

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 4

July 2014



CHAPTERS AT LARGE

The top photo shows a train of cars crossing the Dickabram Bridge, a heritage listed timber and steel road/rail bridge over the Mary River. Photo by Darrell Martin. The second photo was taken by Judy Gillis at the Urangan accommodation when the Darling Downs Chapter made a midweek visit to the Wide Bay Chapter.



Patron: Dick Johnson

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President's Report

How time seems to travel by at a rapid rate these days. It seems like only yesterday that we were preparing for a new year within the club, sadly we are already halfway through this year. Some of the goals set at the start of this year have been easily reached with dedicated work of many of our volunteers.

The club rooms have prospered this year with attendances on the up at each of our Nog and Natter nights. This facility continues to evolve as Max and Don work through the list of changes to be made; it is a slow process with few helpers to lighten the load.

Those of you who visited the Mt Cotton hillclimb for the QHC this year will have noticed some subtle but worthwhile changes in the venue to aid in our ability to run first class events in the future. We have had a donation of a new generator to power the facility and the offer from local council to donate lighting poles and lights for the pit area.

This will reduce our need to hire in gear for major events, once again cutting the cost to the club for running of these events. The new generator has allowed us to expand the range from the canteen which those who attended enjoyed.

As the AGM is approaching rapidly, it is time for all of us to give thought to the direction you wish the club to take, given that it is currently not a friendly economic environment for any club to exist in.

You should all give careful thought to how you would like the club to be run and the people you believe can do the job best for all members.

Our committee can comprise of 10 people, at present we are slightly short on numbers in that department. It's not just committee that requires dedicated people to help run this club, we have a range of organisers for annual events which it is my belief should be headed by non committee persons as this allows different views to be expressed and shares the load over more people, something that is sorely lacking at present.

Our annual Concours is the first weekend in August and it would be fantastic to see many of our members turn out at UQ for it. Ross Kelly has put tremendous effort into organising this event over the last couple of years and this year we have increased the number of trophies to be presented.

At the end of the day don't think what can the club do for me but rather think what can I do for my club.



MG INFORMATION

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PRE - WAR	Dino Mattea	3263 2625
	Ross Kelly	3352 4151
T TYPE	Peter Rayment	0407 693 947
MGA	Richard Mattea	3325 0409
MGV	Tony Slatery	3391 3022
MAGNETTE SALOON	David Robinson	3255 9037 (W)

	Name	Phone
MGB	Graeme Walker	0431 678 319
MGC	Bruce Ibbotson	3366 1889
MG VS RV8	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MGF	John Boyce	3345 2530
MG ZB, ZS, ZT	Ken Wasley	0423 15 27 23

Some words from Elaine

Well, it is another bumper edition! Greatly responsible for this are the Chapters which once again are to the fore with the number of events they either put on or attend. If you take the time to read their reports and view their photos you may be surprised at how often they organise themselves to join up with other Chapters of our Club, other Clubs representing other Marques and also to not only view, but also take part in, events of interest to the general public such as the Bundy Show, All British Day in Townsville, the re-opening of the road to Mt Morgan, airshows and the Capt Cook day at 1770 to name just a few!

To emphasise the point, there are two photos on the cover of this edition have been selected from the Chapter photos. Congratulations to them for taking the time to organise photos like these.

Thanks go to Russ Geraghty for taking the time to tell us the story of his search for his 'Babe'. It makes for both interesting and informative reading. You'll be surprised to hear about his purchase of the car.

Bruce Ibbotson continues to supply us with his stories from his early days in the Club and a second article on the Club trips to Grafton for hillclimbs is inside. Other articles on Club history are from two-time Past President David Miles and two-time Committee member/Octagon editor, me.

Both of us have - quite separately - decided to tell our stories in two parts with Part 1 - The Early Days featuring in this issue. Part II of each will be published before the end of this anniversary year. Hopefully there are more of you prepared to share your memories with us -- and they don't have to be from decades ago. You can't all be as old as Bruce, David and me!!

I am sad to report that Tim the Techman has put away his Technical pen and we won't

have the pleasure of reading any more of his sometimes quite quirky columns. 'Tim the Techman' is a Club member who took the initiative of creating this column and I, for one, will miss - amongst other things - looking at the number of names he created using the MG initials! Thank you, 'Tim', from all of us, for both your initiative in creating the column and for the entertainment you have provided for us over many issues. If there is anyone who would like to use their imagination to produce a regular column of any sort, both 'Tim' and I would welcome it.

With this being the last issue in which the notice of the AGM can be received in the time stipulated by our Constitution, the notice of AGM and Agenda are included here along with the nomination and Proxy vote forms. Please consider using the nomination form ... don't be shy about stepping forward as the Committee is short of members and your help is needed.

This Octagon has been prepared a little earlier than usual to ensure that it reaches you before the Concours and Car Display on August 3rd. A flyer is included in the Octagon and the Supp regs and Entry forms are available as a pull-out in the centre of the magazine. Ross Kelly, the Coordinator of the event, has set a target of having a total of 90 MGs either in the Concours competition or on display on the day. This is to celebrate the 90th anniversary of the MG marque and the 60th anniversary of our Club.

Please bring your MG along to help him reach that target. You managed to get 50 MGBs along a couple of years ago for their 50th birthday so a total of 90 MGs of all varieties - and conditions - should be achievable.

Closing date for material for the September issue is the last day of August.

Notice Board

The Clubrooms are open on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$2.50. The goal will continue to be to have something special happening on the first Friday of each month. Your suggestions are welcomed.

(P) indicates that the event is pointscoreing for Club trophies. The rules for pointscoreing for trophies can be found on the News page of the Club website. The pointscore is updated throughout the year by Ian Fettes so you can see how competitive you are. Please contact Ian with any queries you may have.

1 Aug Noggin 'n' Natter

Sun 3 Aug

Gearys Sports Car Annual Concours and Display Day (see this edition for more information)

Fri 15 Aug Noggin 'n' Natter and Night observation run (P)

Sun 17 Aug Day run (P)

The run leaves the BP Caboolture Service Centre Bruce Hwy (UBD Brisbane map 58 L18) at 8.30 am. BYO Morning tea at Maroochy Bushland Botanic Gardens. Lunch at the Rayments - BYO but BBQ facilities and hot water will be available. BYO chairs and folding table. If you wish to stay on for a sausage sizzle later in the day, that can be arranged. If you intend to come or need further details, contact Delia or Peter Rayment on 0407 693 947.

Wed 24 Aug Midweek run organised by Denis Thomas

Sat 30 Aug Working bee at Mt Cotton

(extra to the midweek working bee held there every Wednesday)

Fri 5 Sept Noggin 'n' Natter

6/7 Sept Round 4 of Hillclimb series at Mt Cotton

Sun 14 Sept Day run (P)

Fri 19 Sept AGM at Clubrooms

Wed 24 Sept Midweek run organised by Barry Smith **Meet**

John Oxley Reserve – Ogg St, Murrumba Downs – UBD 99 F1 – at 9:00 for 9:30 start; Morning Tea – Cruise Park, Woodford – BYO; Lunch – Pioneer Park, Landsborough – BYO or shops & cafe close by; Contact Jeff or Pat Heslewood – 33906395 or 0408 799611

Sun 28 Sept All British Day at Tennyson

Please consult the calendar insert for Chapter events. Club members are reminded that they are welcome to attend any events in the Club calendar. For a full listing of events, see the calendar in the centre of the magazine. Please note that some dates may change; updates are available on the Calendar page of the website and calendars of Chapter events are also available on their web pages.



New members

We welcome the following new members and wish them a long and happy association with the Club.

Alexandra Whitley
Beverley Mills
Michael Mills
Milos Miladinovic
Matthew Klauss
Graham Field

John Boland
David Houghton
Diane Davies
Philip MacMahon
Christina Adams
Dennis Hensby

Bits'n'Pieces

Radio station 4BC was running a "Bucket List" competition where listeners could phone in their requests and some lucky winners had their requests satisfied. One of the requests was "for a ride in an MG" and the station contacted the club to see if we could assist in satisfying this request. Don Webster was able to offer his car, and picked up the spritely 73 year old for a run down to the bay and a cup of coffee. The weather was perfect – ideal for MGs. Annette had harboured this dream for years but had never known anyone with an MG. She was more than happy to see that it was a car that was almost of the same vintage as herself.



Some interesting information emerges when you delve into the deep recesses of the Club's archive of Octagons...here are a couple of interesting facts:

1. At the time of Club's annual dinner and presentation of trophies in 1963, the Club had 250 members. One hundred and seventy five people (175) attended the dinner at a cost of £1 for a member and £1 5s for a non-member. Our Club currently has about 750 members and the attendance at our annual dinner and presentation of trophies this year was about 50 with a cost of \$70 per head.

2. In March 1965, there was comment that the event which had previously been known as a gymkhana was now being called a motorkhana.

Big winner at the well-attended Noggin 'n' Natter held at Shannons on 13 June was Wendy Preston who won the hot laps with Jim Richards. A full list of prize winners is published on the Noggin 'n' Natter page of the Club website.

It's funny what can come out of an idle conversation. I was travelling to a Noggin 'n' Natter with Barry Smith (Wynnum) recently and commented as we drove down a road that I thought it was where Ray Quinn (an early Club member) had lived. Barry confirmed that I was correct and followed up with the information that Ray was responsible for his joining MGCCQ. When I asked how that came about, Barry's answer was quite amazing. Barry had been a regular spectator

At the conclusion of the QHC, two girls in a Red Bull car appeared so some photos were taken to mark the occasion. In this one the girls are joined by Sahra Lake while her Dad, Andrew, and Steve Ivanovich capture the moment.



at the hillclimb and wanted to join the Club but didn't know how to go about it BUT one day was driving along when he was overtaken by a car sporting an MGCCQ badge on it. Barry saw his opportunity and followed the car to its home and thus met Ray Quinn, found out how to join the Club and subsequently did and has been a huge asset to the Club ever since. We all thank Barry for his determination to become a member!

