



Issue 105 June 2026
The Bi-Monthly Newsletter of Morgan Owners Queensland Inc.

SunMog



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2026 CALENDAR OF EVENTS

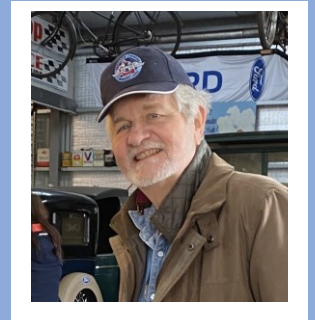
February 22	Hot Chilli Run to Albert River Restaurant	Keith and Judy Browning
March 27-29	Warbirds over Scone Run	Dave Godwin
April 19	Joint Run Tattersalls Motor Group	Tony McDonald
April 30, May 1,2,3	Morgans in the Glen Holiday Tour and Celtic Festival	John and Julie Turnbull
June 6	Steam Train Ride and Lunch	Vernon and Allison Hobbs
July 17-19	South Burnett, Fraser Coast Run	Greg Lane
August		
September 27	All British Day and AGM	Clive Boyle
October 4	Car Show at Samford Showgrounds and Lunch	Lance and Susie Boucaut
October 7-28	Tassie Road Trip	Cam Macphee
November 29	Christmas Lunch – Grandview Hotel	Committee

EDITORIAL

Welcome to the June edition of SunMog for 2026!

This is a bumper edition and well worth a read! Our most comprehensive SunMog for a few issues, and its contents reflect many great Morganeering memories!

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 July for the next edition of the SunMog in August.



Happy Morganeering!

INSIDE THIS ISSUE

- Member Profile for this Edition – Keith Browning
- Warbirds over Scone
- One Final Upgrade – Part 2
- Joint Run- MOQ and Tattersalls Motor Group
- Morgans in the Glen Holiday Tour

MEMBER PROFILE

Keith Browning

I am a born and bred Brisby boy, born in 1958, brought up in the leafy riverside suburb at West Yeronga. The fondest memories I have as a youngster growing up there are of the times I spent with my friends messing about in home made boats, canoes, rafts and pretty much anything that maintained buoyancy. This pastime eventually gave way to water skiing on the stretch of the river from Dutton Park way up to the former Power Station at Tennyson. As it turned out that was very fortunate for me as one bright, sunny, summer day a fresh faced young girl by the name of Judy, who lived not too far away, came along looking for some adventure and fun times. I didn't realise it then but as fate would have it, several years later our paths crossed once more, Judy and I hit it off and the rest as they say, is history.

For the entertainment of the tourists cruising to Lone Pine Sanctuary on the "Mirimar" we would often come across the stern of the cruise boat in our ski boat and the skiers would attempt to jump the wake from one side to the other. For the passengers on board this was quite a spectacle and they would yell and cheer, providing us with more encouragement. Occasionally the ski boat would launch itself completely out of the water creating a bungee like effect for the skiers. The skipper of the Mirimar would often sound his horn and to this day we're not sure if it was in appreciation or maybe from frustration.

My interest in motor vehicles was ignited when I was about twelve years old, my elder brother arrived home one afternoon driving a 1958 MK 1 Austin Healey Sprite. At first glance I thought it was the most beautiful thing on four wheels and from then on, my appreciation for British cars developed. I had aspirations from a young age of owning and driving a classic vehicle. My first classic car was a 1951 Daimler Consort that I completed a rolling rebuild on. It was never intended to be a concourse contender, rather a practical classic to ferry a young family around for Sunday picnics and the like. This vehicle took out the "Encouragement Award" at the 1982 All British Day. Eventually it was sold to an enthusiast in Melbourne and with a growing family and increasing business commitments my enthusiasm for classic cars took a back seat, literally.



Fast forward several decades and having survived a lengthy and somewhat fortunate career in the construction industry, retirement was on the horizon. With the family now independent of parental support it was time to rekindle some of my youthful interests.

Following is the story of how I came by the Morgan.

