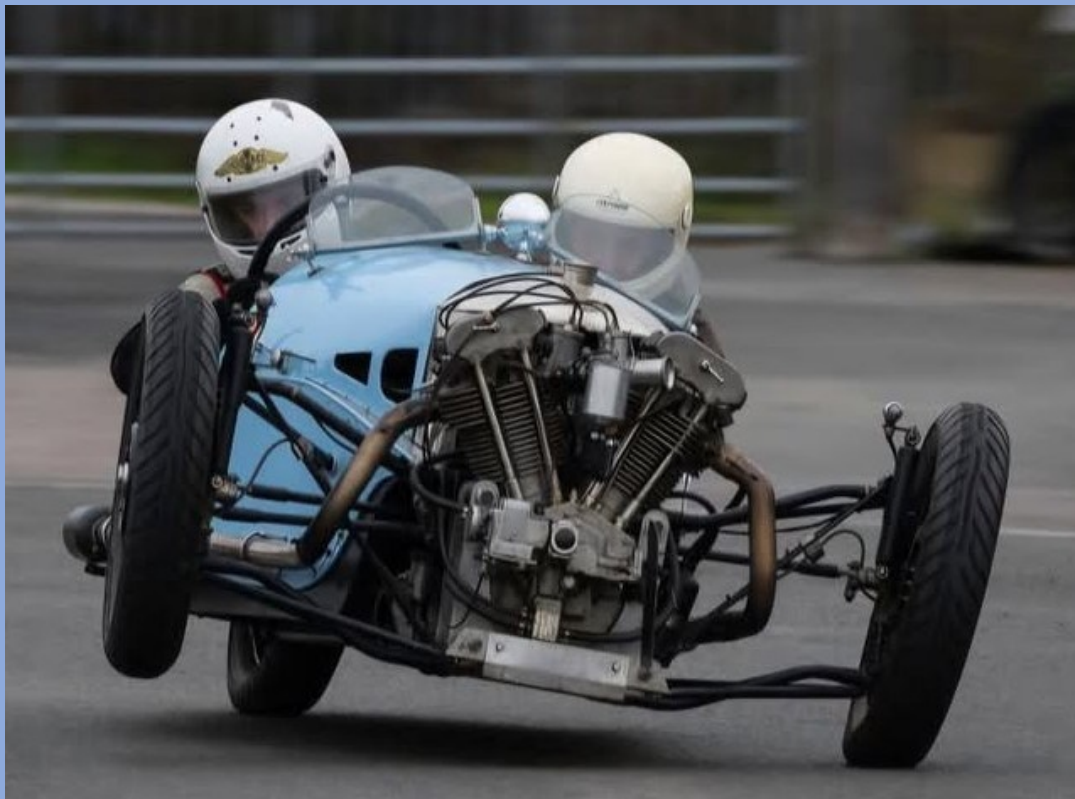




Issue 100 August 2025
The Bi-Monthly Newsletter of Morgan Owners Queensland Inc.

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

TREASURER- Jon Voller
M: 0400 194 347 E: treasurer@morganownersqueensland.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

2025 CALENDAR OF EVENTS

February 23	Hot Chilli	Keith and Judy Browning
March 21-25	Northern Rivers	Clive Boyle
April 23	Mt Mee Oceanview Winery Estate	Cam Macphee & Lance Boucaut
May 17 and 18	Wings Wine & Wheels	John Turnbull
June 15	Glasshouse Mountains	Clive Boyle
July 6	Mac's Bridge	Clive Boyle
July 19, 20, 21	Jumpers & Jazz	Greg Lane
August 22, 23, 24	Warwick & Leyburn Sprints	Clive Boyle
September 19	International Morgan Day	
September 21	All British Day & AGM	Clive Boyle
October	Activity to be advised	
November 23	Christmas Lunch – venue TBA	Committee

EDITORIAL

Welcome to the 100th Edition of SunMog, the newsletter of Morgan Owners Queensland. Thanks to all members who have contributed to this Edition. I welcome contributions from all club members.

This newsletter is now a bi-monthly publication, and I am your new Editor. I hope you enjoy following the activities of the Club. Thank you to past Editors for their excellent work in producing the SunMog.

All members are encouraged to consider organising Club runs, either day runs or maybe longer multi-day runs. The Committee is always available to help first time organisers!

I plan to include a "Member Profile" in each edition of SunMog. This Edition features our Club President, Greg Lane.