The story of my joining the Club is at the furthest end of the spectrum of possibilities to Barry's. His came from determination, mine came from both ignorance and chance. I had a Mini 850 and, on checking it in for a service, asked the young man booking the car in if he knew where I could go to learn some basics about the car - how to change a wheel etc. He told me to join the MGCCQ as they would teach me, told me where the Clubrooms were and said 'See you on Friday night'. In short, I went along, he wasn't there but I took a very deep breath followed by the long walk up the stairs and joined the Club. The followup? That fellow from UK Motors was not there that night and I never met him again. I was never taught how to change a wheel by the Club but did learn by watching all the obliging young men in the Club doing the job for me!

Now that you have heard stories from the two extremes, how about you share yours with us? How did you come to join the Club - chance, determination or something in between?

It's surprising what you come across when looking for something else. I was looking for photos to go with David Miles's article on his early history in the Club (see elsewhere in this issue) and found this photo which brought back the memory for David who explains it -- "Had forgotten about the opening door. Ross (Devencorn) and I had made up lightweight doors for the TC (Not the same profile as the originals) out of very thin aluminium, same gauge as we used for the

mudguards. It was so thin that we suggested they should be "ironed" after each hill climb - even the tiniest stones left an impression." The photo was taken in June 1968 at the first Qld Hillclimb Championship held at Mt Cotton so obviously David and Ross were out to save weight for that important event.



MCLEANS BRIDGE AT LOGAN -- Although there was no formal Club representation at this event, a number of our members did attend to put their cars on display. Cyril Bennett went one better and was an entrant in the Concours in which he won a Gold Medal. Cyril is shown with his certificate and his trophy can be seen on the table. (Photo by Ross Kelly)



The Annual Gearys Sports Car Concours & Display Day.

**University of Qld, St Lucia -
Area fronting Campbell Rd, Mill Rd and University
Drive (UBD 179 J2)**

Sunday 3rd August 2014

Access from 7:30am

Judging commences at 9:30am.

Presentations from 1:00pm.

Enter the Concours or Display your pride and joy.

**Celebrate 60 years of the MGCCQ and 90 years of
the MG marque.**

Coffee Van on Site

Club BBQ Trailer

Raffles

Giveaways

Celebration Cake

Entries can be accepted on the Day.

Enquires

Email: mgccq@mgccq.org.au

or

Ross Kelly. Mob: 0411 746215

Email: grkelly@bigpond.net.au

Thanks go to Allan Dansie and Ray Chappelow for supplying these photos from the Macleans Bridge display.



We do get some interesting cars on the midweek runs to keep the MGs company but this one was a head-turner! It is a Zimmer, described on the Zimmer Company website as a "neo-classic motor - the best of the old and the new together". It is also the latest member of Kerry Horgan's growing collection

Letter to the Editor

Yesterday on the way home (from the Capricorn Chapter's run to Mt Morgan) we pulled up at a service station to refuel, and after I removed the fuel cap, Gloria yelled out the car was burning; I looked up to see smoke coming from the folded down hood.

What happened - and this could only happen in a one in one thousand chances as everything was in the right place - as the evening sun was shining directly onto the mirror in the passenger side sun visor, reflecting a strong burning beam into the rubber that seals between the hood and top of the windscreen. No, no damage was done but I did not think that the mirrors were magnified enough to create this.

It was incredible that everything was lined up for this to happen, the car, the mirror and the sun location, so in future I will have to ensure that the mirror is fully turned upwards towards the sky or place a cover over the mirror.

It is something that I think that all MG owners with fold down hoods should be aware of.
- Gurney T. CLAMP

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May Mid Week Run

by Allan Tebbutt; photos by Malcolm Campbell

A very fine sunny day greeted all starters. Our run notes took a detour to the morning tea stop, so verbal directions were employed. All went well except for our tail end Charlie who was to make sure no one took a wrong turn. Alas, he was the only one to miss the turn off the highway. Morning tea was held at Cruice Park just outside Woodford.

After morning tea we went on to Kenilworth Museum via Postman's Track. I always thought this was a no through road until I checked on the RACQ site for how long it takes to get from Woodford to Kenilworth and it sent me this way. You can rely on the RACQ.

After a Google earth search and a test run I had found a new way to Kenilworth which goes through wonderful rural countryside, great road.

There was only one hiccup on the run with one car breaking down which was then apparently fixed with a piece of wire. Try that with a modern car!

We arrived at the museum to be greeted by Lenore Meldrum who guided us into the museum for a couple of movies and a tour of the museum and fascinating information about the Kenilworth area.

We have always wondered how old Kerry Horgan is and we got closer to knowing this after he declared he was there during the great floods of 1893.

It was then time for lunch followed by a visit to

Participants

Bruce Mutch & Ross Brunckhorst	Forester
Allan & Joyce Tebbutt	MG B
Jeff & Pat Heslewood	WRX
David Miles	MG B
Shawn Rankin	MG B GT
Ian & Karen Fettes & Diane Davies	MG Magnette
Denis & Diana Kelly	MX 5
John Carlson	MG F
Barry Lutwyche	MGB
Errol & Wendy Hoger	Camry
Milos Miladinovic & Helen Keane	MG B Mk 1
Malcolm Campbell	MX5
Greg & Rhonda Hannant	MG B
Jan Burke	MG B
Ian & Kay Wells	Jensen Healey
John & Pat Walker	MG A
Peter & Delia Rayment	MG B
Kerry & Dale Horgan	Merc Benz
Dave & Anne Ferro	MG B
Trevor Mills & Fred Enever	MG B
Ross and Shirley Leach	Clubman
Paul & Gai Wilson	Mazda 626

the cheese factory for some great cheese and ice creams.

Ed: It always concerns me that there are so many more photos from our events which space doesn't allow for their publication. These photos can be viewed on the Social pages of the Club website.





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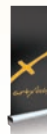
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June Day Run

Photos by Neil Taylor

A small but enthusiastic group met at the Clubrooms and set out on their way after morning tea was held there. Their route took them on a gentle run down the Mount Lindesay to Beaudesert where a short 'comfort stop' was held after which they headed for the lunch venue. This was at Wyalalong Dam where they met up with run organiser, Malcolm Spiden. The venue was beautiful but marred slightly by the cold wind which didn't offset the warmth of the bright sun. Some chose to return home via Boonah while others returned by the shorter route through Beaudesert.

Participants (mainly in open cars!) were:

Neil & Margaret Taylor	MGF
Peter & Norman Upham	MGA
Greg & Rhonda Hannant	MGB
John & Pat Walker	MGA
Barry Lutwyche and Jan Burke	MGB
Dane & Kerry Horgan	Mustang
Chris Hunt & Richard Gorey	Jaguar
Malcolm Spiden	MGB

Taking a break at Beaudesert (left) and at Wyalalong Dam.



June Mid Week Run

by Greg and Rhonda Hannant; photos by Malcolm Campbell

Nineteen cars left the Rafting Ground Picnic Area at 9.30 on a crisp, cool and great morning for open-top touring, heading for Lowood for smoko. Another MG joined us on the Warrego Highway and two more awaited our arrival in the Town Centre Park at Lowood.

After morning tea and 10 km west of Lowood we passed the site of the former Lowood Military aerodrome and the site of the Lowood car racing circuit. Cars travelled along the Forest Hill Fernvale Road, then turned right into Daisy Road, the intersection being the site of several signs and plaques acknowledging both the airstrip and the racing circuit. Daisy Road is called "Remembrance Drive"

The airfields main strip was immediately to the left of and parallel with Daisy Road. The racing circuits "MG" corner was located on the corner of the property virtually behind the several signs at the intersection. Whilst there is little evidence remaining of either the airstrip or the main straight, our run crossed what was the runway and then travelled on the same alignment as the former racing circuits Dunlop Straight.

Our lunch stop at Camp Mountain Lookout followed a great run past the southern tip of Wivenhoe and then up Northbrook Parkway, over Mt Glorious and

Participants were:

Colin Fox / John Galton	MX5
Greg/Rhonda Hannant	MGB
John / Pat Walker	MGA
Ross Letten	MGB
David Miles Ross Brunckhorst	MG Magnette
Dennis / Dianna Kelly	MX5
Ross/Shirley Leach	Clubman
Ian / Karen Fettes Dianne Davies	MG Magnette
Jeff /Pat Heslewood	WRX
Milos Miladinovic/Helen Keane	MGB
Kerry / Dane Horgan	Zimmer
John /Tricia Cranley	NSX
Jeff / Rosemary Turner	Volvo
Malcolm Campbell/ Kathy Burford	MX5
Alan/Joyce Tebbutt	MGB
Martyn/Gail Browne	I 30
Val Horgan	MX5
Barry Lutwyche/Jan Burke	MGB
Aubrey Ross	MGA
Bruce Mutch /Chris Turvey	MGB
Cyril/Marie Bennett	MG TF
Denis Thomas	MGB

onto the Mt Nebo Road. The picnic area features two exceptional lookouts, one to the north east which takes in the Glasshouse Mountains and the coast, the other shows central Brisbane city, almost in closeup.



Organiser Greg Hannant addressing the throng and looking back at the pack.





Photos from top to bottom ,left to right: Some of the MGs at the assembly point, others brighten the streets of Lowood, a good day for a cuppa and company, view from the rear vision mirror, a happy group including our photographers on the left, relishing the sunshine, basking in the sunshine and a birthday feast for the birthday 'boy' Trevor Jones.

My Early MG Car Club Times

by David Miles



I joined the club in 1964 as the proud owner of a 1946 MG TC, purchased for me by my Dad for 75 pounds! I often believe his motivation was to “keep me off the streets” as the car had suffered a rather hard life. I very soon learned basic mechanical skills, the vagaries of SU “fool” pumps and Lucas electrics.