The Acquisition of “GPA – 414” MORGAN 4/4 Chassis No. SA94416L2F0004033

PART ONE

This adventure began in September 2014 when my plans to purchase a very fine example of an Austin Healey 3000 BJ8 were gazumped by my elder brother. In short, a mutual long term friend and founding member of the Austin Healey Owners Club of Queensland had been tasked by the widow of the vehicle's former owner, with the disposal of the recently fully restored Healey. Unfortunately, (though in reflection I now think it was fortuitous) I missed the opportunity, though I could still admire and enjoy the car as it was now firmly, part of the family.

This event set me on the path of obtaining a Morgan, the other vehicle that I had greatly admired as a youngster growing up in the 60's and 70's.

Given that the Morgan Car Company had only recently released the new iteration of the 3 Wheeler, the “M3W”, this quickly became the special interest vehicle for me, much to Judy's chagrin. Very soon however, I determined that the M3W was indeed the world's most expensive, impractical car as it had no roof, no stowage etc, etc it wasn't long 'til commonsense and a little coercion by a certain party had me reconsidering my purchase options. If more is merrier, then four wheels on the blacktop are better bet than three any day. And there you have the 4/4, the world's longest running production vehicle with all its history and heritage well documented, my mind was made up.



As fate would have it, the Austin Healey Owners Club of QLD had recently arranged a joint lunch run at the historic Rosevale pub (now closed) with the Morgan Owners Club of QLD. As I had been friends with a number of the Healey owners for many years Judy and I went along in our daily drive, keen to meet the Morgan crew.

First impressions are lasting impressions someone once said and in this case that saying holds true. The Morgan crew couldn't have been more pleasant, accommodating and welcoming. This is where Judy and I first met Clive and Lee as well as other Morgan owners of the time. After a satisfying lunch and a refreshing beverage or two, I had gleaned from various members who best to contact in order to further my queries regarding the purchase of a new Morgan.

The first call I made was to the illustrious Morgan Dealer for Australia based in Melbourne. Morgan Cars Australia operated under the banner of Zagame Automotive Group whose business imports a number of European brands. Having spoken at length with Chris, discussing the pros and cons involved in the importation of a new Morgan I decided to make a quick trip to Melbourne so I could take a 4/4 for a test drive and get a feel for the car and to satisfy my expectations. I arranged a time to meet and the following Saturday I was on the 6:00 am flight to Melbourne out of Coolangatta.

Arriving expectantly at Zagame Automotive Group right on opening time, I was keen to get a glimpse of the demonstrator vehicle affectionately named Zoe. The surroundings I remember were quite lavish, as you would expect and befitting of an auto dealer known for delivering very much sort after high spec vehicles. The Morgan display, as stylish as it was contrasted pleasantly with that of the Ferraris, Lamborghinis, McLarens, Alfa Romeos etc. After a few

formalities I was able to get behind the wheel of the Morgan and venture head long into the stampede of Melbourne's Saturday morning traffic, mostly made up of soccer and dance Mums driving large SUV's and 4X4's. Fortunately, Chris was an exceptional navigator and before too long we were out of town and on the Motorway. Needless to say, the test drive didn't disappoint and on our return to the dealership I signed on the line and secured a 'production slot' with Morgan Cars UK. Twelve months later I would be back in Melbourne taking possession of a bespoke, individually styled Morgan 4/4.

PART TWO

Now that the plan had been set in motion and to add to the adventure, our next step was to develop an itinerary taking into account the 21 day build programme set by Morgan Cars UK. At the factory, once a production slot has been allocated the entire schedule runs like clockwork (there must be some German DNA embedded in the factory somewhere).

We had been assured that we could confidently book our flights and accommodation without risk of production delays, amazing, and so we did. We managed to secure a quaint little cottage full of character features in the surrounding Malvern Hills area. The timing couldn't have been better as the production slot was bang in their Spring time and the weather was looking favourable.



Sally was our contact at the Morgan Factory and as we were having our car built, we had access to all areas throughout the build process. On arrival at the factory Sally would confirm the whereabouts of the car at that point in time, then a customer liaison person would accompany us to the vehicle where we could chat with the staff, ask questions and learn how these cars have been assembled for more than a century. The whole process was a most wonderful experience and at the end you feel a special connection not only with a car company but also many of the staff who have effectively partnered with you to make it a reality.

