

SunMog

Issue #19
July – August
2011

The Bi-Monthly Newsletter of MORGAN OWNERS QUEENSLAND Inc.



www.morganownersqueensland.org.au

Sunday 23rd October – MOQ Presidents Run, Meeting & AGM

Sunday 20th November – MOQ Christmas Lunch

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THE OBJECTS OF MORGAN OWNERS QUEENSLAND INC

To make this club as accessible as possible to all people with an interest in Morgan motor vehicles whether they be owners, drivers or enthusiasts;

To promote fellowship among members through rallies, outings, meetings and the like;

To promote Morgan Owners Queensland Inc to the public through displays, rallies etc and endeavour to further interest in Morgan motor vehicles.

MEETINGS & EVENTS

Meetings are held quarterly whilst on our club event. Times and locations are listed on the MOQ calendar. All club members are encouraged to volunteer to organise events.

AGM is to be held prior to 31st December annually.

MEMBERSHIP FEES

Full year: \$50.00 per calendar year – DUE 30TH June annually

THE PUBLICATION – SUNMOG

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SUBMITTING MATERIAL FOR PUBLICATION

Address: Please send content to the Editor by email (editor@morganownersqueensland.org.au)

Deadlines: The 15th of January, March, May, July, September and November.

Digital Submissions: Content can be sent in an email, as an attachment to an email, or it can be mailed on CD.

Text files should be in .doc or .txt formats. Photo and illustration files should be in .tif, .jpg, .gif, or .bmp formats.

Please Note: Try to avoid .doc files that include photos and all .pdf files. These formats require additional steps for insertion in the SunMog and may result in lower quality photos. Send them only as a last resort.

Reservations: The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for *SunMog*. Material that is not time sensitive may be saved for publication at a later date.

REGALIA

Club merchandise can be purchased by contacting Lee Boyle, whose email address is listed within the Management Committee.



PRESIDENT'S REPORT

Christine Stevens



All is looking very positive for Morgan Owners Queensland. We are fortunate to have picked up new club members but, unfortunately, lost 2 members. Terry and Reggie Lewis and David Adams decided not to rejoin the club but we still hope to see them on the Morgan runs when ever they are available. We will continue to keep them updated on the clubs future events. We currently have 9 un-financial members so if you suspect that you may be one of these please contact either Lee or myself.

We are working towards an interesting calendar of events in the future for all Morgan owners. You are encouraged to volunteer to organise any events that you wish. The more people organising events, the more variety we all have for our Morgan drives and the places we visit.

Since the last "SunMog" we have had a weekend run with an overnight stay in Warwick. This was originally planned as a Sunday run to Leyburn for the sprints. The arrangements were made with my brother, Bill, to have the Morgans parked on his property on the straight in Peter Street, Leyburn for the Sprints. Bill brought out a local Leyburn paper and the date for the sprints was 20th and 21st of August. We had no reason to question the date as the Sprints are "always" on the 3rd weekend of August. Well, this year it was changed to the following week but we were not aware of this until reading the RACQ "Road Ahead" and Lynn emailed out the Leyburn Sprints flyer on the same day. Oops – the date of the sprints is 27th and 28th August. Greg and I are hosting a Radiator Repairers Reunion in Sydney on that weekend so, unfortunately, we can't make the Sprints. Clive and Lee advised us they are not available on the 27th and 28th so we decided to run with the Morgan weekend away on the original date.

We discovered the V8 Supercars were racing at Ipswich Raceway (Willowbank) on the weekend of 20th and 21st August. This is the reason the Leyburn Sprints moved their event out by one week. They have some of the V8 Supercar stars as drawcards for the Sprint weekend. It didn't work out for Morgan Owners Queensland to have their event at Leyburn Sprints but we will do it next year and we will have the correct date. I will keep checking it.

Greg had eye surgery at the beginning of July so we were lying low for the month. Greg had to keep out of the wind and dust to avoid infection. His eye is continuing to heal well and is the clearest I have ever seen it. Surgery on the right eye is planned for mid-2012.



We caught up with Kerry and Merre Watts and their son Nick for dinner about a month ago. The owners of our favourite Indian Restaurant won't be the same again!! Thanks Kerry, Merre and Nick for your company.

Unfortunately Marira's +4 is not yet back on the road. Maybe she will give us a report for the next SunMog. We hope that all is repaired soon so we can see them back in their Morgan at Morgan events. In the meantime, they hopefully they will join us in their 4-wheel drive.

Marira's +8 shortly after the Brisbane floods

David and Val Taylor are returning to Australia from the UK on 21st September. Again, they will be living in Anglesea. Tom has advised they will be up for the MOQ Christmas run and lunch on Sunday 20th November. We look forward to catching up with them again. Dave has his 4/4 ready for shipping so, soon, there will be another Yellow 4/4 in Australia.

I have been speaking with Richard Rogers and the planned drive across the Nullarbor in the Morgans has been delayed. It was to be September – October this year but for various reasons he has had to call it off to another year. Maybe there will be even more interest when this event does eventuate. Julia Woolgar was to be one of the participants but she has to return to Queensland around that time to have repairs completed on her motor home.

Tom Fairhall, David and Val Taylor and Jims and Roselyne Christophe attended MOG 2011 in Newmarket, UK in their Morgans. You can read about it in the article and enjoy the photos submitted by Jims.

Lyle Honess, as always, has been keeping busy. As well as family and business commitments he has completed Lands End to John O'Groats (or LEJOG as it is commonly known) in his Morgan, along with Julia Woolgar and others. He has his 3-wheel pedal car on display in his home with an arrangement of teddy bears.

Lyle's UK +8

Unless somebody in the club decided to organise a run beforehand, our next Morgan run is on Sunday 23rd October. We will be driving up the Sunshine Coast hinterland where we will have morning tea and the AGM. We will then move on to a restaurant for lunch.