Happy Morganeering!



INSIDE THIS ISSUE

- **Member Profile- Greg Lane**
- **Coffee Connection Club Run Report by Clive Boyle**
- **Deep South Report by Jon Voller**
- **Trip to Kiama by Colin Walker**
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- **The HFS Morgan Birthday Dash**
- **Jumpers N Jazz Report by Greg Lane**

MEMBER PROFILE

GREG LANE

I am a retired Solicitor, having practiced in Sandgate, Queensland since late 1980, retiring in May 2020.

I am currently the owner of a Corsa Red, 1988 3.5 Litre, Fuel Injection 5 Speed Plus8 Mog, Chassis Number R10195 which I bought from Stefan Wolf in Adelaide in November 2018. I had previously owned a 1982, Ferrari Yellow, 1600cc Crossfire Morgan with a 5 speed Sierra gear box which I had purchased locally from Tom Fairhall in 2016. I was persuaded by certain MOCQ members that to enjoy the “real” Morgan experience I should own a Plus 8, hence my ownership of the current Mog.



Apart from my involvement with MOCQ, I am a member of 2 Wine and Food Clubs, a non-fiction Book Club, I do two days per week as a Volunteer driver for the Chermside and District Senior Citizens Association Inc (“Burnie Brae”) and I am endeavouring to get a 1958 Series 1 Land Rover into a roadworthy condition.

CLUB RUN – COFFEE CONNECTION

GLASSHOUSE MOUNTAINS

SUNDAY 15TH JUNE 2025

How good is this weather, chill in the air, blue skies perfect for Morgan top-down driving as those who came on this outing found out. Five Morgans and a Triumph Spitfire met at the Woodford Gardens Café at 10.00am on this chilly Sunday morning for coffee and whatever. Service at the café was non-existent and we waited an unacceptable amount of time to receive coffee, one person not receiving their order at all. The café is in a very nice setting adjacent to the Woodford Gardens but they need to get their act together before we visit again.

Leaving Woodford, half an hour late, we travelled to the historic Bankfoot House in the Glass House Mountains region. Built in 1868, this house is the last remaining residence from that era



in the Glass House Mountains, and was part of the Cobb & Co route. The house has a museum, was restored by the council and is run by volunteers who offer free guided tours of the house. Morganeers enjoyed the talk about the house and residents before taking the interesting tour of the house.

Off to our lunch venue, the Glass House Plantation Café, which is set in a coffee plantation with one of the Glass House Mountains in the background, very scenic. Parking in a prime spot on front of the café (let the photos show) our display caused considerable interest with all the normal comments, “they do not make them like that anymore” being one. When told “they do”, the admirer was keen to learn more. After much chatter we enjoyed lunch, however our run of slow service continued. An enjoyable outing in very nice countryside, perfect Morgan weather and roads which almost made up for the lack of poor service. **Clive Boyle**



MOQ REPORT from the DEEP SOUTH

It is now 6 months since we arrived at our new, old home in Launceston. Our days have been busy making the 1880s house “ours” and purchasing furniture to suit it as well as with finding those who can support our day-to-day wellbeing both from a medical and a friendship point of view.

We have been surprised by the community interest in older cars – every town seems to have a car show during the warmer parts of the year. It’s a bit like AFL in Tasmania, with a team in every district.

AFL is a bit like a religion here!!

However, it is cars that have allowed us to make friends, and which have provided many opportunities to explore our beautiful surroundings. The roads are generally well made and even the main highways have little traffic on them.

Our old cars are loving it as we are!!

Many of the northern Tasmania motoring activities centre around the National Automobile Motoring Museum here in Launceston. This is a wonderful museum with a very eclectic display of cars, motorcycles, models and memorabilia. It also has a great shop showcasing a wide range of car models, motoring books and clothing.

It's an Aladin's cave for petrol heads and the staff have a wealth of local knowledge which they are happy to share. Two of our cars, the MG TC and Citroen 2CV6 are currently on display in the museum.

People with whom we share the same old car interests are members of the MG Car Club of Tasmania. So, we have joined up and are enjoying many of the club's activities on the prolific club calendar. There are a number of significant private car collections in Tassie, some of which we have now visited with the MGCC.

There isn't a Morgan owners' club in Tasmania, however, we have met several local Morgan owners through being members of the MGCC of Tasmania.

Best wishes to all our MOQ friends from Launceston.