As a quick aside, my desire to drive a M3W was realised when we hired the Morgan promotional 3 Wheeler during our stay. The car was a promotional vehicle owned by a renowned graphic artist that Morgan would display at various motor shows and hill climb events throughout Europe and the UK. It was called the 'Pop Bang' 3 wheeler. We had free reign and drove the 3 wheeler around the surrounding county's Worcestershire, Shropshire and into Wales. Needless to say heads would turn at every junction. The 3 wheelers are an amazing piece of engineering and I quickly learned that if you avoided a pot hole with the front two wheels you'd definitely hit it with the rear wheel.

Having satisfied my yearnings to drive a 3 wheeler, we finished our time at the Morgan Factory visiting the predelivery Inspection area. The car was now finished and about to be stored in the Bond Store awaiting export to Australia, so close yet so far. The car wouldn't be in Melbourne 'til mid October.

PART THREE

In early October I received a call from Zagame in Melbourne notifying me that the Morgan had arrived on the dock and it was being processed at Customs ahead of being released. A little later that day, Chris rang to say that there would be another slight delay as Customs just informed him that the container the Morgan was in had been damaged in the unloading process and an investigation was to be completed. Chris visited the port and documented the state of the damage to the container and completed a dilapidation report on the vehicles inside. Fortunately, our car had escaped any serious damage and appeared to be unscathed. There was also another Plus Four and a 3 Wheeler sharing the same container and I believe all vehicles were undamaged.



When the all clear was given, Judy and I packed lightly and flew to Melbourne to take delivery of the 4/4 and head off on our first Morgan experience. The hand over went smoothly, Chris pointed out the finer points as to how to stow the easy-up roof and fit the side screens etc. and to his credit, acted as the traffic control person so as we could safely exit the showroom and mingle with the peak hour traffic in Melbourne's commercial district.

We were delighted to have an uneventful trip from Melbourne to Tamborine Mountain, travelling in excess of 3000 klms that took us through the high country of Victoria and encountering snow over the road in NSW's alpine areas. The trip through central NSW's was scenic and our senses were stimulated by the sights, sounds and fragrances encountered when driving with the roof down.

To this day the Morgan hasn't disappointed as it has opened a new chapter for us, it has proved to be a reliable vehicle, we get to enjoy the company of some amazing people on our runs and we have established enduring friendships with like minded people.

From the outset and before we bought the Morgan I knew that we were not only buying a Morgan, we were investing in a fun filled future.

Keith Browning

WARBIRDS OVER SCONE – 28 /29 MARCH

Participants:

David & Laurel Godwin
Clive & Lee Boyle
Keith Browning
Bruce Callahan & Bev

Visitors:

Brian Tomalin
Richard Rogers
Roger Shawyer



As usual, the trip to a Morgan event produces half the Fun!

On 26 March 2026, a small collection of 4 Morgans met at the bakery at Aratula for lunch, worrying whether our steeds will find sufficient fuel over the next 5 days! Trump has sure put a spell on our fuel security!

It was an easy drive, albeit a warm day, ascending Cunningham's Gap and enjoying refreshments at famous Vincenzo Coffee House a few kilometres this side of Stanthorpe.

On arriving at The Vines Motel, Stanthorpe, we learnt that the in-house restaurant was closed for renovations, so plan B was to hail the local RSL's courtesy bus.



Friday 27th dawned overcast and with an icy, cold howling wind. To the credit of all the decision makers, the hoods remained down and whatever winter clothes we had packed were worn!

The New England Highway was bumpy, as expected, but the awful Morgan suspension coupled with the strong Sou'wester ensured our concentration didn't wane! After what seemed a lifetime, we travelled through Tenterfield, Glen Innes, Guyra and Armidale to have lunch at The Alternate Root Café at Uralla. Apparently, the name is derived from the building being used

as a fruit and vegetable outlet in years gone by.

Friday night, Morgan owner and MOCA committee member, Brian Tomalin joined us for drinks at "our" Stockman's Motel which cemented old friendships and fostered new ones. Coincidentally, Brian is a junior school friend of a classic car friend of mine on Mount Tambourine, Gold Coast!