WELCOME TO NEW MEMBERS

Steve, Sally and Bill have been on MOQ runs since the beginning of the year. David and Yvonne joined in June and attended their first MOQ run on the Warwick weekend. Welcome.

We look forward to seeing you at many more of the events.

- Steve, Sally and Bill Bass-Rees
- David True & Yvonne North
1973 4/4 2-seater



LYLE DOES LANDS END TO JOHN O'GROATS

Lyle Honess

Having now enjoyed New Zealand in a 4/4 4-Seater bought from UK to Australia (and still in NZ), It was an excellent tour for 3 weeks but roads not as good as Scotland. It was fun, fun – and even meet some Poms who bought their Mogs from UK, a couple of Yanks and even a few KiWis



AND now – 4 weeks in UK, Hartlebury to Lands End to John O'Groats and back, in a +8. I meet some more POMS and again excellent! Yes, am coming back in September 2011 to finish what I didn't see, let alone a MOG across in the tunnel, chunnel and back on the boat.

How many club members have driven from Lands end to John O'Groates? Lyle has!

Julia Woolgar is the one leaning against the post – most have been a strenuous trip!

It's nearly 0700 hours Melbourne time, raining (yes Richard) and sun is not up yet, but time to reacquaint myself with my +4 that's been sitting around for 4 weeks waiting for my return – Not the power of the +8 but still a MOG bought with 15,000 klms on



it in 16 years. Now it has another 17,000klms added since.

Many thanks to all who organised "LEJOG". It was fun and I look forward to the 2012 trains, planes and automobiles – or castle tour?

After we all left Carlisle and went our separate ways, I went back up to Scotland to enjoy the excellent roads. I did over 3,400 miles in my 'new to me' +8 and it is now having a good rest at Mike and Bens, the Morgan Men.

I have just spent the last 12 hours from London to Singapore sorting out all my emails and hope to be home early tomorrow, Tuesday back, to Melbourne. For those who do not know, the next sector from Singapore to Melbourne is 8 hours and, of that, 5 hours is getting across Australia to Melbourne

Again, many thanks to all! It was worth the trip to the UK.

I am in Singapore, on the way home to Melbourne, with assorted MOG parts including a new stainless steel muffler system for my +4.

HOME AT LAST IN MELBOURNE

18th May 2011

Lyle Honess

After some many months, a sea voyage from UK to Brisbane (16,700klms), and a road trip from Brisbane to Melbourne that takes 2 days (1700 klms), little red MOG is home in Melbourne. It has found some teddy friends already BUT is looking for some more in UK – no "Made in China" for this MOG!

Many thanks for all the UK teddy web sites they are all on the list to visit. I have booked "teddy space" on my return flight home after Le JOG.

Little Mog – at home in Melbourne



TRIP TO FRANCE

June 2011

David & Val Taylor (UK)

On 2nd June we set off from our home in Ashby de la Zouch, Leicestershire in our 1994 Royal Ivory Morgan 4/4. We drove to the historic town of Canterbury and had a walk around and a quick glimpse of the Cathedral before we booked into our B&B.

When we arrived, we were greeted by Robert and Joss the owners, who told us that they had a keen interest in classic cars, and owned an Austin Healey 3000.

The following morning after a hearty English breakfast, we set off on the 15 minutes drive to Folkstone to go to France via the Euro tunnel. Half an hour later – going round and round in circles down winding unmade roads – there ensued a slight 'domestic'. Val was trying to read the map which was very difficult going along the bumpy road and the wonderful SatNav kept taking us round in circles!

However, after half an hour's drive around Kent's finest country lanes, we arrived at the terminal. The crossing via this route takes only 35 minutes, so just time to change the UK map for a French one and away we go.

We drove south west to our first night's B&B at Fresnes-Mazancourt, mostly on the French motorway and it was Peage all the way!



Rear Garden at the Chateau

After a very quiet night at this place (it was all glass at the back and like being in a huge goldfish bowl) we set out after a 'not so hearty' French breakfast of baguette and confiture - in other words, posh bread and jam!

We travelled further down to our cottage at Landreville, just south of Bar-Sur-Seine (as the name implies on the River Seine), in the Champagne-Ardenne region. The weather since we left home 3 days ago had been brilliant sunshine and we had been able to drive with the top down all the way – without the usual fleeces – just in tee shirts – result! The car had driven like a dream + no more 'domestics' = bliss!

Champagne Tourist Route

However the following morning as we were setting out there were suddenly a few very large spots of rain on the windscreen and then without any warning, a frightening flash of lightening followed by violent thunder heralded the biggest thunderstorm we have seen for many a year. We got the top up quicker than we had ever done it before but



we were both soaked. A little while later when the rain had eased a little Dave put a towel over his head and got out to finish the job of really securing the studs on the top etc. He looked like a Sheikh!

Over the next few days we visited several Champagne houses and museums to see how the champagne is made and to sample a glass or two and purchase a bottle or two! Amongst the Champagne houses we went to were Bauser at Les Riceys, Michel and Furdyna at Celles-Sur-Ource and Veuve de Virey in Landreville.



Champagne Store in Limestone Cave

The cottage where we were staying was owned by the Veuve-Virey Champagne House, and attached to the house was a 'Cave' where they had left a store of fine wines, champagne, confit and confiture. All we had to do was choose what we wanted and pay at the end of the week. Elodie the owner of the house, called to take us on a visit of her vineyards, bottling and tasting. We asked if we

should follow her in our car and she replied 'Non monsieur – we are driving INTO the vineyards and I don't think you would like your lovely car to go up those bumpy gravel lanes! We had a very enjoyable time and she then let us taste her champagne and gave us the rest of the bottle to take home!

The region is called the Aube and is famous amongst many things for Pierre-August Renoir, the painter, whose favourite secret place he enjoyed going to every summer with his family was Essoyes.