Jon+Natalie Voller



Launceston All British Day 2025.



On a club run to Meander.



Morgan's first service in Tasmania where we met a beautiful TR3A.



MG and Morgan wait to board The Spirit of Tasmania in Geelong.



Roadster arrives at its new home



The wintery view from our back verandah this week.

TRIP TO KIAMA in MORGAN PLUS 4

March 2025

On the wet and soggy coattails of cyclone Alfred, we pointed the long louvred bonnet of the Morgan southwards from Toowoomba on the New England Highway. Pump the tyres, change the oil, grease the suspension, check fluid levels, turn the key it starts !! ...

Prior to leaving it was, “do we, don’t we”, as with the uncertain cyclonic weather would we be running into too much rain So, we delayed a day and finally set off on the 11th, top up, side screens on, into a showery, overcast and damp countryside. The road was wet, so more concentration required to avoid the worst of the puddles as well as the bumps. With the Plus 4 fully loaded with camping gear, some tucker and other necessities such as something to wear ... dodging the worst of those bone jarring, teeth rattling bumps, when spotted in time, (as most Morgan owners will know), becomes a bit of an art form!!

With plenty of water alongside the road and creeks well up, but thankfully under the bridges, our first stop was at Warwick to fuel up, then on across the border for a roadside lunch and a “wee” break just south of Tenterfield at Bluff Rock lookout.



One thing about the overcast day, the interior of the car was quite pleasant temperature wise. Rain picked up into heavier drizzle around Glen Innes to the south of Armidale so driving a little less than usual highway speed, taking a bit more caution on the corners although the Pirelli's handling the wet quite well.

Forecast weather was still “possible showers” for the next day so we opted not to camp out, instead finding a comfortable motel in the “Bushranger” at Uralla, a nice country town and our unit was well off the street so felt quite safe leaving our pack on the back for the night, albeit with a car cover on just in case of heavy rain seeping in around the door screens. (Wife's note here, “if it's raining, we motel it”)

Day 2 we set off from Uralla but deviating from the New England Highway along the Thunderbolt Way. Still overcast, we headed toward Walcha through mostly sheep and cattle grazing country I was expecting a bit more forestry this section and the road to be narrower but it was quite an enjoyable drive, a few rougher sections but in general not too bad. Some roadworks around Walcha township but then onward toward Nowendoc, Brett and Gloucester.

Going up into the hills on this stretch with some twisty bits, the Morgan is loving it, (or maybe the driver is!!), but some thick fog along the tops so back off again to a sedate meander. Through some timbered country, now intermingled with hilly grazing; through Barrington township then a brief leg stretch at Gloucester.

Leaving Gloucester we took some “roads less travelled” and cut across country via Dungog, Paterson to Singleton. There had been some heavier falls rain around in the previous days

and we have to divert from one of the back trails as there was a ford across a river. When the water is half way up the wheels of SUV's and tradie utes ... the Morgan goes looking for higher ground!!

Fuel up in Singleton then GPS setting is for the Putty Road which is to take us to the west of Sydney. Pulled up for a late lunch stop alongside the road and I think there were only 2 or 3 cars went past in the half hour we had boiling the billy and eating our cheese bikkies. A lovely drive and the car very nimble on the up hill and down dale of this road – a favourite of motorbikes, going by all the road sign warnings Morgan country ...

Coming off the Putty Road, down through Colo Heights into Windsor, a quick grocery shop then accommodation for the night at Hawkesbury Race Club Motel, Clarendon; out of town and felt quite a safe spot with parking beneath the motel rooms.

Day 3 leaving the Motel we found the A9, called the Northern Road, which took us to Campbeltown and a brief stint along the M31 Hume Motorway. Branching off to Wollongong then following the M1 Princes Highway to Kiama. Much prefer the back roads to the traffic, hustle and bustle of the motorways.

Kiama is a great spot for a holiday break; it does have bus loads of tourists pull in to view the “blowhole”. Our accommodation was in a cabin overlooking the marina and township. A short walk to the blow hole and about 5 mins into the centre of town where there are plenty of eating and coffee shops among other attractions. Additionally we were adjacent to the Blowhole Point rock pool which has been used for swimming since the 1880's; originally as a “mens” only with the women's pool on the other side of the harbour!! If the swell of the tide is coming a certain way, the waves break against the rocks and splash over into the pool.