Saturday dawned cold but still, and the plan was to meet MOCA Morgan owners Richard Rogers and Roger Shawyer at the classic car show inside the Scone airport property, so an early start was necessary. However, not early enough, as it turned out, as the classic car parking



was full when we arrived and we had to park in the paddock with the thousands of boring modern cars!

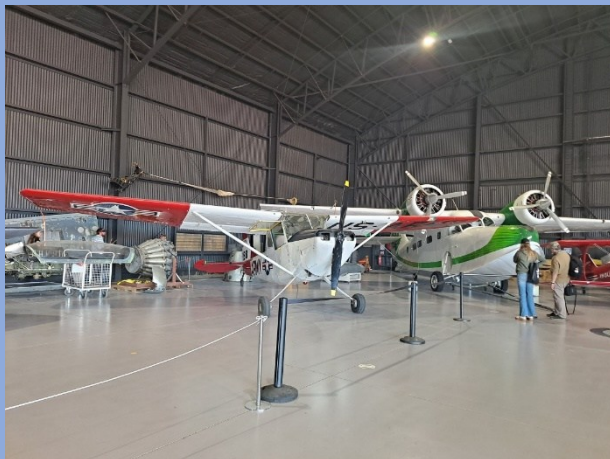
THE WARBIRDS

The weather during Saturday and Sunday was absolutely perfect for viewing classic aeroplanes being exercised as they were built to be used! Paul Bennet started off the show each day flying his Wolf Pitts Special at ridiculous speeds and angles, doing any number of acrobatics one after the other... Then the First World War planes took to the sky and performed dog fights, before being replaced by numerous Second World War planes doing all sorts of acrobatics as well.

The last group of planes belonged to the Korean War period and were “obviously” vastly superior in speed and agility compared to the previous planes.

The commentator was particularly entertaining and knowledgeable and appeared to know absolutely everything possible about each and every plane and pilot!

Lastly, the organisers might not have thought the show was going to be such a success as the queues for food and drinks never seemed to ever end!



My personal favourite was the sound of the Merlin engines in the 5 Mustangs! I just couldn't get enough of it, so I videoed the full routine to replay over and over! What with that plus the Tiger Moth, Stearman, Bristol Fighter, Winjeel, Harvards, Pilatus, Corsair, Grumman, Trojan, Hawker Sea Fury, Wirraway, Kittyhawk, Yak, Vampire, and Lockheed Hudson, there was something for everyone's tastes!!!

In no time at all, it seemed, the “Biggest Warbird Show in the Southern Hemisphere” drew to a close and the crowds dispersed, our group heading home in 4 different directions.

Would I attend another Warbird show – you bet I would!

Dave Godwin



ONE FINAL UPGRADE – PART 2

(Readers be aware – this could be Disappointing.)

John Turnbull

The Journey so far.

Last time, I made the decision to fully digitise the Rover V8 engine in my 1986 Morgan. In theory, the upgrade is expected to transform this now Classic Engine to more closely match the performance of modern-day vehicles. For example, immediate starting, smooth idling in all conditions, reduced exhaust pollutants, fuel savings, a responsive throttle, longer engine life, reduced maintenance and superior reliability etc.

I identified an extensive list of components required and a start was made to procure the most critical and or difficult to obtain. Among these, a reluctance mechanism to monitor the crankshaft position and a Cam Sync to replace the distributor. These are required to synchronise all the individual fuel injectors and plugs to their individual combustion chambers, rather than firing a batch of injectors all at once (an early practice).

Back to the internet – and picking up where we left off.

A Chance Discovery.

Scrolling through the large number of Cam Sync's for sale (mostly overseas), I began to prioritise those available in Australia. I always like to support the Australian Industry in case I need aftermarket support.



Cam Sync Designed for Rover V8

One such search produced a hit on the “**Regal Rover Classics**” website. This site was unfamiliar to me; I was surprised to find that it was a Queensland business. From memory, it was the weekend so I left an enquiry regarding the Cam Sync. A few days passed without a response. Then, an email asking me “*what do you want it for, sorry for the delay I’ve been on holidays?*” I shot back an email explaining my project in brief and asked “*can you help?*”

What followed was life changing.