In those days, however, the car club for me was just a place to go on Friday nights – more important was the newfound freedom offered by one’s own set of wheels, and the spindly 19” wire variety proved very capable at transporting this eighteen year old to the Gold Coast most weekends. The attractions of surf and sand were, however, often overshadowed by the lure of Tweed Heads’ Dolphins Hotel, where the NSW liquor laws permitted partaking of alcohol from the age of 18. Needless to say, the hotel owed its existence on weekends to pimply faced, bad mannered Queenslanders.

Fortunately, peer pressure and a modicum of common sense intervened after a friend with a very nice MG Magnette was involved in an accident right under the nose of the NSW constabulary and persuaded some attitudinal changes, and the MG Car Club reasserted itself as the social venue of choice. The logical place to begin to learn some basic driving skills was, of course, the club motorkhanas at Tingalpa. I ventured down on that first afternoon, where one Vince Appleby took me under his wing to

explain just what was required, and was soon partaking in the forward bending, sled racing and the infamous “bob a ding,” an event definitely not condoned by CAMS!

One of my partners in crime from the days of surf, sand and fourx was Ross Devencorn, who lived with his parents at Norman Park, whilst across the road lived then President Geoff Hawley and his wife Kay. Geoff was constantly intrigued by the goings on across the road as Ross and I spent many weekends fettling our TCs, and evaluating the results of our labours around the streets of the aforesaid suburb. Geoff targeted us as ideal potential workers at the Mount Cotton Hillclimb, then just a piece of bush being attacked by an old tractor and some enthusiastic volunteers.

Whilst I must confess that my attendance at these early working bees was pretty dismal, the club became a more and more important interest and influence upon my life. As the TC was in need of an engine re-build, it was decided to embark upon something more than just rings and bearings, so pretty radical head modification by John Hill (JHH Conversions) was commissioned, along with extractor exhaust, big cam and oversize pistons. The late Rod Hiley, then operating from under his parent’s house at Camp Hill, provided larger carburettors to complete the transformation to the engine. Peter Rayment generously lent a set of 15” wheels to which Dunlop SP sport tyres were fitted and a set of track-rods to the front beam axle eliminated the axle tramp under brakes. We were ready for the first Mt Cotton event!



Photo from Peter Rayment and reproduced with his permission.

The very first event at Mount Cotton in February, 1968 saw the TC pitted against Brian Tebble's TD and, of course, Brian took out the "MG Cars up to 1500cc" class. The margin was, however, small enough to have us both thinking that, with a little effort, the position could be reversed! Thus followed a series of meetings with times falling and things getting serious enough for the TC to require trailering to the meetings. It was then that Tim Harlock's Centaur Clubman cars looked better value for money than an old MG, so my entry to the clubman class with Centaur Mk 8 with Surfers Paradise and Lakeside becoming exciting adjuncts to the Hillclimb.



David in the Centaur at Mt Cotton at the 1973 AHC.

My Centaur story really deserves its own article – perhaps something that I might contrive sometime in the future as it certainly was a privilege to have the last of Tim Harlock's creations during a very significant era of motorsport in Queensland.

In those days, many of those competing in Queensland motor racing were MGCC

members, particularly those competing in the sports car categories. John Campbell, Iain and Carole Corness, Will Charlton, Jon McCarthy, Vern Hamilton, John Fraser, Dick Johnson, Kerry Horgan, Tim Harlock were ones who spring to mind, but there certainly were more. Those days of club motorsport in the late sixties and early seventies were great fun!

Meanwhile, having served on the MGCC Management Committee for a couple of years, I was surprised and flattered when then president Will Charlton, over a lunch at the old Embassy Hotel in the city, asked if I would be willing to take on the role of President. Will, along with other senior club members Jon McCarthy and Kerr Horgan were about to embark upon a trip overseas which would see them absent for up to a year. Jon is, as many older members will be aware, yet to return! In order to properly connect with these long gone days, this was the time of Boeing 707 jets, (Qantas "V Jets") the old International terminal at Eagle Farm operating out of a slightly modified WW2 corrugated igloo.

Fortunately, I had a highly experienced and dedicated committee to help me along. Ann Thomson was treasurer, the late Joan Appleby was secretary. The Mount Cotton Hill climb was in its infancy, a far cry from the venue from which we now operate. Our clubrooms were above the old A W Barr's car radio workshop just down the road from the Valley police station. The building, even then, displayed evidence of a previous fire, and was far from "flash," but it provided for our needs at the time. Meetings were held every Friday night, with movie nights courtesy of Shell and BP, regular night runs, and simple social nights where cans of beer were exchanged for tickets purchased at the end of the bar. Our assets consisted of an ancient spirit duplicator, some tables and chairs, and cans of beer and soft drink as stock in trade for the bar. John Campbell was both editor and illustrator of the "Octagon," which was printed monthly on an old wax stencil "Gestetner" duplicator, and compiled by numerous volunteers on a Friday night.



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Leonard Teale looks to see how much damage he had inflicted on Brian Tebble's "Gertie".

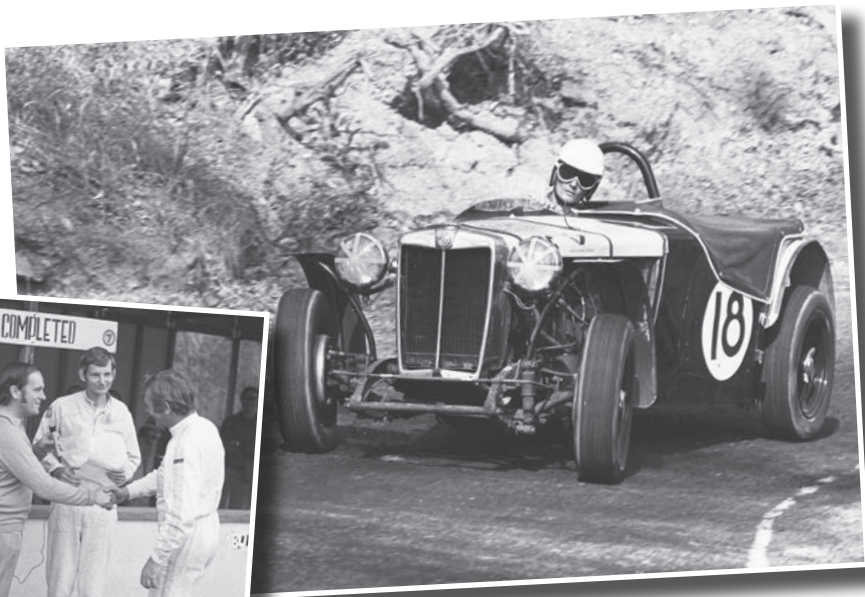
Committee meetings were held on Monday evenings, I think, with social events and Hillclimb taking up most of the agenda. Hillclimbs, if I remember correctly, took up a lot of time. Parts of Brisbane were still in the process of being sewerred, so there were working bees arranged to transport no longer needed "thunderboxes" down to Mount Cotton for placement at strategic points around the hill.

This strategy also required they be emptied after each event, but we wisely farmed this job out to a contractor! Spectator numbers were, in those days, quite considerable, particularly when, through Brian Tebble, we were able to enlist Leonard Teale from the then popular "Homicide" TV series to drive, and usually crash, a car loaned to him by one of the members. I have never since seen such large crowds of spectators lining the top of both loops at Mount Cotton.



These early hillclimbs served Mount Cotton well, opening it up to a new group of spectators and competitors. Enthusiasm for this form of motorsport grew, and the venue became more and more important to the club.

Those who had the determination and vision to support Mount Cotton have played a tremendous role to ensure the financial success of the MG Car Club of Queensland, so that today it is recognised as one of the best in Australia and the envy of other "Marque" clubs world-wide.



David in the TC in December 1968 and (left) in Presidential mode at the presentation of trophies at the Australian Hillclimb Championship round at Mt Cotton in June 1973. Also in the photo are John French presenting trophy to Ivan Tighe and Ann Thomson looking on.

My search for the Babe

or Buying my second MGB in 42 years by Russ Geraghty

To say I had been an absolute pain in the proverbial to my family this past decade would be quite an understatement.

My wife Jenny and I first dated in the very early 1970's and that's also when I was bitten by the MGB bug... a very nice Mk1 roadster (3 bearing job) originally in light blue but resprayed Vermillion Fire by the previous owner (a Ford Falcon colour I think) and she graced the family driveway adding some real colour to our household. I had swapped my Datsun 1600 pseudo-rally car for the 'B' buying it from Blair Shepherd's Cars in 1971. She was not without her peculiarities and the driver (me) was not too gentle on her either (the MGB I mean). Trying to get that last edge of grip out of her Olympic GT radials saw me hit a huge pothole late one afternoon whilst partly sideways destroying both left hand spoke wheels... the next car that came down this darkening seldom used road in Gumdale was another B – how lucky can you get and with both his and my spares fitted, I could get home.

I was bitten and when we decided to marry (Jenny and I that is), the 'B' was there to help us away on our Gold Coast honeymoon. But as time progressed and we decided on a family, the 'B' made way for a succession of some 30 or so sedans and wagons usually with a Holden, Mitsubishi, Ford or lately VW badge and mostly company cars at that.

At 50 years of age in 2003, the children were off our hands and 30+ years of marriage saw us in a position to look out for my grown-up's toy but it wasn't going to be easy. For nearly 10 years I searched for the right MGB to buy but it had to have some very specific features (non-negotiable);

1. a GT was mandatory as my skin (and my wife's) could take no more abuse of our terrific

Queensland sun and

2. an Automatic (or ability to convert to an automatic) was necessary due to some leg injuries I sustained years ago in a motoring accident.