At Chaource there was a cheese museum, and also where they make Chaource cow's cheese. It was the texture of Camembert but much creamier. Locally they also made Cidre Ratafia – which is an aperitif made from apple juice and cider brandy aged in oak casks.

There are countless Chateaux, Eglises, Museums and places of interest. The scenery is very picturesque with the vineyards running down the hillsides – wonderful Morgan driving roads. The villages are typically French, for example, whenever you drive through them, at any time of day, you do not see a soul. Where does everyone go to?

At Ricey Bas, there was a mixture of very old and very new. The Eglise sat in the centre of the village towering over the square – and a few metres across the road was a Cyber Cafe!

All too soon the end of our week at the cottage had come to an end. We loaded up the car including a total of 8 bottles of champagne and 40 litres of wine and we were ready to start our journey home (with the top UP!)

We drove about 175 miles North East to the outskirts of Abbeville, where we had booked in to Chateau Allieux for a couple of nights (for Val's Birthday!) This area has a wealth of history regarding the first and second world wars and was situated on the River Somme.

On Val's birthday we went to – obviously – St. Valery-Sur-Somme and went to our favourite restaurant overlooking the bay to feast on moules marinières and oysters.

On Monday morning we travelled North to Calais. We realised that it was the weekend of the Le Mans 24-hour race when we were overtaken by countless Porsches, Ferraris, Jaguars, flash Range Rovers, Lamborghinis and Masseratis to name but a few.

On the way back at one of the service stations in the UK, when we returned to our car it was surrounded (yet again) by French people – they were on holiday in the UK. The chap told us that he loved classic cars and owned about 10 of them! He was proud to tell us that he had restored a 1954 Citroen Traction which he had shipped from Cherbourg to Los Angeles three years ago to join in the annual Citroen gathering. It is held in a different location each year. Whilst there, he managed to drive along Route 66 in that car. This year he told me the Citroen gathering would be in York, in the UK and he was planning to take his Citroen there.

We had also parked alongside a Jeep Cherokee with a Morgan sticker in the window. When the occupants returned to their car they told us they had been to Le Mans, not with the Morgan this year though. In actual fact, he regularly races a +8. So after more chat about classic cars and Morgans we were on our way again.

At one service station in France the car was again surrounded by 8 French and Dutch people who were taking a very keen interest in the car. One man offered to swap his wife for the Morgan!

Wherever we went in France, the Morgan attracted loads of interest, especially from young boys who would shout Superbe voiture Monsieur! We even paid two of them €1 to drive in front of us on their bikes – arms waving in the air – to find the Biblioteque which we had been looking for and could not locate. It amused them and we found our destination. Cheap at twice the price!!

We arrived home at around 6:00pm Monday 13th after a really enjoyable French break. When we got home we had some family round to celebrate Val's birthday and to sample some of the vino which we had managed to stow away.

***Morgan in front of
Chateau Allieux***



The car never skipped a beat and we travelled over 1,500 miles during our 10 day trip. Once home we unloaded, cleaned off the flies and went inside for a well earned beer!

We hope you have enjoyed our little resume and would recommend this area to anyone who has an interest in motoring in France.

David and Val Taylor

- 1994 Royal Ivory 4/4
- 1985 Yellow 4/4/4

PS

Upon our return to the UK we had a letter waiting for us from a friend we have made in Anglesea, Vic. He is 76 years of age and has a 1928 Riley. We had met him when we joined the Geelong Historic Vehicle Club. He had been invited to take his Riley to Tasmania as they were having a 3 month exhibition of the Riley Marque and so he was just planning to get a ferry and take the car over there.

He also sent me an invitation (which he had received for himself) for a Riley gathering in the UK. He gave us the name of his Australian friends who would be going so that we could meet up with them, but sadly, it clashes with the Morgan Annual Event at Newmarket so we will not be able to go.

It just goes to show how many people are still interested in classic cars, and how much friendship we have found amongst like-minded people. Long may it continue...

NEW ZEALAND IN THE 4/4

11th to 13th June 2011

Greg Stevens

Greg was taking me to NZ for my birthday. Lyle still has his “Brisbane based” 4/4 4-seater in Auckland so told Greg, “Don’t hire a car; take the Morgan”. Well, this was an offer we could not refuse! The New Zealand roads are made for Morgans.

We flew in to Auckland, arriving around lunch time Saturday. We had a great flight with Emirates and a very charming Scottish air hostess. She is to us next time she is in Brisbane and we will give her the locals tour of the area. Soon after take-off we were given personal service and Christine received a glass of champagne as this is my birthday weekend.



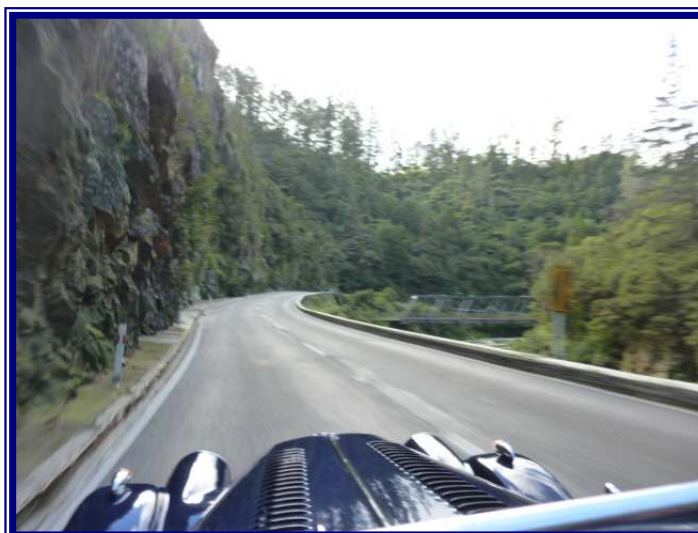
Greg had made the arrangements with Derek Atkinson to collect Lyles Morgan early afternoon so caught a taxi from the airport to 10 Woodruffe Avenue, Henderson. We received a friendly welcome on arrival at Derek’s workshop. Derek does come excellent work on Morgans. After a short chat, loaded our luggage aboard and headed back towards the airport to our motel.