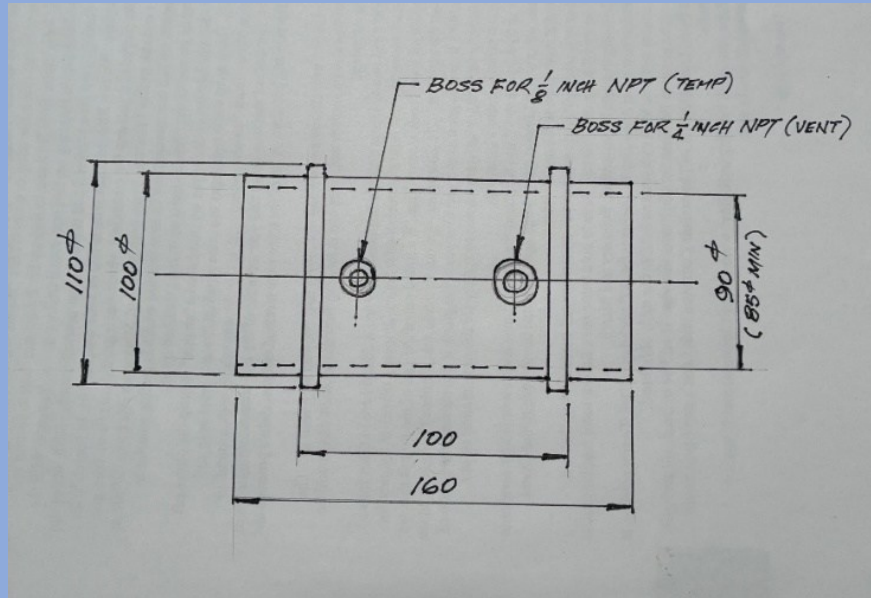
The phone rang and Arron from Regal Rover Classics answered. He said, “*I’ve completed an almost identical upgrade on my Classic Range Rover. It was such a great success that I am now retailing a kit for 3.9 litre and other Classic Range Rovers. It uses a Cam Sync and cold air intake tube of my design with a single 74 mm Dia Throttle Body. The kit comes with the Haltec R3 fully programmed for all Rover V8s, a loom, fitted with all plugs for sensors, a Cam Sync, Crank Trigger and every component for full Drive by wire*” I couldn’t speak.....so it’s plug and play?..... What’s it drive like?

It’s transformed the car, incredibly smooth, a huge difference. We talked for some time..... in Sync.....on the same page.

“Where are you, I’m in Gympie..... May I come down to see what you’re doing?”

Don’t you just love the internet. I was getting a little concerned – then – a ray of light. I told Aaron that I couldn’t take his kit because I had committed myself to the Mustang Twin 60mm Throttle Body, made the modified Plenum and have ordered a Universal Electric Peddle from NZ. As well, I had sourced a 100mm Alloy tube to manufacture the cold air intake and purchased an intake cold air Temperature sensor. A bit despondent we both agreed to take a little time to assess how we might work together.

The Electric pedal arrived from NZ and I shot a photo to Aaron as he had shown interest in using one as part of his kit. Shortly after, he emailed me “*Could you give me a sketch of your proposed intake tube to mount the temperature sensor and crankcase vent (with dimensions)?*”. *To save you some time I could 3D print one for you. Also, if you could send me, your peddle, Throttle Body and associated plugs I will connect everything up and fire up the Haltec to ensure everything is synchronized*”. *What do you think?*” I didn’t hesitate. This would save me considerable time, and potential grief.



Sketch of proposed Intake Sensor Tube



The Regal Rover 3D Printed Intake

Initially, I was concerned that great care would need to be taken to ensure that all Sensors would be compatible with the Haltec R3 PCU. Apparently, most aftermarket Sensors are manufactured for 5 Volt use which appears to be the usual standard. However, many come in different sensing ranges for increased accuracy such as the Oxygen sensors which come with both wide to narrow ranges.

Having Aaron assemble and test run the full kit of sensors, with my components, overcomes the potential for mistakes. Enthusiastically..... we made the deal.