After 4 enjoyable days with friends, (including a 7 kilometre hike along part of the Kiama Coast walk), Monday 17 March we dropped the top and pointed the nose of the Morgan west and northwards again.

This time we took the country road from Kiama through Jamberoo to Robertson; a lovely drive through undulating grazing country with enough twisty bits to make it a fun section to drive.

Again taking lesser travelled roads we headed to Mittagong & the Hume Motorway which we quickly diverted from, turning off to Colo Vale, Balmoral, Buxton and passing the NSW Rail Museum at Thirlmere. Passing through Picton, Camden and again reaching the Northern Road taking us back toward Penrith where we slotted onto the Great Western Highway to Katoomba.

Dual highway here, quite busy traffic, with not a lot to see, sitting as low as you are in the Morgan and with solid roadside barriers, unless you took some of the interesting turnoffs to view the 3 Sisters etc. (A trip for the future??)

Uh Oh!! brake fluid indicator light starting to come on intermittently on the up and down sections. Pulled up when we got a chance and fluid reservoir a bit low so a fuel stop and bottle of brake and clutch fluid to replenish to the level. (Joy's of a Morgan - - maintenance on the run!!)

Getting on in the afternoon we opted for "5 Star" accommodation at the Lithgow caravan park and pitched the tent for the night. Autumn colours to tone in with the car; not a cheap camp but facilities clean and adequate. Outdoor camp kitchen facilities and with a nippy wind heralding winter on the way, we headed for our down sleeping bags and a cosy nights sleep.



Tuesday morning packed up and left by 10:00am – not too much dew so tent dried nicely. Top up today as a little sunburned from yesterday, not an overly hot day but must have been higher UV and sun lower in the sky being further south.

We had met a fellow travelling with a camper and BMW motorbike on his ute at our Tenterfield stop on the way down; he suggested the Bylong Valley Way as an alternative to the Putty Road hence our heading in this direction for a look. On the map today are Wallerawang, Ilford, Rylstone and a lunch stop and boil the kettle at Bylong community sports ground. The Bylong Valley Way has some interesting rocky ranges as you pass through, so a mix of some windier sections along with straights in the valleys. Sad to see the demise of some of the vineyards in this area, a lot of work and capital now unprofitable it seems.

Heading now northeast through such districts as Murrumbo, Kerrabee, Widden and on to Muswellbrook. Prior to leaving home I had done a complete coolant change in the car and on checking, noticed the coolant getting quite low in the overflow tank. A trip to SuperCheap auto for some radiator coolant and a top up here saw us back on the road with peace of mind.

Consulting the map again, we were back on the New England Highway heading to Aberdeen. With a desire to keep to the back roads, we left the highway and cut across country to Gundy, (not Goondiwindi!), where we found another "5 star" spot at the Gundy Recreation Reserve, to

pitch our tent on the banks of the Pages River. A couple of vans here, locals from nearby Scone and Singleton who find it a peaceful place to just “chill out” for a break. One fellow very kindly came to our rescue when we found our camping gas can punctured from some hard bounces in our pack on the rack on the back of the Morgan. He had some spares so we were able to cook our steaks and a hot meal enjoyed by the riverside with the galahs and corellas heading home to roost in the gumtrees.

Wednesday morning, sun was drying the dew on the tent while we packed our gear and loaded the Morgan. A road trip in the Morgan means there's a place for everything, and everything in its place - - no unnecessary items that's for sure!! Minimalist camping, but very comfortable.

Setting off this morning for an interesting day not knowing what to expect as our goal was the Barrington tops. From Gundy, along the Hunter Road to Moonan Flat and onto the Barrington Tops Forest Road. A little way along here the bitumen ended and we were on to gravel. Road works happening for about a 10km section or so on a long climbing section up into the hills. A 20 minute or so wait while there was a load of rocky gravel spread with the roadworkers most concerned they would grade it low enough for the Morgan to traverse. The fellow we chatted with while stopped said this section has been worked on for over 2 years now and eventually should have bitumen.