Lyle’s 4/4 4-seater – look at that shine!

Peter Alderdice (a 3-wheeler and 4/4 owner friend of yours) was going to organise for a few of us to have dinner Saturday night but he was then not able to attend due to family comments so he emailed Alan and Gail Duffy, president and secretary of Morgan Club of NZ. Alan and Gail emailed members of the Morgan club of NZ that lived in the area and invited them to dinner at their home Saturday night. They had an excellent turn-up; there were approximately 30 in attendance. All brought along a dish to share for dinner and there was an abundance of food, red wine, white wine and beer. The food was spectacular; the company was even better. I should have written this article as I, now, can’t remember everyone’s names.

Sunday we headed off for a non-direct drive along country roads, through gorges to Waitakaruru, Thames, Wangamata, Waihi, Katikati, Apata, Tauranga and Mount Maunganiu. This is an area that we need to spend more time.

Thames was initially built in the 1800’s during the gold rush, Thames is known as the gateway to the Coromandel. Tauranga (pronounced tow-RAHNG-a) is the most populous city in the Bay of Plenty region.



After driving around the Tauranga and Mount Maunganui area we decided that we would return to Auckland for the night so we headed south to Te Poi, Matamata, Morrinsville and eventually onto the highway and back into Auckland.



This was June, we were in a Morgan and were driving at night for the last hour or so. Needless to say, it was cold by the time we booked into our hotel in Auckland.

Yes... we had to wear both caps and beanies to keep warm (Greg would have been happier in jeans and not in shorts)

We made the day for the porter / valet upon arrival. He was in his early 20's and was in love with Morgans but had never been in one before. He didn't

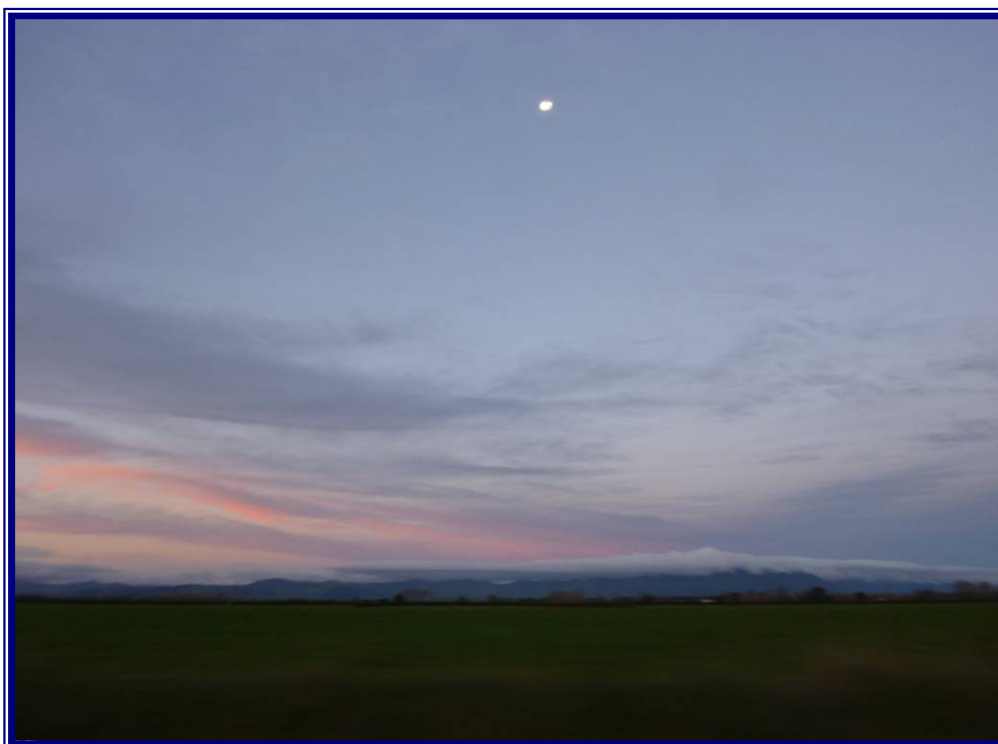
get to drive but he did get to accompany Greg, in the Morgan, as Greg did his own valet parking. We would not permit them to drive the Morgan.

Sunday morning we were having a relaxing morning with the plan of checking out a few antique shops. We parked in front of an up-market dentist surgery in Remuera. This is a lovely old suburb that has retained its old buildings and charm. We were promptly greeted by the owner of the surgery; he just had to check out the Morgan.

I have a dislike of dentists (not actually the dentists, just their drill) but we ended up having a guided tour of his renovated premises. Externally, he had rescued the building and retained its authenticity. Internally, it was state of the art, et electric glinds from Germany, etc. We were impressed by his attention to detail in very way. He now plans on purchasing a Morgan in the near future and we are sure he will be welcomed into the club.

We flew home on my birthday and was, once again, treated with first class treatment on flight home – a glass of Dom and sweets from “up the front”.

Moonlit drive in the Morgan on New Zealand's North Island



WARWICK, QUEEN MARY FALLS AND LEYBURN

21st & 22nd August 2011

Christine Stevens

We have returned from a weekend Morgan run, staying overnight in Warwick. The numbers were down for various other commitments but we had a fantastic weekend. Steve Bass-Rees was again driving our 4/4 and I was driving Tom's yellow 4/4. We meet with David True and Yvonne North at BP Blacksoil and, while we were checking tyre pressures, immediately discovered their senses of humour. We travelled through Laidley, past Bill Gunn Dam, through Forest Hill and in to Gatton for morning tea. The breakfast menu was still on so we all ordered pancakes to go with our tea and coffee. The coffee was great and I assume that the green tea was also as there were no complaints. A word of advice is you only need one serve of pancakes between 2 or 3 people. The servings were huge.