The Regal Rover R3 harness for a Rover V8

Back to the Future

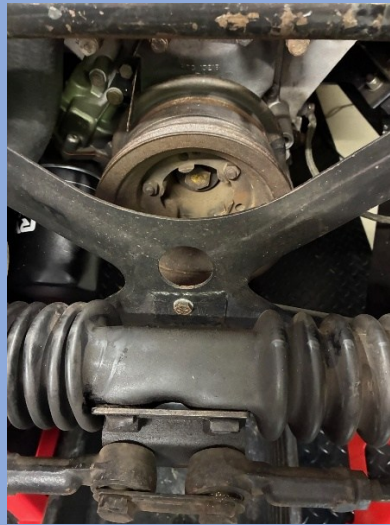
While Regal Rover Classics were organising the 3D Printing, configuring the wiring loom and test driving the kit comprising my components, I felt it prudent to return to the task of breaking down the superseded components.

Gaining access to remove the Crankshaft Pulley, to install a Crank Position Reductor Trigger Plate was always going to be difficult, without removal of the Radiator. There is little room to deploy a Socket and Bar, to loosen the 160ft/lb torqued retaining bolt against engine friction. So, removing the Bumper, Cowel, Fan and Radiator is obviously the wise move.

A fly in the Ointment

Removing a Morgan Cowel isn't the most pleasant of tasks. Particularly if you have a dicky back. Long arms and small hands are advantageous to reach under the guards, to remove hard to get at retaining screws. Also, it can be difficult to remove the bottom radiator hose for the same reason.

After a bit of juggling, the radiator came out. It's a tight fit. Mine needs to be swivelled slightly anticlockwise then push the right side down so that both mounting plates clear as it's being lifted vertically.



Radiator out exposes the Crank Pully

I'm probably sounding a little melodramatic here as the above was nothing compared the disappointment that came next. "*My precious Alloy Radiator has been weeping where the core joins the bottom tank*".**Buma**. Just 12 years old, and made by **PWR** to a Geof Williams drawing, it's been brilliant in keeping the Mog cool. Only one small weep and its rendered scrap. Apparently, Alloy Radiators only last 10 years, or so they say, and mine had done quite well.....a great comfort.

PWR estimated 10 to 11 weeks delivery.....so.....no rush then.

Next Time – Part 3.

- New parts arrive
- The breakdown
- Time for dirty hands

Joint Run- Morgan Owners Club & Tattersalls Motoring Group – Sunday 19th April

St Bernards Hotel, Mt Tamborine

What a great day for it as the weather was perfect for a run in a Morgan.

We joined members of the Tattersalls Motoring group at Mt Coot-tha for the run down to Mt Tamborine.

We had a great presence with 6 Morgans for the drive down to Canungra where we picked up another 4 Morgans for the run up the “Goat’s Track”, so 10 Morgans in all, a great turn out.

We were joined by a range of lovely cars from Tattersalls including:

1972 Alfa Romeo 2000 GTV

Ferrari Lusso

Aston Martin Vantage

Porsche 911 turbo

MGB

Range of BMW including Z4s

There were 22 cars in all so a fun drive.

Lunch arrived faster than expected as the Mustang car club also had 40 cars turn up for lunch and happy to say the food was excellent with a great view.

Thanks go out to the organisers of the Tattersalls Motoring Group.

Tony McDonald





Morgans in the Glen Holiday Tour

Morgans in the Glen Holiday Tour

30th APRIL, 1ST May, 2nd May & 3rd May 2026

Celebrating Scotland

John Turnbull



A gathering of the clans

The 2026 Celtic Festival was to be the year of Scotland for a gathering of the Clans, so who could resist four days in the charming town of Glen Innes, in the heart of Celtic Country. And so it was, after twelve months planning, 19 intrepid Morganeers set off on a magical dive into our shared Celtic Heritage. Oblivious to the developing fuel crises.

Anticipation was high. For many, it will be their first visit to the Australian Standing Stones. For others, the chance to wear their kilt, or something tartan. To share simple Celtic food, to marvel at the strength of Highland Athletes or the skill of Jousts. To hear the haunting sounds of the pipes as the Dawn Piper plays “Highland Cathedral” or “Flower of Scotland”. It’s not to be missed.

Day 1 Travel to Glen Innes (Thursday 30th March)

The Morganeers arrived safely at Café 63 for lunch in Warwick, in the Southern Downs, our stopover halfway to Glen Innes. However not without incident. Our esteemed President and Lee were swamped by a tropical downpour – **with the hood down**. Wet but not stirred.