Upward ever upward the Morgan wound it's way, (acknowledgements to Banjo Patterson), and after some careful driving avoiding the worst of ruts and rocks, we came to the Dingo gate which is manually opened and closed after you drive through. Only in Australia

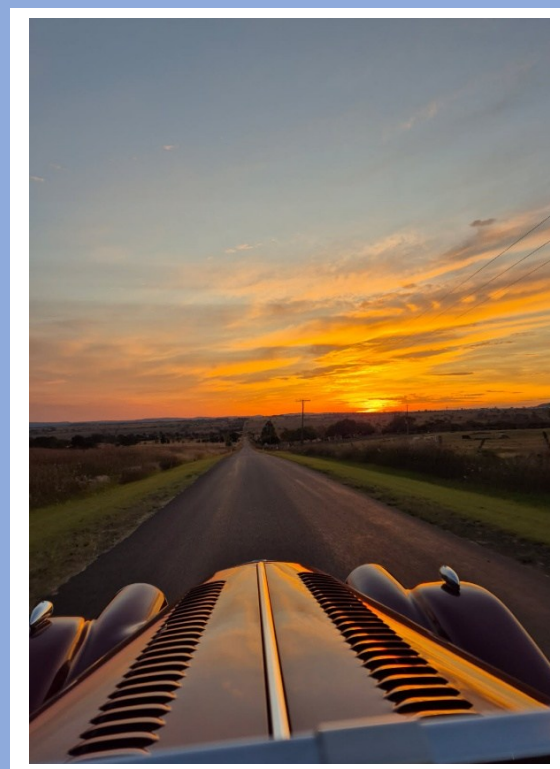
A little further on we had a stop at The Firs, Stewarts Brook State Forest.

This stand of trees was planted around 1963 if I recall correctly. The Morgan now not so shiny travelling on the damp gravel road. There had been recent rains which meant verges were quite soft and some sizeable potholes where logging trucks have put extra pressure on the surface. All in all, around 30 km or so of unsealed road which we took a couple of hours to travel, including our stops to look around.

On this section of road we only passed about 6 cars coming towards us and 2 others going our way. Posted signs warn not to travel this road if there are heavy rains around, and I reckon it would be very slippery. Towing caravans is also not recommended. Winter time brings occasional snow falls so it is quite elevated but worthwhile and an experience to drive.

Continuing on we passed several national park picnic and camping areas. The Barrington Tops seem to alternate between State forest and National Park sections. Coming back towards civilisation we met the bitumen again and some long runs winding downhill along the mountainside. The Morgan again in its element, through the gears, heel-toeing into the corners as you make the changes; such basic, raw, enjoyable driving

Rejoining the Thunderbolt Way seemed like a freeway after the Barrington Road. Creek and river levels had dropped to what they were a week or more ago after the cyclone. A late lunch stop at Brettie Reserve. A bit sloshy coming through the ford at Manning River though (nah!! just joking!!)



A good run through back to Uralla but motels all booked out so continued on to Armidale. A very comfortable stop at the Moore Park Inn motel – a little way off the highway on the outskirts of town, part heritage listed, in park-like surroundings and felt a very safe place for overnighting the car.

Reflections on the trip - - and what makes driving a Morgan so special - - is the smiles it brings to people's faces – from the burly roadside workers who stop work to watch it drive past - - to the 8-9 year old girl in the supermarket carpark, "Mummy, we should get a car like that", with Mum's reply, "but where would the rest of the family fit?" – to the Grandmothers asking is it OK if their Grandson can take a photo – nostalgia?

Advice for those who would like to take their Morgan on a longer road trip - - just do it.... Time - - allow plenty to take in the many things you stumble across on your travels. We were restricted this trip due to other commitments but if you could just say, "lets look around here for another day", there's so much interesting stuff tucked away in out of the way places.

so driving off into the sunset!! next trip ??

Colin & Raeline Walker

Q: Why does it cost so much to put air in a tire?

A: Inflation

Q: Why did the man throw his spare tire into the woods when he got lost?

A: Where there's a wheel, there's a way.

Q: What did you do with all those old car batteries?

A: I gave them away, free of charge.

Q: Why should you always carry peanut butter in your car?

A: In case there's a traffic jam.

Q: What's a Tesla's favorite dance move?

A: The electric slide.

ha ha
= ha

MAC'S BRIDGE 6th July 2025

Six Morgans and Kevin's replica shared the Caboolture Airport with other classic marques and some very impressive vintage aircraft. A perfect day for Morgan driving and display at one of the largest static gatherings of the year. Not sure if I got their numbers correct, but it was estimated 500 cars would be on display over a large, grassed area at the airstrip, the event being hosted by Triumph Sports Owners Association Qld, MX5 Club Qld & The Caboolture Aero Club.