From Gatton we travelled through Upper Tent Hill, Heifer Creek with a short visit to roadside rest stop 8km on the Warwick side of the Heifer Creek cutting where we viewed the Thiess Brothers Monument. This is the first road to be built by Thiess Brothers. The Heifer Creek cut is 35m deep and was the deepest cutting in Australia in 1939.

We drove to Clifton, through Allora, then the back roads to Warwick, arriving at lunch time. We booked into the motel and walked to the Horse & Jockey Hotel for lunch and refreshments. After lunch, we were back into the Morgans for an enjoyable drive through Yangan, Emu Creek, Tannymorel, and Killarney and on to Queen Mary Falls. We have driven to Queen Mary Falls a few times but haven't previously taken the walking path to the falls. It is spectacular. I never imagined it to be such a long drop. It is well worth the short walk.

On returning to Warwick Greg and David went over David's new (to David) 1973 4/4. The wine came out and the windscreen of my Blue 4/4 once again became the table for the wine glasses. Greg and David were busy so didn't get much of a chance to drink their wine but Yvonne and I didn't let it go to waste.

It was a short walk to the RSL for dinner. The Saturday night wedding at the RSL was an eye opener. The wedding guests joined us all in the \$14.50 buffet (or they may have paid the \$12.50 members price). They kept parading past us as they headed out for their cigarettes. We figured out which was the bride; she was the one in white with the tattoos. None of us could figure out which one was the groom. We decided it was the old one with a few teeth missing! It was then to David and Yvonne's room for a few night caps or Cointreau and port. David, thank-you so much for your generosity.

Sunday morning we awoke to rain and on checking the weather radar decided to put the roofs up on the Morgans - except my 4/4 as we don't carry the roof. (I have never seen my Morgan with the roof up.) Fortunately Steve wasn't fazed by the rain. David hasn't had the roof up on this 4/4 before so this was a first for him. Coffee and breakfast was at Macdonald's then a short distance (approximately 12kms) to Leslie Dam for a look around. Greg decided the roof wasn't needed so down it came and that was the last time it was used.

We swapped cars. David got to drive Tom's 4/4, accompanied by Greg and Yvonne and I were in David's 4/4. Steve remained in our 4/4. Toms and David's 4/4's are, basically, the

same mechanically so this was a great opportunity to see the difference that the extractors have made on Tom's car.

We drove past Sandy Creek Hotel, through Pratto and on to Leyburn. We drove a few laps around the Sprint track before calling in to visit my brother Bill. We lost Steve. David located him – in the car in front of the hotel.

Lunch at the Leyburn hotel is recommended. The food was excellent, good value and huge meals. The wine, well, that is another story!! I returned to the table and all laughing. Bill had ordered me a Chardonnay and Yvonne a Sauv Blanc (neither of which were in a cask at the hotel). Both glasses came from the same cask!! Oops!! David told the story, he had once asked, "What am I drinking?" "Wine", was the response. He then enquired further, "What sort of wine am I drinking?" The answer was, "White wine." Needless to say, he gave up and didn't ask any more questions. I think it must have been a similar quality to that we had been served.

On departure from Leyburn we drove through Felton and turned left and through Pittsworth. In Pittsworth they were setting up for the Pittsworth Sprint which are held on the first weekend of September. Leyburn Sprints in 1 week and Pittsworth Sprints in 2 weeks. This was a "no sprints weekend" for us. We continued on to Toowoomba for coffee (and 2 squares of chocolate between us) at Yvonne's home. David and Yvonne stayed in Toowoomba; we set off then decided on a visit to Picnic Point. There was a table by a window and the view was excellent so we decided upon yet another coffee before heading down the range.

The clouds were beginning to look threatening by this stage. It sprinkled a little whilst driving along the Western Freeway. It wasn't until we reached Clayfield that the drops of rain were beginning to get heavy. We were home with cars put away before the rain really came down. Great timing!

We had a terrific time and didn't stop laughing all weekend. Thanks for your company.



Roger and Richard at Eastern Creek

MOG 2011 – NEWMARKET, UK

July 2011

Jims Christophe

Here are a few pics taken during our last trip to Mog 2011 – the photos tell the story.

We had the pleasure to talk to Tom, who was attending. It was a good day with perfect sunshine. Indeed we only had rain twice in a fortnight – when we disembarked. When the hood was finally erected, no more customs officers were in sight (a good hint), and when we left England. We caught up with a huge cloud on the Dartford Bridge, but I knew it would not drown "la petite verte" as it had already been through the deep pediluve in foot and disease times, and had not sunk, thus being awarded its submarine ticket.

Roselyne takes her last look at the map before attacking the M25, known as the car park. The only difference is that in a car park, cars are moving.

I think we should have lend Roselyne the UK map book that David and Val gave Christine as part of her 50th birthday present – measurements 210mm x 150mm (Roselyne's book is 390mm x 280mm – this is far too large for a Morgan!!)



Roselyne Christophe and Ann English – Picnic at a PYO farm

This was after a breakfast at Brands Hatch and a scenic run. It was still windy, but then weather would improve gradually.

We had a visit to Loseley Park which Queen Elizabeth visited several times. Chairs there are low so that her subjects would be kept at their level.