We felt the temperature slowly fall as we drew closer to the Highlands. At Stanthorpe a rain squall threatened to dampen our spirits, but cleared away by Tenterfield. A few stopped to top up petrol – very sensible. Twilight was closing in when we reached Glen Innes to hide the depth of drought that had descended on the highlands and town.



Welcome to Celtic Country

Time to check into Motels, rehydrate and prepare for Happy Hour and dinner at the Great Central Hotel. Orders were filled, drinks were consumed in the Pipe and Drum Room and the Morganeers settled in for the night at "The Farm Table".



The Farm Table - potential for a very late night



The Celtic Menu was Interesting

DAY 2 Let the Festival Begin (Friday 1st May)

An early breakfast (our choice) at one of the many food outlets along Grey Street, including The Furry Cow, The Local, Sweetie Pies, The Coffee Incident and many more.

9.00 am. It's time to purchase tickets to the main event so we descended on the Tourist Information Office for admission to the "Standing Stones" precinct and the required armbands for free transport..... Time for Coffee.



Lining up for tickets



An Information Dispenser

Coffee at the Furry Cow to watch the passing parade and shelter from the 12 deg early morning temperature - maximum 17deg. Busking was advertised for "All Day" in the programme and would only be interrupted by the opening ceremony. Some were disappointed by the few Buskers participating, but, "The Free Radicles" from Killarney and "The Furry Cow Four" made for content with enthusiasm.



The Free Radicles



The Furry Cow Four

Finally, the Buskers were interrupted and we descended onto the Town Hall Square. We took photographs, waiting for the opening ceremony, the lighting of the Peace Flame and the Calling forward of the Clans.



The waiting Croud in Town Square

The Australian Celtic Women sang a respectful and harmonized “Advance Australia Fair” and the beautiful “Wild Mountain Tyme”. The mayor gave the opening address; the clans paraded with Family Banners Flying. A Lone Piper, in Glen Innes Tartan Kilt, played “Scotland the Brave”. The Flame of Peace Burst into life – almost singeing Ali Stone, the official Scottish guest from “The Roving Haggis”.



The Opening



Ali Stoner Escaping the Flame



The Glen Innes Piper



Parading of the Clans

The official Opening concluded, busking resumed, lunch was consumed and the Morganeers dispersed for the afternoon attractions. They visited “The Land of the Beards” Museum, Celtic Harp Recitals, free concerts, Whisky Tastings and decided on what venues to attend tomorrow, “The Big Day”.

6 pm. Dinner at the Great Central Hotel proved disastrous for the many who ordered meals from the Classic Celtic Menu..... Enough said.

Day 3 The Main Event (Saturday 2nd May) a big day.

The “big day” commenced with the Lone Piper at dawn. In the crisp morning air, the pipes reverberated through the Standing Stones and echoed across the town below. A Macphee Clansman wiped a single tear. “Oh, Flower of Scotland” will do it every time.

9 am. The call was to dress casually for the street parade of massed pipe bands, Clan Elders, Banner Bearers, Highland Dancers, Goths and Medi-evil actors, anything goes.



This is casual MOQ wear



This is Formal Cornish attire

And what a parade it was. Massed Pipe Bands from near and far. The Warwick Thistle Pipe Band was there – celebrating 100 years of Scottish Piping. Scottish Dancers from near and far, Clans parading their banners with pride, Scottish maidens and Scotsmen defending their Honour. Goths and Druids, Conservative Scots and energetic extraverts.



The Warwick Thistle Pipe Band – 100 Years Young



They Danced and Danced



The Laird and his Daughter



Clan MacGregor was there



High on Scotland



The Goths and Druids

10.30 am. Time for coffee at Sweetie Pies or board the free bus to the Standing Stones for Coffee and Brownie at the Crofter's Cottage. Inside the Highland Precinct, all entertainment is free, the food outlets copious and Scottish retail outlets highly soughtafter. The Highland Stage was a popular venue with standing room only for the Highland Dancing, Australian Celtic Women, Limerick, The Highlanders and Murphy's Pigs.



