rubber end seals in position (you will see Sealant ooze at the ends)
- Lightly coat the top of the rubber seals with Blue Silicone extending up across each head surface (towards each of the coolant ports) with a 2 or 3 mm bead.
- Lightly coat sealant around each head coolant port – not around intake Ports.
- Lower the Valley Gasket vertically and carefully onto the heads and end seals.
- Clamp the Gasket with the steel clamp plates until all bolt holes in the gasket just line up. Make sure that the Gasket fits flat with no distortion.
- Lightly coat Silicon Sealant around each Coolant port on the Manifold, not gasket.
- Carefully lower the Intake Manifold onto the Gasket and fit the bolts finger tight.
- Torque the bolts to the required Torque setting, starting with centre bolts and working outwards alternately, as per the workshop manuals recommendation.

2. Fitting the Crank Trigger Sensor.

The Crank trigger mechanism consists of a 36 Toothed wheel with one tooth missing. It bolts behind and to the Crank Pulley, once the sheet metal dust shield is removed. A Mounting Bracket, supporting a Magnetic Sensor, is bolted to the available tapped holes in the Timing Cover and is adjusted to within 0.25/0.5 mm clearance from the trigger wheel. Fitting and adjustment instructions are readily available on Facebook.

The Crank sensor helps the computer calculate the exact Crankshaft speed and where Top Dead Centre of piston number one is, when it begins its power stroke. Using the magnetic field generated by the sensor, as each tooth passes, the computer is able to advance and retard timing of the ignition and injection.



Crank Position Sensor

3. Modifying a 3.9 litre Fuel Rail

The Inlet and outlet ends of the standard 3.9 Litre Fuel Rail requires modification, to accept a new Fuel Pressure Sensor and an Adjustable Fuel Pressure Regulator. Both ends were cut off to accept new “weld on” AN Flare Fittings, available from Race Works.

Flare Fittings are specifically designed for high pressure fuel and oil applications and require no sealant or gaskets. They utilise accurate tapers and “O” Rings and their reliability makes them ideal for motorsport, where quick changover of parts is desirable. The following photograph highlights their flexibility in connecting Braided fuel pipes, Pressure and Temperature Sensors to Fuel Rails. Note the small (next generation) Bosch Motorsport Injector that has multiple Pintles. See centre left.



Modified Fuel Rail with Flare fittings & fuel Pressure Sensor

The Fuel Pressure Regulator.

There are many advantages in being able to monitor and change fuel pressure. According to “AI”, it maximises an engine’s horse power potential, corrects air-fuel mixtures after engine modifications, optimizes fuel efficiency, ensures consistent throttle response across all driving conditions and helps diagnose fuel system issues.

As this Rover engine upgrade involves larger sports injectors, a twin Throttle Body, a more efficient Sports Air Cleaner, Coils on plugs, multiple Sensors and a more powerful Computer, the Adjustable Fuel Regulator was self-selecting.

Again, Race Works Flare Fittings were used to connect the Regulator directly to the Fuel Rail. It was further supported by a bracket to the engine.



Race Works Adjustable Fuel Pressure Regulator

The New PWR Alloy Radiator arrives.

PWR, is a Queensland company, which manufactures F1 Radiators. They finally delivered the new Radiator after almost 13 weeks lead time. It was worth the money and wait time, just to look at it, and, boy is it a tight fit, (being a bit larger than original).

Due to the mounting lugs welded on each side, it can only be installed by first placing the right side in as far as possible, twist the left side down, so that the left lug clears the bottom of the left guard, twist back and up it's in.

The sheet alloy separators between the capillaries are almost as thin as Aluminium foil. Obviously, this feature adds to its extreme efficiency but leaves it susceptible to damage. Thankfully, PWR have provided four lugs on which to mount a protection screen.

I guess one more job won't hurt!



F1 inspired PWR Radiator

Everything has come together nicely.

The new Plugs, Plug Leads and Coils are now in place. The uprated Rover 3.9 Litre Intake Manifold and modified Plenum with a Mustang twin Throat electric Throttle Body and 100 mm Diameter intake, now fully installed. New Sports Injectors, Fuel Rail, Fuel Pump, adjustable Fuel Pressure Regulator and many Sensors complete the new Fuel System. At its heart, the new Haltec R3 ECU, the Electronic Accelerator Pedal, Crank Trigger, and Cam Sync now provide awesome engine management potential.

So far so good.



Only the loom to install – then Plug and Play

Next Time – Part 5

- Installing the wiring and connecting the computer.
- Initial startup, Tuning and project assessment

ALL BRITISH DAY & AGM

ALL BRITISH DAY/AGM SUNDAY 27TH SEPTEMBER 2026

Sixteen Morgans joined numerous other British marques on the sports grounds at St Joseph's College, Tennyson, on a beautiful sunny day.

The Morgan line-up included a 2025 Super Sport imported from the UK that still carried its original UK registration. Members had not seen the car before, so its unexpected appearance attracted considerable public interest, as Morgans do each year.

Held every September, All British Day is by far the largest gathering of British vehicles. Shannons Insurance was the major sponsor of this year's event, which marked its 45th year.

At our Annual General Meeting, all committee positions became vacant only briefly: the current members returned to their roles, joined by Bob Bishop as a general committee member. Welcome, Bob. General business included discussion of the need for more volunteers to organise outings so that we can enjoy our cars and the presence of like minded Morganeers. Please contact me if you can assist in this area.

Our club was incorporated on the 6th of June 2008 so in 2028 a sub-committee will organise a special event to celebrate our 20th anniversary. The club is only as strong as its members participation so put your hand up to organise an outing and attend as many as you can. Another successful year for the club and we are looking forward to 2027.

Clive





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

\$18

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

Price: \$18 each plus postage



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.

REPRINTING ARTICLES FROM SUNMOG

Permission is hereby given to reproduce portions of this newsletter (except material copyrighted by others) for non-profit, non-commercial use. Please give SunMog / Morgan Owners Queensland Inc. credit, acknowledging the issue and author, source, or photographer if stated.

Some of, or all of the photos, in SunMog may appear in the Club's Facebook page. Any objection should be directed to Club's President or Secretary.

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:

December Edition	November 25th
February 2027 Edition	January 25th