These narrowed the field considerably and only 3 cars that I know of cropped up for sale in almost 10 years. The first was a well restored white 69 GT outside of Adelaide... an older restoration with nearly 250,000 km under the tyres and the engine had never been touched... the dollars were not right so no deal. Number 2 was closer to home located on the Gold Coast... a dark green coloured GT a bit rough around the edges but when I found out that there were no carpets, the lady selling the car said it had not seen a passenger's seat in years and there was daylight through the floor in many places, that \$14,000 asking price was suddenly \$10,000 or more overpriced... run I did.

After resigning myself to the fact that I better buy the best manual MkII GT that I could afford and look around to have a professional conversion to auto, I stumbled across a website with 'The Babe' shouting 'Buy Me, Buy Me'. The negotiations started and after nearly 3 months of emails, scans of documents, dozens and dozens of photo's and many phone-calls to finally agree on price, she was mine and just in time for my big 60 in 2013.

I had bought 'The Babe' sight unseen... it was a big gamble but after speaking with the owner's husband (the owner was an 86 years old lady and she could no longer wrestle with the heavy steering of this, her 5th MG) I felt they were either better salespeople than me or they were genuine. Babe had been living in Western Australian since being imported when her owner immigrated in 1976... Yes, we have the documents and she was genuine.

So what is 'Babe'... a December build 1970 MGB GT with a genuine T35 automatic, painted in original Midnight Blue with about 95,000 miles on the clock. With the car came several bags and boxes of parts and two complete boxes of books and documents with all original numbers totally verified. One box was jammed full of receipts from a 35c fuse to pages and pages documenting virtually a complete rebuild in the late 1980's into the mid 1990's... possibly a long term project by the owner back then.

There is even an MGOC WA article in 2000 on the Babe verifying the volumes of material and her authenticity. Some 3 years ago, The West Australian (newspaper) ran an article and photograph on the previous owner who drove her MGB GT to tennis every week... the owner was then a sprightly 83 years old but a year or so later, she said "I think I will take the Volvo to tennis today", Babe's non-assisted steering was getting a bit much and she spent more time in the garage and seldom saw the light of day. Time to find a new home and was I lucky? Yes. She was everything the owners purported the car to be...she had been in a 2001 Concours in WA and I would say she is now a good 10 foot car meaning that any closer than 10 foot away you start seeing she is a daily driver but in great condition, any closer and you can see some makeup to cover the odd wrinkle or blemish.

Babe is absolutely standard except for some allowances for beauty treatments (walnut dash and facings), telescopic rear shocks and, as a concession to my wife, she now sports a power booster for better braking effort. She has had some surgery to get rid of that ugly left hand front wing mirror, some age spots and sympathetic repaint on some panels. She polishes up near new.

The decision to join the MGCCQ was a no-brainer and in the year since joining, both I and Babe have been welcomed like old friends who had simply been missing for a while. Virtually everyone who I have bored with my stories of the Babe has been so friendly and listened even if they had heard the yarn before. The advice from fellow members has been invaluable and now that Babe is almost finished, I love to show her off whenever I can. She may not win prizes but she has won me.

But why have we called her Babe... this is the name my wife and kids have chosen as I seem to spend so much on her that she must be the Babe that you spend all your hard-earned on for that facelift, that nip and tuck to give her those still youthful looks. One thing is for sure, when I pull up at the lights and get those stares from other road-users, they aren't looking at me but at the Babe.





MGCCQ History Snippets

by Bruce Ibbotson, Member No 600

MOUNTAIN VIEW HILLCLIMB Part 2

In the first part I described the great trip down to Grafton during the day. The trip back to Brisbane after everyone had packed up their cars was very different.

Brian Tebble suggested we go home via Ballina as there was a great little restaurant there called "Peter's" if my memory is correct. So off we went as a club group to Ballina and as we got underway the weather turned cloudy and rain started to fall.

Dinner was great with Brian suggesting a good bottle of Red or two and the evening proceeded as expected so we were rather well lubricated as we used to say in those long gone days. In those times DUI was not something drivers were worried about; there was no .08 limit or anything. I think if you ever got pulled over you had to walk in a straight line or something like that; we luckily never had to find out. Speed limits were strictly enforced in restricted zones, usually by leather jacketed motorcycle police, through villages and towns but, once the White disc with the diagonal Black stripe appeared, away you went until the next restricted zone.

The objective in NSW was to use the kilometre warning sign speed on curves etc as the miles per hour entry speeds. This worked well except for the tight low speed bends under railway bridges etc on the Pacific highway. To attempt to take a 35 kph bend at 35 mph was interesting. After dinner the rain set in and our group of well lubricated club members set off for Murwillumbah following one another a lot closer than we would think of doing today, especially in the wet. I dropped back as Sprites, Midgets and a few Mini Coopers went through these tight wet

bends all at an angle to the direction of travel, tail out in well controlled positions. I remember thinking if anyone overdoes it there will be a stack of cards sliding accident. The better handling cars at the front put on a real display of controlled driving.

The MGBs took up the rear of the group with me well back observing the fun as it was very wet at the time. The slippery Burringbah range was tackled with the usual gusto [no such thing as a fixed speed camera in those years] and then Murwillumbah came up.

I think we behaved ourselves after Murwillumbah and drove quickly, but sensibly, home on the Pacific Highway to Brisbane.

I have heard that on other Grafton Hillclimb weekends the trip home via Ballina was much the same as the one I remember but I expect they didn't drive on soaking wet roads. The old Gymkhana grounds at Tingalpa where we young club members learned how to drive on grass was really good training for wet weather slow speed sealed road driving.

The general idea of normal sports car driving in NSW, back in the sixties, was to see if it was possible to negotiate the slow speed advisory signs at the same speed in miles per hour. The higher speed advisory signs were easy using mph as a guide. Of course way back then the general speed limit on highways was 80 kph Prima Facie, so advisory signs were never above 70 kph. If you went to court and proved that you were driving on a clear road with no traffic in ideal conditions you were unlikely to be penalised for exceeding the 80 kph limit. The police understood this as well so they tended not to bother highway drivers unless they were doing something dangerous. Apart from in Victoria where they had Supercharged Studebaker Larks most police vehicles could not catch quick cars. Police Motorcycles were the thing we kept a good eye out for. They could catch sports car drivers, especially when the NSW Police had Triumph Tiger 110s.

Jack Davey [the well known Radio & TV personality] held the speed record from Sydney to Surfers Paradise in his D Type Jaguar. When the police phoned ahead to set up a road block the answer was, sorry he went through here 20 minutes ago.



A RESPONSE TO BRUCE IBBOTSON'S ARTICLE ON GRAFTON HILLCLIMB

by Elaine Hamilton (nee Swan)

Although my trips to Grafton to compete in hillclimbs were in the years prior to Bruce's, his articles have put my brain into reverse gear and taken me back to my 'Grafton days' - thus the following few words.

On my first visit to the hillclimb, I embarrassed myself – and probably set back the cause of women competing in motor sport - by overdriving straight off the end of the loop on my first run! That moment, fortunately, was not captured on film – except in my memory – but one of my runs up to the loop was. Thus, there is this rather wrinkly photo, the age and condition of it now reflecting the age and condition of its owner!

One other memory I have of my trips to the hillclimb is of a trip back to Brisbane which is NOT the one that Bruce has recounted in his

article. A number of other Club members had gone down for the weekend and we decided to do a car swap for the drive back. I rode back as passenger with Dane Horgan while his brother, Kerry, drove my Cooper back. The problem was that none of us thought to check the fuel level and, when we were on the outskirts of Brisbane with Dane and myself leading Kerry, the Cooper ran out of fuel. Kerry was left stranded as Dane and I blissfully continued on our way to my home unaware of his horn-blowing and wild gesticulating in the background. Fortunately Glyn Scott had also competed that weekend and was behind us on the road so Kerry was able to flag him down and get his help to make it the rest of the way, arriving at my home considerably later than Dane and I had. I think we all agree that the development of mobile phones and the availability of 24 hour fuel has been a great advance in keeping stress levels down!



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A SLICE OF CLUB HISTORY A PERSONAL PERSPECTIVE

Part 1 - the early years

by Elaine Hamilton

As promised, here is my contribution to the collection of articles from Club members marking the 60th anniversary of the Club. This is an account of just a few of those 60 years of the Club's life and I urge you all to consider doing something similar by adding an account of your own contribution to the Club to the patchwork quilt of its history.

The Club records show that I joined the Club fifty years ago and have had continuous membership ever since with two intense periods of activity 'interrupted' by marriage, support for Vern's motor racing, family and career. This article focuses on the first of those two periods which was, in retrospect, relatively short going from the time of my joining the Club to Vern's and my departure for the UK and Europe in 1967.

I was a single young girl, the owner of a Mini 850, who joined a very male dominated MG Car Club on the advice of a fellow at UK Motors who responded when I was putting my car in for a service and queried where I could learn a bit about cars with 'Come and join the MG Car Club; we'll teach you'. He gave me directions to 620 Wickham St, The Valley and said 'Said you there on Friday night' so a commitment was made.



I am in the Mini in the foreground competing in a slalom race at a Tingalpa gymkhana. This was published in the BMC Rosette, a newspaper published by BMC Australia.

It was a commitment I kept but he didn't and I didn't ever get to meet him again! However I did get to meet some very welcoming people including the Hunter family, the recently married John and Anna Fraser, the irrepressible Kerry Horgan etc. One thing I found out was that the easiest way to get accepted was to become involved so I found myself fairly quickly having the first of my two 'stints' on Committee.