The Sydney Irish Dancers accompanied by Australian Celtic Women



The Brilliant Murphy's Pigs – 12 Retired Celtic Policemen

Pipe Band competitions ran all day among the standing stones. Warriors enacted Bonnie Prince Charlie's Battles and Druids camped under the stars for the duration.



Pipe Band Judging is serious business



These Celts camped out – no electric blankets here

The Highland Games continued for two days. Jousting, Wrestling, Hammer Throw, Heavy and light Stone Puts, Caber Tossing, Axe Throwing and Heavy weight for distance.



Brave Knights with their seconds ready for battle

6 pm. In keeping with the day's activities, we donned formal Scottish dress and all met at the Highland Restaurant for our planned Happy Hour and Highland Dinner. Stories both short and tall were recounted of the full day's activities during happy hour.



Gathering of Clan MOQ



The Scotts



Wee Scottish Laddies - Wha Hae ye nae Glenfiddich.



What a Day

Under the steely gaze of a local Monarch of the Glen, and after a fulfilling dinner, judging of the clan apparel took place.



The Local Monarch

Two “independent” judges were appointed. Cam Macphee won the best dressed Laddie and Lee Boyle won the best dressed Lassie. Clive Boyle won the most innovative, with no competition, brandishing both Sword and dagger,

In reply, Cam gave a knowledgeable presentation of the use of a “**Spurtle**”, having attended the Porridge Making Class during the Festival. Then, in typical Cam style, he produced Spurtles he’d manufactured especially - for everyone..... Well done, Cam.



Cam's beautiful Porridge Spurtle

Day 4 Discovering the Glen (Sunday 3rd May)

On Sunday, some Morganeers chose to continue with the Festival Programme at the Standing Stones. Others needed to return home to take care of business. John and Julie decided that a trip to Waterloo Station would be worthwhile, in order to assess it as a potential future venue. Others were invited to tag along.



Waterloo Station now 4000 Acres – A working Farm stay.

While driving to Waterloo Station, it became apparent the drought was indeed serious. A local told us, the area had only received 14.5 mm rain since early November 2025. Stock was being sold off, or transported to the coast for adjustment, as hay was not procurable..... Waterloo Station was greatly affected..... Farm Tourism so important.

Deborah Anderson, the owner, reluctantly gave us a tour of the homestead and shearers quarters accommodation. In better times it has great accommodation potential.



Waterloo Station Shearer's Quarters

The lack of wind in the distant Wind Turbine cluster and the dusty dry paddocks set a sombre scene as we retreated back to Glen Innes for lunch.

2 pm. We gathered at “Collections” for an invitational viewing of John and Josie Ellis’s private collection of Antique Petrol Bowsers and Automotive Memorabilia. John and Josie were great hosts, they treated us to a Scones Jam and Cream afternoon tea, including delicate mixed filling sandwiches.

Both John and Josie are passionate for their collection or anything Classic. They greatly admired our classic morgans lined up in formation in their driveway.



Clive and two Johns



Judy's Wagon – just Flogged



Deck the Halls with Petrol Bowsers



MOQ Morganeers – A collection



Morgans in the Glen Leigh

DAY 5 The Lang Road Home (Monday 4th May)

Our farewell dinner was again held in the Highlands Restaurant; it was late in the evening when the last of our Morganeers reluctantly retired to bed.

An early breakfast for many as we all hit the road for home. Largely uneventful, if you didn't stop for refreshments. It appeared that everyone attending the festival had the same idea. There were long wait times at Cafés in Tenterfield and at Vincenzo's. A small price to pay for such a weekend... The weather had been fine; entertainment and food plentiful, locals and visitors alike, happy, respectful and having fun..... *Slainte.*



And almost everyone made it home on time

Addendum: Many thanks to all those who contributed such great photographs, Clive and Lee, Lance and Susie, Keith and Judy, David and Laurel, Cam and Glyn and especially Greg for the above. Apologies everyone, for the many photos not included, just too many.Well done Lassies and Laddies.

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.

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ADVERTISING

2026 ADVERTISING RATES

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

ADVERTISEMENT SIZE - ANNUAL FEE

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

SUBMITTING MATERIAL FOR PUBLICATION

Deadlines:

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