Loseley Park with la Petite verte in front

Built in the reign of Elizabeth I, Loseley Park stands in ancient Surrey Parkland close to the North Downs yet within reach of London. Still the home of the More-Molyneux family, it is remarkably unchanged since 1562 when Sir William More laid the first stones, and remains, as he intended, a place of calm, grace and subtle beauty. From the house itself, where the intricate panelling in the Great Hall was once in Henry VIII's

Nonsuch Palace; to the Tithe Barn with its ancient oak beams; to the elegant and restful walled garden, Loseley Park was a location for films such as *Pride and Prejudice*. But it's also a place to visit, to enjoy the grounds, the garden and house, and relax in one of England's friendliest historic homes.



Roselyne fishing for her fish and chips on a boat trip on the river Severn

(I would never do that with such a smart T shirt)



3 Morgan 4/4's – same age – same colour

Interesting Morgan paintwork – aircraft like.

This Morgan was seen on the parking lot



Newmarket is the home of the national Studs, and horses are everywhere in the streets.

Why do you think they are so eager to succeed? Because it is their wives they are aiming at.

Roselyne finds her Stud

The gymkhana was well attended. This year, there was no MOQ team at the Pitstop Challenge but they were nearly as good as you.

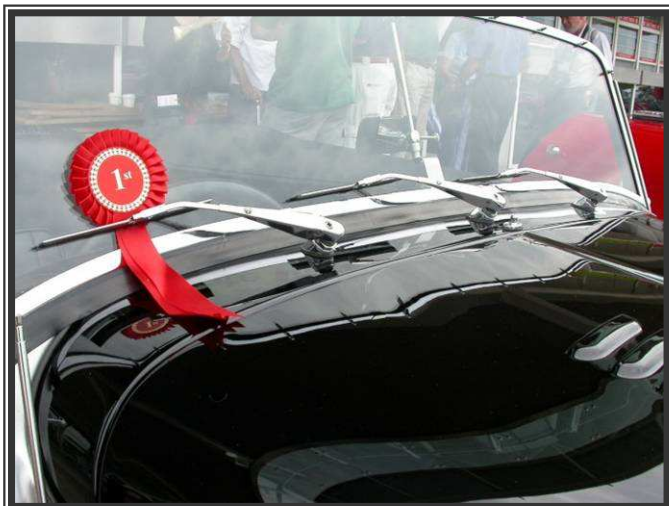


Pitstop Challenge

The Morgan club flag is brought down at the end of the day.



Some return home with 1st prizes, while some others wonder if the car will get up that narrow road.



Concourse – First prize



la Petite verte in Lady Street



The return home was fine, with the odd encounter with a steam engine
And of course the farewell shower on the Dartford Bridge.





MACLEAN'S BRIDGE AT LAKESIDE 2012

Saturday 19th & Sunday 20th May 2012

Neville Smith

I sincerely hope that you and your members had a great time at **Maclean's Bridge at Lakeside** 2011. There were 1,300 cars on display and about 5,000 people in the Park. We were caught somewhat short on the parking – the numbers exceeded our estimates!

Now it is time for us to look ahead to 2012.

Please accept this as the invitation for your club and members to join us at **Maclean's Bridge at Lakeside 2012**. The dates for next year are 19 and 20 May.

Yes, the event is growing to two days. We have had a great deal of feedback from this year's event, mostly very positive, and some with comments about things that simply need to be done better and some suggestions for change. We have listened and are now responding

So, the first change is a second day.

The inaugural **Inter-Club Regularity Championship** will be held at Lakeside on Saturday 19 May 2012 as part of **Maclean's Bridge at Lakeside**. Full details will be revealed on the event website as planning progresses, but in essence the Championship will be a competition between teams of 4 drivers/cars from interested Clubs, and the winning team will be crowned the **Pacemasters**. A Club may enter more than one team. This is early advice -- entries are not yet being accepted, and I will inform you with ample time before entries open. We know from the feedback that this will be a popular event, and entries will be on a 'first in, best dressed' basis. This early advice may help you get a team or teams lined up and to be ready to enter at the first opportunity.

We are hoping to have a little interstate rivalry in the **Inter-Club Regularity Championship**, but details of this are best left to a later date (and if we are successful, it will be in the Latest News on the website).

Other changes and hopefully improvements for 2012 are:

- A **clearer parking plan**. We now have a better idea of the numbers, so we can improve the parking.
- **More space and comforts for the Concours d'Elegance**.
- **More coffee outlets**. This has been agreed with Lakeside management, who are also aiming to improve their catering for the event.
- An **expanded Restoration Theatre**. We have an exciting program lined up for the Theatre. Details will be on the event website as soon as finalised. The Theatre will operate over the two days.
- **More structure to the Awards Presentations**. We all agree that awards at **Maclean's Bridge at Lakeside** are significant, and the winners should be allowed

their moment of glory in an appropriate setting. We have a plan for the awards ceremony to be a special part of the event. All the awards, including the Pacemasters' award, will be on Sunday (20 May).

- A **Concours de Facsimile** for replica and recreated classics. This will not interfere with the Concours d'Elegance, but will give an opportunity for the owners of specially cared for replicas of classic sports cars to display in a Concours setting. (And this may just be another World First.)
- **Improved PA** usage and announcements.
- The **auction** will be moved to the morning.

The Sunday (20 May 2012) will be a full day, with the following activities: the Maclean's Bridge club displays, the Concours d'Elegance, the Concours de Facsimile, the Circuit d'Elegance, Pickles' Sports and Classic Auction, the continuation of the Restoration Theatre, the Award Presentations, and 'happy laps' as per 2011.

The Organising Committee for the 2012 event has increased numbers and resources, so I'm confident we are in for an even better time than we had this year.

Clearly not every one will want to be at the event for the full two days, so keep an eye on the website (www.macleansbridge.com, currently being updated for 2012) and the Program of Events will soon be published and you can make your choices. I'll be there both days -- on the Saturday to support the TSOAQ team(s) in the **Inter-Club Regularity Championship**, and on the Sunday to enjoy the atmosphere of a major sports and classic car display and see the beautiful cars in the Concours (both of them).