This was an exciting time for the Club as the land at Mt Cotton was purchased and the work on the hillclimb begun during that time. I recall going down to working bees at Mt Cotton when Mt Cotton Rd was dirt and access to the hillclimb-to-be venue was via Wuduru and Fabians Rds. I remember being there on the day when the trees to be 'kept' were identified before the bulldozers came in to do their work. Carole Palmer (now Corness) and I sometimes provided lunch for the workers. I even remember her



Having an informal drive at a gymkhana at Tingalpa in an MGB being 'road tested' by passenger John Weinthal while Kerry Horgan provides light relief at the rear. John Weinthal was the motoring writer for the Courier Mail and chose to extend his road test of the B to the gymkhana paddock.

recipe for her tuna and rice salad as we made huge quantities of it and, in retrospect, I wonder if some good solid sandwiches may have been a better choice of menu! In my couple of years on committee at that time, I also took on the task of editing, printing and compiling the 'Octagon' -- the wheel certainly has turned full circle though this current period as Editor (now nearly 9 years) is significantly longer than that first one and has the benefit of a professional printer rather than a long carriage typewriter, a bunch of ink stencils, copious bottle of correcting fluid and a Gestetner/Roneo/ink duplicating machine!



Waiting in my Mini for my run at a Lowwood sprint meeting. With me was a fellow Mini driver, Michelle Martin (?), also kitted up and waiting in those incredible crash helmets for her run in her Mini. We young girls stuck together!

by Bruce Ibbotson with his series of articles as I remember my many Friday nights at 620 Wickham St, The Valley and the friendly people I met there. Without their acceptance and encouragement on my first visit, I probably would have gone running back down those many daunting stairs and never returned! However, their encouragement led me to being involved in the Club activities,

My Mini Cooper all fitted out ready for the inaugural Mini Monte Rally held over Easter 1965.



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to break the (for me) seemingly unachievable 20s barrier.

Other memorable events from this time were the social Club runs. The first Club event ever held was a social Club run and the Club has a day run on the calendar for this year on the date closest to that of the original run held

on 28 Nov 1954. The proposed date for our run is November 16 so mark the date and try to be part of it. I was fortunate to be the passenger in Kerry Horgan's MGB for my first outing on one of these. Kerry was Club Captain and led the run in his MGB (on that day without its bonnet!) and I can still remember the feeling of pride as I looked back at the long train of MGs (and other BMC cars) following us.



(Top) Almost too fast for the camera :)) My wonderful run in Kerry's MGB at Lowood showing me on the flying quarter mile and attempting a gymkhana event at a straight at Warwick Farm as part of the Mini Monte Rally. Carole is the spectator in the red top in the background.

including joining the committee, my attempts at gymkhanaing at Porters Paddock at Tingalpa, at hillclimbing at Grafton and Tamworth hillclimbs, my enjoyment of the sprints at Lowood - both as a competitor and time-keeper - and, in particular, that wonderful day when Kerry Horgan let me drive his MGB at a sprint meeting at Lowood and I managed a non-forgettable (for me and probably for Kerry!) 103.5 mph down that long straight. Maybe that was what inspired me to trade in my 850cc Mini which achieved a staggering (yes, it really staggered along!) 24s quarter mile for a 1998cc Mini Cooper in which I managed

A final highlight of this era was my participation in the first Mini Monte Rally over the Easter weekend of 1965 with Carole Palmer (Corness) as navigator. Although this wasn't an MGCCQ event, it was a BMC event so the connection was well and truly there, particularly through the enthusiasm and encouragement of people such as Brian Tebble and John French who also, somehow, managed to provide us with a Halda (which we didn't know how to use but which looked impressive on the dashboard) and a set of tyres on loan from none other than Harry Firth. Our success in the rally was limited but we did manage something that many others failed to do and that was to finish! The next month Vern was transferred to the school where I was teaching and he had just had his first go at circuit racing ... the rest, as they say, is history with us then, as now, both members of MGCCQ.

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MGCCQ 2014 Calendar for Aug-Dec

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P = pointsoring event



AUGUST			
1	Friday		Pre Concours Noggin and Natter
2	Saturday		MG Concours preparation
3	Sunday	P	MGCCQ60 Annual Club Display and Concours at University of Queensland St Lucia (P)/V8 Races at Qld Raceway/GCTMC Border Rangers Rally at Urbenville
			WBC (Bundy crew) - Early morning run to Muddy Waters, Maryborough. Contact the Southgates
			WBC - Early morning run to Muddy Waters, Maryborough with Bundy crew
9	Saturday		WBC - Overnight trip to 1770
10	Sunday		WBC - Overnight trip to 1770
			BSCC Social Fun Run
			FNQ Chapter Cairns Swap Meet Car, Bike and Truck Show
13	Wednesday		Working Bees
			DDC - Midweek run for lunch. Contact Ron Gillis
15	Friday	P	MGCCQ60 Night Observation Run 8 (P)
16	Saturday	P	CAMS State Race Meeting Rd 3 (QRDA) (P)
17	Sunday	P	MGCCQ60 Day Run 7 contact Peter and Delia Rayment 0407 693 947. (P)/CAMS State Race Meeting Rd 3 (QRDA) (P)/Porsche at Mt Cotton (possible)
			FNQ Chapter Warbird Wings and Classic Cars Airshow
			Capricorn Chapter - Biloela Tour - Morning Tea at Calliope, Lunch at Biloela Club, Afternoon Tea at Mt Morgan
20	Wednesday		DD Chapter Mid week run for Lunch contact Ron Gillis
23	Saturday		FNQ Chapter Cooktown Weekend run
			DDC - Day run from Toowoomba. Contact Brian and June Phillips
24	Sunday		HSCCQ Khanacross at Willowbank Driver Training Centre
			DD Chapter Day Run from Toowoomba contact Gary Lawrence
			FNQ Chapter Cooktown Weekend run
			WBC - Early morning run to breakfast and barefoot bowls (date to be confirmed)
			WBC (Bundy crew) - Early morning run to Buxton
25-31	Mon - Sun		DDC - Northern NSW tour - contact Gary Lawrence
27	Wednesday		Mid Week Run 7
30	Saturday		Working bee at Mt Cotton
			WBC - Biggenden Swap Meet. Contact the Martins
SEPTEMBER			
5	Friday		Noggin and Natter
6	Saturday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 4 (P)
7	Sunday	P	Fathers day MGCCQ60 TSA Mt Cotton Hillclimb Rd 4 (P)
			DD Chapter September Short Tour to Hervey Bay & Environs contact Bob Marsh/Ron Gillis 8 to 13 September

10	Wednesday		WBC - Midweek coffee run
14	Sunday	P	MGCCQ60 Day Run 8 (P)
19	Friday		MGCCQ60 Annual General Meeting
20	Saturday		DD Chapter Queens Park Carnival of Flowers Car Display contact Gary Lawrence
21	Sunday		Capricorn Chapter - Mt Morgan Tour to Museum, Lunch at Grand Hotel
			DD Chapter Day Run from Warwick contact Bob Marsh
			FNQ Chapter Herberton/Ravenshoe Run
			WBC (Bundy crew) - Early morning run to Torbanlea for lunch at Miner's Arms Hotel
			WBC - Early morning run to Torbanlea for lunch at Miner's Arms Hotel to meet up with Bundy Crew
24	Wednesday		Mid Week Run 8
27/28	Sat/Sun		WBC - Long trip away to All British Day at Tennyson, Brisbane
27	Saturday		All British Day preparations at Tennyson
28	Sunday	P	All British Day at Tennyson (P)/HSCCQ Motorkhana 5 with AMC practice at Willowbank Driver Training Centre
			DDC - Day run from Warwick - Contact Bob Marsh
OCTOBER			
3	Friday		Noggin and Natter with Guest Speaker
4	Saturday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 5 (P)/Australian Motorkhana Championship (Sydney)
			Capricorn Chapter - Emerald Tour to Blackwater, McKenzie Weir, Fairburn Dam
5	Sunday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 5 (P)/Australian Motorkhana Championship (Sydney) /HSCCQ Motorkhana at Willowbank driver Training Centre
			Capricorn Chapter -Emerald Tour - Day Visit to gem Fields
			WBC - Noosa Beach Classic Car Show. Contact the Martins
			WBC (Bundy crew) - Bundaberg, Rules Beach, Rosedale area run
6	Monday		Capricorn Chapter - Emerald Tour - Return Home
8	Wednesday		DD Chapter Mid week run for Lunch contact Ron Gillis
9	Thursday		WBC Midweek coffee run
10	Friday	P	BSCC Night Observation Run 9 (P)
12	Sunday	P	MGCCQ60 Day/Afternoon Run 9 to La Kandy Restaurant. Contact Bernie and Charmaine Pereira 0417 830 369 (P)
12	Sunday		WBC (Bundy crew) - Early morning run for picnic at Flat Rock. Contact the Southgates
17	Friday		Noggin and Natter
18/19	Sat/Sun		WBC Long trip away to Kingaroy and winery tour. Contact the Overtons
19	Sunday		Mt Cotton Test and Tune
			Capricorn Chapter - Keppel Sands Tour - Lunch at Keppel Sands Hotel and visit Model Railway at Zilzie
			FNQ Chapter Lake Morris Picnic
22	Wednesday		Mid Week Run 9
25	Saturday		WBC (Bundy crew) - early morning run to Lighthouse Festival, Burnett Heads. Contact the Beckmans
			WBC - early morning run to Lighthouse Festival, Burnett Heads with Bundy Crew
26	Sunday		DD Chapter Day Run from Toowoomba contact Gary Lawrence

MG CAR CLUB OF QUEENSLAND INC

NOTICE

ANNUAL GENERAL MEETING

**FRIDAY 19th SEPTEMBER 2014
7.30pm at 8/16 Collinsvale St, Rocklea**

AGENDA

1. Open Meeting
2. Apologies
3. Minutes of previous meeting
4. Management Committee Report
5. Treasurer's Report
6. Auditor's Report
7. Elect President & Committee for 2014/2015
8. Elect Auditor

MEETING CLOSE

A General Meeting will follow, hosted by the incoming Committee, at which members are invited to raise items of interest.

To assist with preparation of the General Meeting agenda please advise the Secretary by
5/09/14

At the conclusion of these meetings, food and drink will be available.

