



Issue 106 August 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		
August 23	Run and lunch at Woodford Hotel	Greg Lane
September 27	All British Day and AGM	Clive Boyle
October 4	Car Show at Samford Showgrounds and Lunch	Lance and Susie Boucaut
November 29	Christmas Lunch – Grandview Hotel	Committee

EDITORIAL

Welcome to the August edition of SunMog for 2026!

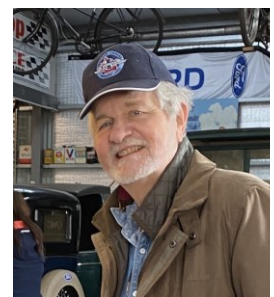
We have a few interesting events coming up; Greg's run and lunch at the Woodford Hotel on August 23 is something to look forward to, plus the All British Day and AGM on September 27, where we are always trying for a new record number of Morgans attending.

Susie and I are excited about our visit to Leyburn Sprints on 15th and 16th August. I shall be driving (somewhat cautiously) the headstrong Buchanan (affectionately known as WOFTAM – see if you can work out what that means!) Leyburn is always worth a visit. Be great to see you there!

See page 17 for information about the Riley Car Show at Samford Showgrounds on October 4. Last year over 200 classic cars attended! I will send out an invitation soon for all Morganeers to attend the car show and have lunch with us afterwards.

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 September for the next edition of the SunMog in October.

Happy Morganeering!



INSIDE THIS ISSUE

- **Member Profile for this Edition – Greg Turner**
- **June Morgan and Train Run- Alison and Vernon Hobbs**
- **One Final Upgrade – Part 3 – John Turnbull**

MEMBER PROFILE- Greg Turner

MY LIFE WITH CARS

I was born in Adelaide in 1952, my family were all woodworkers and cabinetmakers, not into cars or mechanics, I grew up with woodwork and worked for my father for a couple of years, he taught me cabinetmaking. When my father could afford his first new car, he bought a 1964 Holden EH sedan, and later a Holden HQ Sedan. I don't recall any real interest in cars growing up except for wanting to get a car and a driver's licence, my first car was a Hillman Imp then a Morris Marshall, hardly boy racer stuff.

Something must have changed and at around 20 years old I decided I wanted to race a car, and particularly an open wheeler. To this day I don't know why or how I thought I could, with no money and not from a wealthy family. A few years later I bought my first race car, a spaceframe formula 3 car called a Nimbus, with a 1300cc engine and started racing. It was not a great car, but it was something to learn with. I supported the racing by buying cars and rebuilding them and selling for a profit.

After about a year or so, I decided I needed a better car and there was also a change in that F3 was being replaced with F2 and a new specification. I had made a few dollars and knowing I needed a better car I ordered a new Cheetah F2 built by Brian Sheed. These were the best cars, along with Elfin's at the time. Brian built one car at a time from his home / factory in Mordialloc in Victoria.



Whilst waiting for my car to be started there was a crash at Amaroo involving several Cheetahs. Brian had a policy of repairing existing cars before he started a new car, so my car was delayed.

At the time I noticed that no one was specialising in wrecking GMH cars, and an opportunity came along to buy an almost new Holden HZ premier V8 that had been written off. With the money for the Cheetah, I bought the car, paid a month's rent on an old shed, put in a telephone line, bought an old Clark forklift, and advertised "wrecking a Holden HX Premier V8" in the Adelaide Advertiser classifieds.

I was surprised at how quickly we sold the parts, I then found more wrecks and so started "Holparts", my first business, apart from the milk round I had bought and sold 12 months prior, a story for another time.

By the time my car was built, and I had to pay for it, Holparts had started taking off. Because we had little yard space, I decided to start pre dismantling, testing, checking, racking and cataloguing parts. I also offered a 3-month warranty on used parts, a first at the time as was pre-dismantling. I was also one of the people who started the "wreckers' hotline" in Australia.

I started racing with my old F3 engine until the new F2 engine was ready. Over the next couple of years Holparts was growing and needed capital, and racing was costing me time and money, a bit of a conflict. I needed cash as no bank was going to lend money on wrecks and motor racing.

Eventually I had to decide which was I going to be, the next Jack Brabham, or a businessman, it was becoming clear I could not do both at this time. I decided I was not good enough to be Brabham and probably had better build a business and maybe in a few years get back into racing. That did not happen, I never raced again.