Please let your members know the dates so they can lock in 19/20 May 2012, and please make a note to check the website from time to time. I will keep you informed of major developments via email and the website.

We will try to make Maclean's Bridge at Lakeside 2012 another fantastic day for the sports and classic motoring community.

Neville Smith

(TSOAQ Coordinator for Maclean's Bridge at Lakeside. I can be contacted on 3820 6121 or 0419213009)



MINUTES – 13th Meeting

MORGAN OWNERS QUEENSLAND (INC)

Leyburn – Sunday 21st August 2011

President, Christine Stevens opened the meeting at 12:45pm and thanked all for attending

- 1. PRESENT:** Greg Stevens, Christine Stevens, Steve Bass-Rees, David True, Yvonne North
- 2. APOLOGIES:** Chris & Patty Beecham, Clive & Lee Boyle, Chris & Julie Brown.
- 3. VISITORS:** Bill Elliott; Geoff Alpine
- 4. PRESIDENTS REPORT:** Christine thanked those for attending this weekend and explained the mix-up with the date for the Sprints. We have the AGM on 23rd October. Lynn Fairhall expressed last year when she took on the Secretary position she was only willing to take on the role for a further year. All positions will be vacated and we are looking for volunteers in all committee positions. We have 2 new memberships – David True and Yvonne North, Steve, Sally and Bill Rees-Bass. They were welcomed as new members.

I have emailed Membership application and information on MOQ to Rob and Maggie Poole. They own a 1937 Morgan. I have also emailed membership application to Rob Goss. Rob's Lawrence Tuned Morgan is well under way and being repaired.

- 5. BUSINESS ARISING FROM THE MINUTES OF THE LAST MEETING** – nil

6. SECRETARIES REPORT

Correspondence Inward & Correspondence Outward – nil

- 7. BUSINESS ARISING FROM THE CORRESPONDENCE** – nil

8. TREASURERS REPORT –

Opening Balance – 14th May \$1,672.06

Less payments

Affiliation	Qld Historic Motoring Council Inc	\$ 30.00		
Web hosting	Oblong Software Products			
	- 25 June 2008 – 19 June 2009	\$25		
	- 20 June 2009 – 14 June 2010	\$37		
	- 15 June 2010 – 9 June 2011	\$40		
	- 10 June 2011 – 3 June 2012	<u>\$40</u>	<u>\$142.00</u>	<u>\$ 172.00</u>
				\$1,500.06

Plus deposits

Membership - David True; T & L Fairhall, G & J Brown, L Isaacs & L Cobb, C & P Beecham, K & M Watts, S & M Wolf L & S Honess, S & S Bass-Rees; C & G MacPhee; G & C Stevens; C & L Boyle (12 x \$50.00) \$600.00

Interest \$ 0.21

Regalia Badge Sales \$ 42.00

Stickers \$ 10.00 \$ 652.21

Balance as at 19th August \$2,152.27

9. MEMBERSHIP – We have 2 new members. Steve, Sally and Bill Bass-Rees & David True & Yvonne North. Nominated by Christine Stevens. Seconded by Tom Fairhall (documentation signed) All in favour. They are welcomed into Morgan Owners Queensland. We currently have 14 financial members, 12 un-financial members and 2 resignations. If you have not paid your membership please forward this to Lee.

10. REGALIA & REGALIA OFFICER –

MOQ car badge, Centenary car badge, MOQ Stickers

Greg Stevens has paid for all MOQ regalia, apart from the MOQ polo shirts (These were paid for by Brian Hollins). MOQ was, then, to pay Greg for merchandise sold.

The cost price of the Centenary badge is \$37.00. This covers the graphic design work, set-up and production of the badges. This was subsidised by Christine Stevens for the Inverell Centenary Rally where MOQ paid \$20.00 per badge with Christine paid the balance (i.e. the additional \$17.00 per badge). All badges since the Centenary are sold to MOQ at a cost of \$37.00 per badge.

Greg is still willing to hold club merchandise that he has paid for, remaining as his property. MOQ can purchase for additional regalia stock items as required.

Motion: Lee Boyle (via email) moved that Morgan Owners Queensland Inc makes payment to Greg Stevens for MOQ car badges, Centenary car badges, MOQ Stickers sold and also for MOQ car badges, Centenary car badges, MOQ Stickers held by Regalia Officer.

Note – An invoice has been issued to MOQ but we are still working with Lee to come to an agreed amount that is actually owned.

Motion Deferred: Christine suggested that we should defer this motion to be finalised when the treasurer is present at a meeting.

MOQ Banners

Tom Fairhall paid for the 2 MOQ banners and it was agreed that Tom be repaid for these once the club is financial.

Motion: Christine Stevens moved that, after the AGM in October, the Treasurer reviews the bank balance and amount owing for the Banners and to report at the first meeting in 2012 with payment, or part-payment, recommendation.

Seconded: Greg Stevens All in favour. Carried

MOQ Website

Greg Stevens paid for the establishment of the MOQ Website and Graphic Designer for club logo and website front page. It was agreed that Greg be repaid for these once the club is financial.

Motion: Christine Stevens moved that, after the AGM in October, the Treasurer reviews the bank balance and amount owing for the Website and to report at the first meeting in 2012 with payment, or part-payment, recommendation.

Seconded: Greg Stevens All in favour. Carried

11. MOQ EVENTS

MOQ Run & Meeting – Sunday 23rd October (Note date change from 16th October)
– Christine to organise and advise

It is proposed that this will be a run to Maleny for morning tea, meeting, AGM, then on to a restaurant for lunch. Details will be provided shortly.

MOQ Christmas Lunch – Sunday 20th November – Details to be advised

Other Morgan club runs – Are there any other events anyone would like to include in the MOQ calendar or would like to organise? If so, please liaise with Stefan. Any extra events are welcomed.