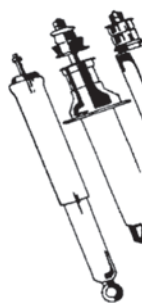
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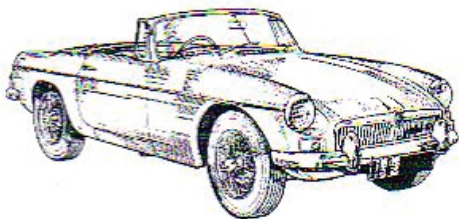
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CATALOGUE**

MGCCQ Annual Concours & Display Day.

University of Qld, St Lucia - Area fronting Campbell Rd, Mill Rd and University Drive (UBD 179 J2)
Sunday 3rd August 2014 **SUPPLEMENTARY REGULATIONS**

JURISDICTION. The event will be held under the International Sporting Code of the F.I.A., the National Competition Rules of the Confederation of Australian Motorsport Ltd. (CAMS Ltd), and these Supplementary Regulations. This Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au. Additional Instructions may be issued subject to NCR69. Insurance for this event will be provided in accordance with Appendix I of the current CAMS Manual.

Permit Number: **414/0308/01**

PROMOTORS: MG Car Club of Qld Inc., GPO Box 1847, Brisbane 4001.

ORGANISING COMMITTEE: Ross Kelly, Malcolm Spiden, Rodney Lapworth

VENUE: University of Qld, Enter via University Drive off Sir Fred Schonell Drive , St. Lucia – as directed by MG roadside signs & marshals.

ADMINISTRATION

Date: **Sunday 3rd August 2014**

Event Director: Malcolm Spiden

Event & Entries Co-ordinator Ross Kelly Ph. 07 3352 4151 Mob. 0411 746 215

grkelly@bigpond.net.au

Judge Co-ordinator Rodney Lapworth

1. ENTRIES: (a) **Concours Entries** are to be accepted by the following up to 9.00pm on Friday 1.8.14.

- On Line at <https://www.cams.com.au> and follow link to & follow link to CAMS Event Entry. All on line entry have chance to win the only MG90 Car & Lapel Badge Set. CAMS membership not required.
- Email to mgccq@mgccq.org.au or grkelly@bigpond.net.au
- Post to GPO Box 1847, Brisbane 4001.
- Entry forms will be posted to entrants by contacting Ross Kelly on 0411 746 215.

(b) **Display Only Entries** accepted as above or on the day subject to additional entry fee. Display Only entrants are encouraged to advise Ross Kelly on 0411 746 215 if entering on the day for allocation of vehicle space in class order.

(c) The Organisers reserve the right to refuse entries subject to NCR 83.

2. STARTING TIME AND PLACE: Judging will commence at 9.30 am. University of Qld, University Drive off Sir Fred Schonell Drive , St. Lucia

3. ELIGIBILITY OF COMPETITORS: Persons eligible to enter are current financial members of a Car Club. Those members of a Club that is not a CAMS affiliated Club will be granted honorary day membership of MGCCQ on proof of their current financial status.

4. COMPETITION: Vehicles to be in place by 9.00am (but not before 7:30am) as directed by MG class signs and marshals.

The aim of the event is to identify the best presented car in each class taking into account appearance, mechanical condition and originality

- Vehicles are to be at the Concours venue by 9.00am and cleaning and adjustment of vehicles will not be permitted after judging commences.

- Judging will commence at 9:30 am and be conducted in teams of three (3) judges or two (2) at the discretion of the Event Director. Classes may be combined depending on entries received.
- **Judges shall be appointed by the Event Director from volunteers from the various MG Clubs.** Prior notification to Event director would be appreciated. Judges will be briefed prior to the commencement of judging.
- No inducements, judging aids such as mirrors, ramps or stands shall be permitted. No entrant shall provide any information to the judges during the judging unless requested to by the judges.
- **Entrants may display a sign detailing the vehicle specifications, photos of the vehicle and the entered vehicle's history. One sign only allowed not exceeding A1 in size.**
- Organizers may use display boards for details relating to individual models.
- Vehicles, except rolling chassis, must be driven from outside the Concours area to the judging position.
- A car will not be judged unless a correctly completed Concours entry form is prominently displayed upon it, e.g. under the windscreen wiper.
- These entry forms will be given to drivers upon entry to the concours judging area.
- Individual scoring sheets remain the property of the organizers.

4a. Display Only Cars: Vehicles to be in place by 9.00am (but not before 7:30am) as directed by MG class signs and marshals. The Display Only cars will not be judged for the Concours but will be parked in the Class Order.

5. GENERAL:

- No tents and shade structures are to be erected within the area nominated by the event organizers for display of the vehicles.

6. AWARDS: The following trophies will be awarded.

- (a) Class winners selected from the entries presented for judging in each class. These trophies will be presented on the day.
- (b) The Best MGs of the day will be selected from Class Winners in the following categories. These three trophies will be awarded on the day.
 - Pre MGA
 - Post TF/ Pre 1980
 - Post 1980
- (c) The winner of the **The Gearys Sports Car Concours Trophy** will be selected from the three category winners. The winner of the trophy will be announced at the Annual Awards Evening and presented with their trophy.

7. CLASS OF VEHICLE:

Class A:	Pre War Touring incl. Four seater MMM incl saloons, all SVW & all Vintage	Class Q:	MGB GT Rubber Bumper
Class B:	Pre War Sports under 1000cc incl SC cars.	Class R:	MGB GT V8 and. Costello
Class C:	Pre War Sports over 1000cc incl SC cars. All TA&TB models incl. Tickford & Airline	Class S:	MGC GT and Roadster
Class D:	MGTC	Class T:	MG Midget
Class E:	MGTD	Class U:	MG Y Saloon and Tourer
Class F:	MGTF	Class V:	MG Magnette ZA to Mk IV
Class G:	MGA Roadster (Single Cam)	Class W:	MG Front Wheel Drive
Class H:	MGA Twin Cam	Class X:	MG Specials (Pre MGA)
Class I:	MGA Coupe (Single Cam)	Class Y:	MG Specials (Post TF)

Class J: MGB Mk I (pull handles)
 Class K: MGB Mk I (push button handles)
 Class L: MGB Mk 11 Roadster
 Class M: MGB BL and Later Roadster
 Class N: MGB Rubber Bumper Roadster

Class O: MGB GT Mk I and Mk II
 Class P: MGB GT BL and Later

Class Z: MG Super Specials
 Class ZA: MG RV8
 Class ZB: MGF All Models excl. TF
 Class ZC: MG Rolling Chassis
 Class ZD: All MGs post 1 Jan 2000 other than Fs. (DM2002)
 Class ZE: MGF TF (DM 2005)
 Class ZF: MG ZR (2010 – 2011)
 Class ZZ: MG Chassis (Other components free)

Class NM Non- MG Marque – all vehicles other than those listed above.
 The organisers reserve the right to include additional classes depending on entry.
The organisers reserve the right to break classes apart if required.

The organisers would appreciate your help with judging a class. Please nominate on the Entry form your availability and preference of classes or contact Ross Kelly. (Ph 0411 746 215 or Email grkelly@bigpond.net.au)

*Remember it is **our Club Concours** and a little help from everybody makes the total job easier. Even if you are inexperienced, YOU can always be a constructive third person judge on all matters. The other judges should be able to answer most originality questions. If unavailable for judging, there are several other jobs that your help with would be appreciated.*

CREDIT CARD FACILITY

Please complete the authority below and post this with your entry form to
 MG Car Club of Queensland Inc., GPO Box 1847, Brisbane 4001.

- ☐ \$20.00 Concours Entry Fee - - (can be paid on day)
- ☐ \$15.00 Concours - paid early (Provided received prior to 9.00pm 1.8.14)
- ☐ \$10.00 Display Only - (Provided received prior to 9.00pm 1.8.14)
- ☐ \$15.00 Display Only - (can be paid on day)
- ☐ \$ 2.00 Raffle Tickets for Cane Picnic Basket Full details on www.mgccq.org.au (Drawn on 3/8/14 at MGCCQ Concours)
- ☐ \$20.00 Book of 10 raffle tickets in Cane Picnic Basket.
- ☐ \$15.00 MG Celebration Grille Badge Numbered Edition of 200 only.

_____ **Total**

Credit Card Details

Mastercard ☐ Visa ☐

Card Number: -----

Expiry Date /

Amount: \$

Name on Card: Card Holders Signature

FOR OFFICE USE ONLY Receipt No. Amount Paid Date

Held under the International Sporting Code of the FIA, the National Competition Rules of CAMS Ltd and the Supplementary Regulations for the event of which this forms a part.

ENTRANT (To be filled out in full by the entrant/owner of the vehicle)

ENTRANT Name Member of Club

Address Club No: Expiry: / /

..... Phone contact No

..... P/code Mobile

☺ **Are you Available for Judging?** - Preference of Classes to judge
(The Concours Judge Co-ordinator will contact you prior to the event.)

DESCRIPTION OF Entered VEHICLE

Vehicle Model Body Type

Year Rego No. **CLASS OF VEHICLE:-** (as per Supplementary Regulations)**Display Only - Vehicle Class of Vehicle (for space Allocation)****DISCLAIMER EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK ENTRANTS AND/OR DRIVERS**

For entrants: I/We being the entrant/s of the vehicle described on this Entry Form wish to enter that vehicle for the above event.

For entrants and Drivers: I/We being the entrant/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief. I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("CAMS"). In exchange for being able to attend or participate in the event (including entering the event), I agree: to release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "**Associated Entities**") from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("**harm**") howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law; that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and to attend or participate in the event at my own risk.

I/we acknowledge that: the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of: motor vehicles (or parts of them) colliding with other motor vehicles, persons or property; acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event. Motor sport is dangerous and that accidents causing harm can and do happen and may happen to me. I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities. I understand that this disclaimer is not intended to exclude any valid claim I may have under the CAMS Personal Insurance Scheme.