Great facilities with an under-cover area for dining on burgers, pizza, ice cream and coffee supplied by various food vans. The Jaguar display was impressive with all models represented, most in pristine condition, not to linger too long as there was a red E-Type for sale. The Morgans again created a lot of interest, questions and I had one of those once comments. One interesting gentleman said he had a Morgan in Port Moresby PNG, but it was never driven and ended up in Australia being restored by Abington Motors in Dutton Park. Having lived in Port Moresby I can understand why it was not driven, as there are hardly any decent roads and it would not be a safe pastime. It was all over by 12.00 noon, and we departed for home in sunshine after an enjoyable morning. **Clive Boyle**





The HFS Morgan Birthday Dash

Our Founder's Drive Day

11th August 2025



Calling all Morgans to celebrate the birthday of HFS Morgan (1881-1959), Designer and Manufacturer, of our legendary Morgans.

All we ask is that you take a run in your Morgan on or about the 11th August each year to celebrate his birthday. Take a photo to record the event, add an appropriate caption or a very short storyline and email that to the SunMog Editor.

There are no restrictions of time or distance- any run will qualify. Go for a coffee, lunch or something memorable- your favourite test road. Recalcitrant Morgans are not exempt – just photographed.

Be innovative, adventurous, gregarious or as discreet as you wish but above all, HAVE FUN.

Email SunMog Editor: Lsboucaut@gmail.com

JUMPERS and JAZZ WEEKEND

On the morning of Friday 18th July, we (Lance & Susie, Tony & Anne and the writer) assembled at the Mt Cootha Botanic Gardens in Toowong in drizzling rain. After fortifying coffee and a hearty breakfast, we headed out a bit after 9.30am, doing a quick circuit of Mt Cootha, onto the



Western Freeway and then southward in the direction of Springfield Lakes, ultimately getting onto the Mt Lindesay Highway at Rocklea after a brief separation of the cars.

An interesting feature of the trip between Beaudesert and Rathdowney was an exercise in productivity on a section of

roadworks. We were stopped for probably 10 minutes prior to entering the roadworks, which extended for approximately 2 kilometres. I counted 13 people in high viz togs none of whom were engaged in actual work, and a number of machines, none of which were operational.

Our morning tea was scheduled for Rathdowney at 11.15 where we were met by Helen & Greg as well as Lee and Clive, completing the weekend crew.

With lunch scheduled at Killarney approx. 1 hour and fifteen minutes away we set off on what is one of S.E. Queensland and the Border region's most scenic drives through Woodenbong, Dalman, Old Koreelah and Legume. The road was, however a shocker with some of the biggest potholes I've experienced. So bad, in fact, that it



shook Tony's coil connection off, stalling his car.

We didn't get to Killarney until 1.45pm, just as the kitchen at the Hotel was about to close. In fact, it closed while we were queuing to place our orders. Notwithstanding, we were all adequately fed in due course.

After lunch, a short trip to Warwick, checking into the newly refurbished Horse & Jockey Hotel.

Given that the H & J is licensed premises, so no outside alcohol can be consumed within the licensed



areas, we resorted to our usual "Happy Hour" in my room.

We all had tickets to the “Jumping Laneway Party “at the Town Hall, with Food Stalls, Local Wines and Beers and ultimately 2 Bands for the Concert in the Town Hall itself. The UQ Big Band and the “Cherry Poppin’ daddies” were the featured acts.

Other than lunch at the Sandy Creek Hotel, Saturday 19th was an obligation free day with everyone choosing their own activities.



The Sandy Creek Hotel was a unique experience, whilst somewhat run down structurally, the overall atmosphere was truly unique. To cap it off the pub hosts a menagerie containing sheep, goats, turkeys as well as Macaw parrots, Major Mitchell Cockatoos and Black Swans.

After our “happy hour” drinks, we adjourned to the Warwick Hotel a short walk from the H & J for an excellent dinner.

Sunday 20th was again a leisurely day, after breakfast, we placed our cars in Leslie Park adjacent to the main car display area, allowing us to leave at our leisure. We then took turns in walking through the main car display area.

We had all vacated the park by 1.00 pm making our separate journeys home.



Greg Lane



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 postage 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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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

2025 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
Quarter Page \$ 60 per year

Half Page \$100 per year
Business Card \$ 30 per year

SUBMITTING MATERIAL FOR PUBLICATION

Deadlines:

August Edition
October Edition
December Edition
February Edition
April Edition
June Edition

July 25th
September 25th
November 25th
January 25th
March 25th
May 25th