12. OTHER EVENTS

Lockyer Antique Motor Assn (Gatton) – Saturday 1st & Sunday 2nd October

Tenterfield Rally (Hosted by local club) – Saturday 15th & Sunday 16th October

Gold Coast Rally – Saturday 5th & Sunday 6th November

If you would like details of these events please contact Christine Stevens

13. SUNMOG NEWSLETTER – Closing date for the next issue 15th September 2011.

Please email articles, for sales, etc to editor@morganownersqueensland.org.au

14. FOR SALE

Clive Boyle's 1969 4/4 2 seater for \$55,000 and Greg Lee's 1973 +8 for \$66,000. Details of both are in SunMog. Stefan has Morgan's for sale but we do not have the details

15. GENERAL BUSINESS – nil

16. THE NEXT MEETING and AGM – Sunday 23rd October 2011

17. THE MEETING CLOSED at 1:30pm

COUNCIL NEWS – 25th July 2011

SIV Concessional Registration: QHMC has appointed a sub-committee to research the historic registration schemes around Australia and to prepare a properly informed discussion paper to enable full and detailed consideration to be given to the matter of whether Queensland should advocate for change to its existing SIV scheme. Have your voice heard by getting your club secretary to write on behalf of your club to secretary@qhmc.org.au

Seat Belts and Child Restraints It is now well known that Queensland refused to follow the lead set by the National Transport Commission and the Australian Transport Council by not adopting the model Australian Road Rules in full <http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TrantOpRURR09.pdf> The exemption provided in Australian Road Rules allowing the carriage of age 7 to under 16 year olds in pre-seat belt era vehicles not already retrofitted is not available for any vehicle travelling in Queensland. Club consultation has resulted in overwhelming opinion that a reasonable point in time for an exemption to the age 7 to under 16 age group would be for all pre-1960 vehicles. QHMC has fired off a follow-up submission to DTMR in order to strongly advocate for the pre-1960 aspect of this issue in accordance with the overwhelming feeling of clubs to do so. A letter to the Transport minister will follow shortly.

QHMC Committee: The Council now has a new committee led by Graham Allum of the Darling DownsVVMC in Toowoomba. You can write to Graham on president@qhmc.org.au QHMC also welcomes its new secretary, Sandra Whitney from the Mustang Club secretary@qhmc.org.au

Invitational Rallies this Year: Details and links to entry forms appear on QHMC website www.qhmc.org.au on the 'calendar' page. Everyone welcome at these events.

FOR SALE

1969 4/4 2-seater

1600 Ford Kent motor – Qld registration MOG 69

Silver / red leather; ground-up restoration 2002; Full wet-weather gear plus sun-top, very reliable, in excellent condition.



Features:

- Power booster brakes
- Electronic ignition
- Hydraulic shocks
- Electric fan
- Stainless exhaust
- 60 spoke chrome wires
- Moto lita steering wheel
- Built in toolbox (as seen in Morgan Ear Feb 2009)

Price: \$55,000.00 ono

Contact: Clive Boyle

Phone: 0421 348 569

1973 PLUS 8

The first owner was Dr.P.Henrich from General Hospital in Nottingham 11th July 1973. The original colour was dark blue. Current owner purchased the car from Japan in February 2010. He is selling the car as his skin cannot take the sun.



Price: \$66,000.00 ono

Contact: Greg Lee

Phone: 07 3286 7626 (home) or 0407 570 943 (mobile)

CLASSIFIEDS / FOR SALE

King Pins & Bushes

Tom has the second batch of locally manufactured King Pins and bushes available and ready for sale.

Specification: Manufactured from 4140 grade ground steel bar. (4140 is high-tensile chromium-molybdenum steel characterised by high strength and good impact properties)



Supplied with: New nyloc, ½ inch BSF nuts and phosphor bronze bushes

Price: \$250 per kit – less 10% club discount for members = \$225 per kit

REGALIA

MOQ "My other car is a Morgan" Stickers

This is a sticker that has been produced for your "other car". These stickers are on cars all over the world. Also, they are often used to put onto rental cars with Morgan owners are attending Morgan events away from home and don't have their Morgan with them.

Stickers are a high gloss, quality vinyl stickers.



Contact: Lee Boyle 0424 007884

Price \$5.00 each

Postage WITHIN AUSTRALIA: \$3.00 (for up to 5 stickers)

Postage ALL OTHER COUNTRIES: \$5.00 (for up to 5 stickers)

REGALIA

MOQ Club Polo Shirts

High quality polo shirts – Navy, blue sleeves, maroon inserts with silver trim and “Morgan” on the collar. These shirts are great when traveling as ironing is not required.

Contact: Lee Boyle 0424 007884

Price: \$50 each



MOQ Car Badges

MOQ Car Badges are available

Price: \$42 per badge
Add \$7.50 for postage

Contact: Lee Boyle
Phone: 0424 007884

Australian Morgan Centenary Car Badge

Only 100 badges were struck to celebrate the centenary – numbered 1 to 100. Limited stocks are available so don't miss out.

Measurements: approx 79mm diameter
96mm wingtip to wingtip

Price: \$45 per badge
Add \$7.50 for postage

Contact: Lee Boyle
Phone: 0424 007884



***MORGAN OWNERS QUEENSLAND Inc
EVENTS 2011***

OCTOBER 2011

DATE	EVENT	DETAILS
Sunday 23rd	MOQ PRESIDENTS RUN, MEETING & AGM	<i>We will be driving to the Sunshine Coast hinterland where we will have morning tea, meeting and AGM. Following this we will drive to a restaurant for lunch. Details to be advised – Enquiries Christine Stevens</i>

NOVEMBER 2011

DATE	EVENT	DETAILS
Sunday 20th	MOQ CHRISTMAS LUNCH	<i>Details to be advised – Enquiries Stefan Wolf</i>

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