CAMS LTD INSURANCE PERSONAL ACCIDENT INSURANCE:- (Notification of names of insured persons.)

Pit Crew 1. 2. 3.

4. 5. 6.

ENTRANT'S SIGNATURE DATE:

APPENDIX A
FORM OF NOMINATION FOR MANAGEMENT COMMITTEE
MG CAR CLUB OF QUEENSLAND INC.

We, as financial members of the MG Car Club of Queensland Inc., hereby
nominate

For the position of

Proposed by Club No

Seconded by Club No

I hereby signify my willingness to act in the capacity as per the above nomination

Signed Club No
(Nominations must be received by the Sec fourteen days prior to the AGM)

APPENDIX C
FORM OF PROXY
MG CAR CLUB OF QUEENSLAND INC.

I, of

Being a financial member of the abovenamed Club, hereby appoint

..... of

to vote for me at the *annual / *special general meeting of the Club to be held on

the day of 20 and at any
adjournment thereof.

Signed this day of 20

Signature

*strike out which ever is not desirable (unless otherwise instructed, the proxy may vote as he
thinks fit).

INTENTIONALLY BLANK

NOVEMBER			
1	Saturday		Australian Hillclimb Championship Day 1 at Ringwood Newcastle
			WBC (Bundy crew) - Twilight run to Innes Park.
2	Sunday		Australian Hillclimb Championship Day 2 at Ringwood Newcastle
4	Tuesday		WBC Midweek run and Melbourne Cup lunch at John Carrolls
7	Friday		Noggin and Natter
12	Wednesday		DD Chapter Mid Week run for Lunch contact Ron Gillis
15	Saturday	P	CAMS State Race Meeting Rd 4 (WDSCC) (P)
16	Sunday	P	MGCCQ60 Happy Birthday Day Run 10 (P)/CAMS State Race Meeting Rd 4 (WDSCC) (P)
			Capricorn Chapter - Capricorn Coast Tour with Lunch at Keppel Bay Marina
			FNQ Chapter Port Douglas Run
			WBC - Early morning run to Gympie Mining Museum. Contact the Martins
21	Friday	P	MGCCQ60 Night Observation Run 10 Last Chance Before Christmas (P)
22	Saturday		Working Bee Mt Cotton
23	Sunday	P	HSCCQ Motorkhana MGCCQ # 5 at Willowbank Driver Training Centre (P)
			DD Chapter Day Run from Warwick contact Bob Marsh
			WBC (Bundy crew) - Early morning run for lunch at Penny Lane. Contact the Simmonds
			WBC - Fish 'n' Chips at Maddigans on the Esplanade
26	Wednesday		Mid Week Run 10
29	Saturday	P	MGCCQ60 TSA Mt Cotton Hillclimb rd 6 (P)
30	Sunday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 6 (P)
DECEMBER			
5	Friday		Noggin and Natter
6	Saturday		HSCCQ Christmas at MGCCQ
			WBC including Bundy Crew - Christmas dinner and party
7	Sunday		MGCCQ60 Christmas party at Clubrooms
			Capricorn Chapter - Christmas Dinner at a Coastal Venue to be revealed
			WBC - BYO BBQ at Burrum Heads
14	Sunday		FNQ Chapter Holloways Beach Breakfast
			WBC - Christmas Party at Dayman's Park, BYO BBQ lunch. Gold coin donation for dessert



Working bees are held every Wednesday at the hillclimb plus others as per the calendar and on Wednesdays as needed at the clubrooms. Contact Malcolm Spiden re hillclimb and Max Johnson re clubroom working bees.

WIDE BAY CHAPTER ASSEMBLY POINT: FOR HERVEY BAY LOCATION WATER PARK CAR PARK HERVEY BAY, KNOWN AS ALL ABILITIES CAR PARK LOCATED ON THE ESPLANADE 0.5 KMS TO THE EAST OF THE WATERPARK

RESERVE ASSEMBLY POINT IS APEX PARK ANOTHER 0.5 KMS TO THE EAST ON THE LAND SIDE OF THE ESPLANADE ON CNR STEPHENSON STREET

BUNDA BERG LOCATION IS PUBLIC CAR PARK AT THE EASTERN END OF QUAY STREET OPPOSITE WALLA STREET

ANY CANCELLATIONS AN E-MAIL WILL BE SENT OUT BY 8.00 AM ON THE RUN MORNING
ATTENDANCE NUMBERS WILL BE NEEDED

More details and information on our website mgccq.org.au



MG CAR CLUB OF QUEENSLAND INC

Affiliated with the Confederation of Australian Motor Sports ABN 17 363 680 667
Postal Address: GP01847, Brisbane, Q1d, 4001

2014 New Membership Application

The Membership Secretary
MG Car Club of Qld Inc.
GPO Box 1847, Brisbane Q1d 4001

Membership Secretary
Peter Rayment
Ph: 0407 693 947

Name in Full: _____ (PLEASE PRINT CLEARLY)

Residential Address: _____

Postcode: _____

Postal Address: _____

Postcode: _____

Occupation: _____ Company: _____

Phone (W): _____ (H): _____

(Mob): _____ (Email): _____

Previous Member Yes/No (If yes, please advise Membership No. if possible): _____

Date of Birth : _____

Particulars of Vehicle(s)

Manufacturer: _____ Model: _____ Year: _____

Registration No: _____ Engine No: _____ Capacity: _____

I, the undersigned, hereby apply for membership in the MG Car Club of Queensland Inc. This application is subject to the acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club.

Dated: _____ Signed: _____

\$80.00 - Annual Membership

\$13.00 - Name Badge (incl postage)

\$ 2.00 - Windscreen Sticker (incl post.)

\$33.00 - Grille Badge (Plus \$10 P/H)

\$15.00 - Club Keyring (Plus \$10 P/H)

\$60.00 - Country Membership (outside 160km radius of Brisbane)

\$35.00 - Club T-Shirt (Plus \$10 P/H). Please circle Size -- S, M, L, XL, XXL and colour -- sand/maroon

\$ 8.80 - Cloth Badge (80 mm diameter)

\$15.00 - Club Cap (Plus \$10 P/H)

Print name required on badge: _____

SUBTOTAL: \$ _____ TOTAL: \$ _____

Proposed by: _____ Seconded by: _____

Attached please find Cheque Cash

MGCCQ 2014 Membership		CREDIT CARD PAYMENT		Amount \$ _____
Credit Card:	Mastercard	Visa		
Card No				
Expiry Date:	Signature: _____			
Cardholder's name (Please print): _____				

Note: CAMS
Level 2 Licence

Phone CAMS
1300 653 529

CHAPTER Chatter

CAPRICORN CHAPTER

By Gurney T Clamp, Ian Wilhelmsen & Phil White.

Mt Morgan Golden Mount Festival Saturday 3 May 2014

Members once again travelled in ideal weather conditions to participate in the Golden Mount Festival at Mount Morgan. Keen participants included Stuart and Ada Clark, Terry Dwyer and Anne Burbidge, Ian Carleton, Lisa-Marie Dean and Ingrid, Jenny Hill and Ian Wilhelmsen. After departing from Kershaw Gardens the group made a short detour to the TAFE college to have a look at the Rockhampton classic motorcycle display. It was here that Phil Henry joined us.

After morning tea at the Mount Morgan Dam, we proceeded to the parking area behind the Grand Hotel where we were met by Rodger Warne.

After a stroll past the numerous stalls lining the street, some of us were in need of resuscitation and somehow found ourselves at the Leichhardt Hotel which had an excellent band playing music that most of us could recognize. On the way there was a variety of entertainment. One act in particular caught our eye. Some ladies (term applied loosely) were performing a singing and dancing routine which caused some of our members (no names) to quickly jump onto the

footpath lest they became involved in the routine.

While we were waiting for the parade to begin, we were very lucky to have some performers practicing their routines right beside my car. After participating in the parade, we headed back to the dam so that those who hadn't eaten could have a bite and then we all headed for home.



AWOONGA DAM – TANUM SANDS – GLADSTONE

After everyone has assembled the group got underway with light showers falling as we neared the Calliope River Heritage Village. The short break at the Heritage Village was appreciated by those who needed a toilet break. A Gladstone resident was at the Village waiting for our

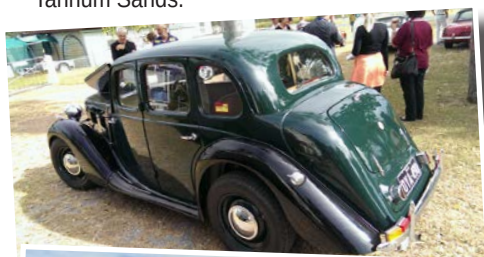


arrival in his beautiful restored green 1949 MG Y which attracted a lot of attention from our members. After getting back onto the Bruce Highway we headed to the Awoonga Dam where members enjoyed morning tea and the usual member chatter in the peaceful surrounds of the dam's foreshores. Once we were on the road again and under the guidance of group leader Gurney, we had an enjoyable trip to the Tannum Sands Surf lifesaving club for lunch, a lunch all members would recommend to anyone. There we met up with Tannum Sands couple Warwick & Sandra Bell in their TVR V8.

It was after lunch that group leader Gurney's leadership and direction skills fell apart, as after numerous stops and starts and half the group missing, Jo and Katie Emmert with the aid of their GPS led us to our next destination - Gladstone's Auckland Point lookout where the other half of the group were waiting for our arrival.

After a short break some members decided that they needed to get back home while others toured to Gary Behrendt's house in Gladstone where he is restoring a 1967 MG B to find that he had just had the undercoat spray painted that morning.

Everyone that took part in this tour appeared to have an enjoyable day out event even though the weather tried to do its best to upset the day and the leader gave an unscheduled tour of Tannum Sands.