Holparts grew, I purchased my own premises, we expanded into reconditioning and new parts as well as took on the Rare Spares agency for early reproduction parts. We supplied fully reconditioned marinized V8's to Camero Ski Boats as well.

I started Holparts with no special interest in Holdens, purely to make money to go racing. During the time I had Holparts apart from various Holdens I owned, which I wish I had today as an investment if nothing else, we had 2 MGB's and an MGTF, I seemed to be more interested in British cars than Holdens.

In 1987 I sold Holparts and a short time after we moved to Cairns basically on a whim, another story for another time.

One day my late brother called me from Adelaide and said he was at an auction and there was a red Morgan coming up, he recalled I had talked about a Morgan and asked me did I want him to bid on it. I asked him a few questions about the car, and he gave me the impression it was a V8.



There was little time to waste, and he bid on the car and bought it for me. We arranged transport to Cairns, and I eagerly awaited the delivery of my red Plus 8.

The car arrived and as it was coming out of the enclosed trailer it seemed to me a little small for a V8 car, it was in fact a Flat Rad Morgan. Obviously, my brother's car knowledge was not great, he was at the auction to buy a boat, although he was right about one thing; it was in beautiful condition.

After a few days of sulking and disappointment, this was a long way from a fast V8, I decided I was going to own a Plus 8, but there were none for sale. I placed a wanted to buy classified advert in all the capital city newspapers. I had one response from a chap in Brisbane who had a couple of years earlier bought the car from the original owner who had imported the car into Australia when he immigrated here. He was only selling it because he needed the money to

renovate his house. So now I had 2 red Morgans, I kept the Flat Rad, and we later purchased a red MGA.

I joined MOCA and it was then I first met John Voller, and his late wife who came to our home in Cairns for dinner. Apart from that I had little to do with any car clubs. We eventually built a lake house on the Tablelands where I kept the cars. I enjoyed taking a car on a Saturday morning to Yungaburra to get the milk and a newspaper which was the only time I drove them. The Flat Rad was interesting; I had an Allen key in the car so I could take the top off the gear box to realign the selectors every time they jammed, which was at least once per trip. I didn't even need to get out of the seat, only took a few minutes.

In 2020 we moved to Brisbane and then sold the Flat Rad and the MGA. I later bought a Morris 8 buckboard from a lady in Gympie whose late father had restored it and took it to car shows. It reminded me of my father and the business he built in Adelaide, Alby Turner and Son; the son was with my late brother not me.



I have always felt I have had a life with more than my fair share of coincidences; I am documenting them which go way beyond just those listed here. When we moved to Cairns, we rented our house to GMH for the head of the South Australian operation and Elizabeth plant, that person, Ray, eventually bought the house and has become a lifelong friend. My wife, Helen's, oldest friend from school married a policeman, Trevor, who became a senior detective. Trevor led the investigation into the theft of over 140 V8 engines and 175 transmissions from Holden's Elizabeth plant

around 2012. From the investigation, apart from Trevor receiving a police medal, it caused GM worldwide to alter their stock security. Arrests and convictions happened but Holdens did not want the engines back from people who bought them from the thieves. I only recently found out that my Morris was assembled at the Holden Woodville plant in Adelaide, the beige colour is called GMH beige!

My Nephew worked his entire life at the Holden Elizabeth plant up until they closed and prior to closing one of my sons found out we could buy one of the last Maloo RS8 Utes on a family deal and convinced me to buy it as his drive car in the business. When we picked the car up the salesman showed us a communication from GMH saying none of the last remaining Maloo's could now be sold on a family deal which was 35% off the new price. Ours was the last one sold on the family discount. After a few years and during Covid I started to realise the current





value of a Malloo had increased substantially so I contacted Shannons concerned it was under insured, they agreed and doubled the insured value. My next call was to my son to tell him stop driving the Maloo and park it in the shed and order a Hilux to drive, he was not happy.

A few years ago, when we moved into our downsizer I decided I would like an Aston Martin, our old neighbour had one as well as a couple of other guys in the street. When I started looking, I found myself seeing YouTube

reviews etc. and noticed some comparing them to the Jaguar XK8. There is also a link between the XK8 and the Aston Martin DB7, both owned by Ford at the time, with the designs interlinked. Some reviewers preferred the XK8 as a better Grand Tourer, which was more suited to an old wanker like me, so I bought a coupe at a fraction of the price of an Aston.

We have a downsizer that can garage 8 cars and 2 cars in a carport, all under the house. By the time I bought the XK8 I had already bought an MGTC and a Singer 9 Roadster. My interest in Jaguars started in earnest then and now I have a Jaguar 1999 S Type (my daily driver), a 2008 XKR convertible and a 1965 S Type (it had been in same family for all but first 2 years and has done a genuine 35,000 miles).

Back to Holdens, recently I came across a genuine HZ Holden Sandman 253 V8 van, also known as “a Shaggin’ wagon”, or “the car mothers told their daughters they could not get into”. And guess what, I could not help myself. It looks great both the paint and trim, but it is unregistered and needs some tinkering which I can do as an interest. I used to know Holdens back to front, what went where, what you could interchange, just looking at a part, I knew what it was. We would build a car out of parts we had as a work or personal vehicle. After 35 years it is interesting to get involved again, it is slowing coming back to me.



My favourite car without doubt is my Plus 8, and the club we are the most involved with, and enjoy, is this club. Whilst the modern cars are fantastic to drive with all the technology etc they have, and are very comfortable, for me they lack the character of the old cars, and particularly the British cars. To me older British cars are works of art to enjoy looking at and when I drive one it feels special, a bit of a privilege to be able to drive it. My daughter and her husband have a house in the Cotswolds in England and when I go for a drive, I think of how nice it would be to drive the car around the Cotswolds, Leisa’s office is in Worster, not far from the Morgan factory, is that another coincidence?



The 1965 S Type is like new, the leather and wood is immaculate, and it drives like new. It has all the history and books from new. Whilst I place high personal value on it, it is only seniors like me that do so today. We are dying out and there appears to be hardly any of the younger generation interested in these older cars. I don't for one minute think they are a good investment, except for the Holdens, but I enjoy them for me. If I was smarter, I should have realised what would happen to

the value of Holdens once they closed and invested in several Holdens, my investment in the Maloo was accidental.

This is the same for timber boats, owned by seniors and very little interest from younger generations. Cruising along in an 80-year-old timber boat or a bit faster in a 1972 timber clinker ski boat, they have more soul and character than a late model boat. Perhaps you must be old to appreciate and enjoy the old stuff?

I am lucky Helen has gone along with my interest but that could end. Yes, I am a Wanker, but this is enough collectable cars, I fear my 51 years of marriage may not make it to 52 if I buy another car.

We were in Sydney recently and found out my old Cheetah was racing in the Sydney Classic historic race car meeting. Helen and I went there for a day, and I saw my old race car for the first time in just under 40 years. I also sat in it, I don't remember it being that tight, I may be a little larger now. I had also forgotten how fast and loud they were, Ah the good old days.

PS I did eventually buy an Aston Martin DB5 it was too cheap to not buy it, see the photo.

Greg Turner



June Morgan and Train Run

It was a small but enthusiastic crowd that gathered in the cool morning glow at Qld Pioneer Steam Railway in Swanbank. We boarded the 9am train, sitting in a lovely carriage that was well over a hundred years old.

Trundling past the remnants of old mine equipment, we learnt about the industrial heritage of this area. After stepping off to watch the engine get moved to the other end of the train, it was back the way we'd come with rural views and the odd kangaroo to be seen out of the windows. On disembarking, there were many comments about the warm welcome we had received, and the sterling commitment of the volunteers that keep the line, carriages and engines running.

Then came the Morgan-run part of the day as we headed out for our lunch destination. After navigating the traffic jam caused by the Winter Nats at Willowbank raceway, we headed through the farm lands of Rosewood and Marburg and on to Glamorgan Vale. From here the road to Lowood was fantastic - up hill and down dale with splendid views. Perfect for Morganeering. Continuing on the back roads we passed through the lovely countryside around Coominya and on into Esk.

There was some confusion about how to get into the car park at the Esk Grand Hotel (imagine Morgans going every which way through the small town!). Having rendezvoused with the two Morgans that had come down from the Sunshine Coast, we received another very warm welcome and interest in the cars. We enjoyed the delicious food, which was certainly a notch above your average pub fare. So it was a happy, well fed and suitably wind-swept bunch that said farewell with promises to meet up again on the next runs.

Alison and Vernon Hobbs





ONE FINAL UPGRADE – PART 3

(Readers be aware – is this a leap of Faith.)

PART 3

John Turnbull

First some History

Many Morganeers would be familiar with Laurie Burton's Racing Morgan. He campaigned it relentlessly for many years in sprints, Historic Hillclimb and Targa competitions. He was successful in many classes and to my knowledge, winning the NSW Hillclimb Championship on one occasion.

I purchased his car in 2005 after it was partly decommissioned for street use – in favour of an updated version that he purchased in Britton. I say decommissioned, but the car retained many of the features that supported his skills as an exceptional racer. Negative Camber and Toe Out front suspension with Metal Embedded brake Pads, Sticky Race Tyres and competition shock absorbers made life interesting for domestic use.

Racing engine tolerances make them susceptible to oiling plugs, as you can't be at full bore all the time on public roads. Often hard to start, it had an embarrassingly loud Cam idle – according to "she who must be obeyed". That probably wouldn't have worried Laurie as a shot of "Start Ya Bastard", idle at half revs for a minute or two, and he's away.

A new crate 4.6 litre engine from England improved the situation and the extensive modifications to suspension and brakes returned to Morgan touring standards. However, cold start and idle issues persisted **for 20 years**, due to the minimalist electronic engine management. Perhaps now I'm just getting too old and in need of a quieter life, (nah) this project is just too exciting.... I hope it works?



The Haltec R3 with Cam Sync, Coils & Injectors

I can't help thinking about driving a Morgan by wire. I'm not sure why? My Mazda RX-8 and VF Commodore Ute both have this innovation and they work great. Perhaps it's because I've always loved mechanical machines. Old school. Morgans are old school.

But, am I "bastardising" a perfectly good old school engine just because it's a bit hesitant to start on a cold day? Will this haunt me forever? And, what if a wire comes adrift, or a mouse chews one through? This is a real probability, if you live in the grain belt. And, at least if a cable breaks there's always fencing wire for a quick repair.

And another thing, I don't really like all the fuses and relays residing inside the computer, where you can't see them – however that works. As well, it's tuned by Wi-Fi. What if that fails – can I plug a laptop? It's a leap of faith..... I must be mad.

New Parts Arrive

A new Intake Manifold (valley) gasket kit and the all-important "Loctite" blue Silicone sealant arrived from Triumph Rover Spares. The Loctite sealant is most important to ensure that the steel clamps on the valley gasket ends are up to their task.

Following closely behind, From Regal Rover Classics, was the New Haltec R3 ECU, the fully plugged out Loom by Regal Rover Spares (to suit my Throttle and Pedal), including components that I had sent to them previously. The Cam Sync was not included as it was still being manufactured by "Megasquirt" to my engines spec.



The Electric Throttle Pedal

During the plugging out process Aaron sent me a Video clip, showing the R3 activating the Mustang Throttle Body using my electric pedal and the Haltec. I felt a rush of anticipation... this is really going to work.

The new R3 obviously has enormous capacity to process data. The more data the better the computers decision, Alan and Aaron are passionate to use this potential to full advantage. *"Wouldn't you like cruise control or Traction Control? Have to press the break peddle before it'll start? All you'll need are some extra sensors! I'll give you a few extra data points in case. Oh, and what about a digital dashboard? Does an 8speed auto with paddle shift interest you?....."*Stop the horses again..... All I wanted was an engine as smooth as silk and the advantages of modern engine management.

Stay calm and carry on..... No more distractions, **please**.

The Schedule

So much to do. I've decided to produce a "Schedule" of the breakdown changes required in order to prioritise my time. The plan is to take time - to do it once - and do it right.

- 1 Drain all the coolant from the engine block.
- 2 Remove an Exhaust pipe section and weld on the O2 adaptor bung
- 3 Determine the positions and fit the two new knock sensors
- 4 Upgrade the fuel filter, Fuel Pump and Battery.
- 5 Remove existing intake Manifold and Plenum and fit the new 3.9 version.
- 6 Remove the old Accelerator Pedal and fit the new electronic replacement.

- 7 Remove the Crank Pulley and fit the Crank Trigger mechanism/Senser.
- 8 Take the opportunity to replace the front oil seal and all coolant hoses.
- 9 Modify the old fuel fittings to fit the new 3.9 litre Fuel Rail.
- 10 Manufacture two retaining plates to mount the 8 X Chev LS plug coils and leads.
- 11 Manufacture a mounting plate for the new adjustable Fuel Regulator.
- 12 Remove all existing sensors, Plug Leads, Coil, Fuses, Distributor, relays etc.
- 13 Remove all superseded wiring and the old Haltec E6X Computer.
- 14 Remove the Dashboard to aid fitting the new Computer and wiring harness.
- 15 Fit the Haltec R3, wiring harness and plugs.
- 16 Trial Start and Dyno Tune.

Quite a long to do list... but I've got 10 weeks until my new Radiator arrives... a piece of cake.

Time for Dirty Hands - Mechanics Gloves desirable

Mounting the Oxygen Sensor

Oxygen Sensors are generally located at least 150 mm downstream from the junction of multiple exhaust outlet branches, to ensure a reliable overall reading. A reminder that this is potentially dirty work. As well, the Sensor should be located on top of the pipe, so that condensed water (typically on startup) doesn't contaminate the Sensor.

The procedure is simple enough. Remove the section of exhaust pipe, mark the hole position and using a step drill, drill the appropriate hole diameter for the threaded bung (usually provided with the Sensor). MIG weld the bung onto the pipe. Ensure a gas free joint, I'm using a Haltec wide band off-road sensor (per Regal Rover Classics) as its going to be exposed to nature under the front wing. This Sensor covers an ideal band width for the Rover V8.



Bosch Oxygen Sensor # 258 017 169

Mounting the Knock Sensors. Knock Sensors allow the ECU to explore the limits of ignition advancement. They provide security and increased tuning capability. Fortunately, the Rover 4.6 block has two already machined and tapped pads on which to mount the two knock Sensors. They are located by two 12mm x 1.25 pitch stepped studs and 8mm nuts, high on either side, in the centre of the block between the middle two cylinders. Had this not been the case, I would have had to find tapped holes at either end of the engine which was less ideal. These Sensors are easily crushed when installing so the maximum torque on the nuts is only 11-15 ft/lb. The ECU is able to filter out extraneous engine noises across the target range of 3-25 kHz; therefore, the choice of sensor is important. The stepped studs are available from most Motorsport stores or Rover spare parts.



Bosch Knock Sensors 261 231 188

Fuel Pump Upgrade. As I'm upgrading my Fuel Injectors to the later and more efficient Sports specification as these are to run on the larger 4.6 Litre block – a Race works fuel pump and oversize fuel filter were also purchased to replace the original Morgan issue. It's important to match the Fuel Pump flow rate to expected engine power. I've chosen a flow rate of 250 Gal/h, to ensure consistent flow across all injectors.



Race works Fuel Pump and Oversize Filter

Battery upgrade. My current Odyssey Battery is approaching 24 years old. While it's still holding 12 Volts, I've noticed that the starter motor is beginning to slow more than usual under starting load. Time to upgrade as the demand for power to drive the new Management system is expected to exceed current requirements. I've been told that many fuel injection problems are often traced to poor earth connections. The new battery affords the opportunity to clean and refit all earthing points. I replaced the alternator 2 years ago with an 80 Amp unit, so I'm hoping that's going to be adequate.

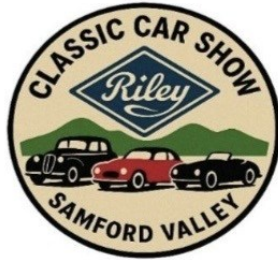


New Odyssey 12Volt 28Ah Battery

The Electronic Accelerator Pedal. Replacing the mechanical pedal with a universal electronic version is again a simple one, provided that you've measured the working positions of your old one first. There are many electric pedals on the market, I eventually chose a compact universal one manufactured in NZ rather than a plastic cheapie from China. It's all-metal construction and Fulcrum position promised to duplicate Morgans famous roller pedal. Two new mounting holes are required through the bulkhead, I used alloy packing under the pedal to be able to "heel-and-toe". The connecting wires go directly to the ECU; the old cable hole requires a grommet.

Next Time – Part 4

- More dirty Hands
- Securing the PCU
- Assembly takes shape



**You are all invited to the annual
Samford Valley Classic Car Show
Sunday 4th of October**

Hosted by the Riley Motor Club Queensland

Samford Showgrounds: 40 Showgrounds Drive, Highvale.

Arrival: Display vehicles after 7am Public from 9am

Presentations from 12noon

All proceeds to support the Riding for the Disabled Samford

**Bring your classic cars, trucks or motorcycles and
spend a few hours with fellow enthusiasts.**



**Display and visitor vehicles
\$5 donation per car
inc. passengers.
Cash only**

Contact Trevor 0407 717 853

Michael 0407 759 634

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:

August Edition
October Edition
December Edition

July 25th
September 25th
November 25th