RIDE in an OLDIE

Central Queensland Car club members celebrated a couple of milestones on Sunday 25 May. One was the coming together of some of the major car clubs in a joint effort to raise much needed funds for the Capricorn Helicopter Rescue Service; the other was when the newly formed Monto car club travelled to Rockhampton to join in and meet some other well established car clubs.

The day started under heavy fog that covered most of Central Queensland but not enough to stop members making their way to the Helicopter Rescue station at the Rockhampton airport. After all the car club members were registered, the helicopter rescue team crew invited everyone to view the helicopter at close range with one of the pilots giving all the very interested members a presentation on the workings of the aircraft followed by the rest of the crew demonstrating on how the rescues are carried out and the different types of harness used. All of them gladly answered all questions thrown at them.

All Classic Car club member, Mick White in his 1971 XY Falcon, volunteered to be leader of the pack to the heritage village followed by all different car makes and models in convoy made up of Fords, Morris, MGs, Holdens, Military Jeeps, Chevrolet, Dodge, Whippet, Vauxhall, Rolls Royce, Bentley and Volkswagen. All went well until, when entering Denison Street, the convoy came to a halt to find a stationary goods train blocking the road at this railway crossing. After several minutes Mick White did a U turn and found another route to get past the train across the Fitzroy river to the Heritage Village. Once there we were directed into the Village centre ring to park our vehicles for display to the many members of the public to view and ask questions of the owners.



RAGLAN FLY IN - by Ian Wilhelmsen

The trip to Raglan was uneventful except for the stops for road works so we arrived about an hour later than planned. We were ushered to our privileged parking spots next to hot rods, American iron and a Rolls Royce. We strolled around checking out trucks, motorbikes and of course, all sorts of flying machines. They varied from one man kit planes to quite large ones, even a L-39 Albatross jet. Helicopters were in abundance as well, a highlight being the rescue chopper when he did a low pass down the runway. Tractor pulling as well as a collection of vintage tractors were there too.

The airshow started at 3 pm with Ian Wilhelmsen who, feeling adventurous, had decided to camp over in his swag so was able to watch the display. Matt Hall of Red Bull air race fame put on an exhibition of flying that was breathtaking. I think he thought the trees on the property were pylons from the air race such was his expertise in flying around them. A Yak 52, Harvard and Trojan also performed displays. Richard McDonald put on a crop dusting display that had to be seen to be believed. All in all it was an excellent return to an airshow rather than just a fly in like the previous year.

The place came alive at night with excellent music (live band), chain saw races, cross cut saw races, plenty of food and drink and massive fires to keep everyone warm. When I crawled in to my swag late at night and had just settled in to a deep sleep, some character let off a stick of gelignite which just about sent me through the top of my swag. I didn't have to worry about setting an alarm clock as at 6.30am precisely, another stick of geli went off.

MACKAY – 7 to 9 June 2014

The trip to Marlborough, 105km, went well with the planned stop for smoko. Talking to a gentleman cutting the grass in the rest area it was revealed that not only was he the local 'copper' but also the son-in-law of Don Madden one of our members. It was decided to stop for lunch at Sarina, which was either a meal at the pub, Subway or homegrown sandwiches. We enjoyed our respective fare in the small rest area in the centre-grassed area of the highway. Phil and Pam slipped into the local TAB to place a bet on a "sure thing" that came third, much to their disappointment!!!! The high level cloud by this time had become a low overcast but no rain had fallen to spoil the day. The overcast later thickened and showers started with the promise of more overnight. Fortunately we planned to eat that night at the Resort, which also enabled some members to start the Happy Hour fairly early!!!!

Saturday morning we were greeted by very unseasonal cold weather and very damp conditions for our trip into the Pioneer Valley to meet up with members of the Pioneer Valley Classic Car Club (PVCCC). We planned to top up with fuel at the local servo and that is when things went wrong. The group got split up because Phil (me) could not select first gear at a set of lights and it then slowly got worse. The final result was that each group found their own way to Mirani in the Pioneer Valley with each group arriving separately by different routes almost together. We were greeted by Kel Pirie, MG Midget, and two ladies, Fiona and Kelly, Holden Torana, and made to feel most welcome. Due to the lowering cloud it was decided to have smoko at a local café in Mirani, which



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Excellent range of manuals-parts catalogues-handbooks etc. held for Jaguar-Triumph-Rover

MG

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B-MG21WH	MG MIDGET TC INSTRUCTION MANUAL	\$34.90
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B-MG41WB	MG MGA TWIN CAM	AKD926B \$39.95
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B-A20WH	MG MIDGET MK1, 2 & 3 AND SPRITE	AKD4021 \$49.90
B-MG49WH	MG MIDGET 1500	AKD4071B \$47.50
B-MG58GBWH	MG SPRITE & MIDGET 1, 2 & 3, 1500 (G/BOX)	OWN745 \$19.95
B-MG64WH	MG MGB & MGB GT	AKD3259 & AKD4957 \$59.50
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B-MG30PH	MG MGA 1500 S/C	AKD1055 \$49.95
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proved to be a good decision as their coffee and home grown meat pies were wonderful. We then headed directly up to the Eungella Chalet for an early lunch with the members of the PVCCC. The steep climb to the top of the Clarke Range, about 680m, was hampered by worsening conditions as we passed into cloud and heavier drizzle. Each member later related the challenges faced with the metal storm water grids that crossed the upper part of the range. Normally views from the Chalet on a fine sunny day provide wonderful views down the valley but for us visibility was restricted to about 50m!!!

On arrival at the Chalet, we were greeted by John and Bob, who related their story of taking their MGB from Mackay to Tasmania, to compete in the 'Targa Tasmania'. A mighty achievement considering a total distance of 7500 km!! Also at the Chalet was Rodger who was the author of the website <http://mgbsmadeinaustralia.org>. He explained that his challenge was to register each one of the 9500 MGBs that were assembled in Australia. He has about 4000 to date and encouraged everyone to send him details of their vehicles.

Although now with heavier rain we decided to continue on to the Broken River to take the chance of seeing one of the platypus that live there. Thankfully as we descended the back of the range the weather marginally improved and the rain stopped, for our short walk to the viewing platform. Unfortunately we came away disappointed but did find seven turtles that Bob Holbeck decided to call 'hard back platypus' to ensure our trip was not wasted.

Monday morning saw us on the road again heading for home with our first stop being the Camilla Roadhouse for a top up of fuel and smoko, but also to provide Ian W the opportunity to indulge himself in a slice of caramel tart!!!! We were surprised to find a Morgan parked at the Roadhouse only to find the owner relocating from Mission Beach to Zilzie on the Capricorn Coast. He was invited to join us for a future run with the Club. The remainder of the trip was uneventful with a short stop once again at Marlborough and then home by early afternoon. A great and enjoyable weekend enjoyed by all despite the unseasonal weather conditions.
Phil White – Run Coordinator



MEET & GREET Peter & Delia RAYMENT -- Sunday 15 June 2014

As pre-arranged, Peter and Delia Rayment contacted Ian Wilhelmsen to advise that they were travelling well and would be a bit earlier than scheduled as they had just gone past the Raglan Pub in their "I bought a Jeep" vehicle heading for Rockhampton's Kershaw Gardens where they met with the Central members.

There was concern on Saturday about what the weather predictions were for Sunday, but fortunately the rain fell through the night on Saturday night leaving behind overcast skies and a brisk Sunday morning as we all gathered together and met up with Peter and Delia Rayment who were travelling through CQ on holiday.

After the usual chatter and getting to know each other, the group headed to the first popular viewing point "Wreck Point" for a bit more chatter and photo shoot before going on to the second viewing point at Lammoor's Water tank hill lookout. Here there is a 360% view of Yeppoon and the Capricorn coast and so time was made for another photo shoot, after which we toured to the Waterline restaurant at the Keppel Bay Marina in Rosslyn Bay Harbour. Here we were greeted by the friendly catering staff of Waterline to find that we all were ideally seated under a special prepared portable cover in the Marina gardens which allowed us all to become involved in the usual chatter and get to know our guests Peter and Delia Rayment who invited us all to call in on them when any of us are travelling to the Sunshine Coast or Brisbane. Ian Wilhelmsen has already booked in. All reports that I have received thus far, is that we could not have asked for a better day with the weather conditions, location and meal spot on.

RE-OPENING Mt. MORGAN RANGE ROAD -- Sunday 22 June by Gurney T Clamp

The month of June has once again proved to be one of the best times of the year to get around central Queensland with the hood down in a MG. Thus members of both our Club and the Jaguar Club happily departed from Kershaw gardens for Bouldercombe where we met up with a couple of Gladstone members of the Jaguar club and new MG car club member, Ron Atwell from Wowan , in his 1963 red MG B.

A mobile phone call from Janelle Chapman, Senior Communications officer, Central Queensland Transport Department, got things in motion with 24 MG sport cars, one Mazda MX 5, and 6 Jaguar cars and one 4 wheel drive departing from Bouldercombe to participate in the official re-opening of the Mt. Morgan Range road after several months of closure due to damage done to the road from a number of rock slides created by heavier than unusual rainfall .



Members were caught on Television as they approached and rounded one of the many turns on the way up to the top of the mountain where we were greeted by Queensland Government representatives Ken O'Dowd, the Member for Flynn and Bruce Young MP for Keppel, along with a number of Queensland Transport Officials who were there to officially open the newly constructed Range road. Reports from all members who took part in the drive up the mountain indicated that they appreciated not only the experience of being invited to participate in such an memorable event, but also the noticeable improvements made to the general



re-construction of the upgrade with the new road surface being a real joy to drive on.

Following the opening ceremony it was off to the Mt. Morgan Dam for morning tea where most members were surprised by the number of improvements made to the facilities there. Following a relaxing break at the dam the majority of members of both clubs headed off to the Westwood pub via Dululu for a smorgasbord lunch. As our group passed the Dululu hotel we noticed that there were a large number of motor cycles parked outside. We later discovered that there was over 140 motor bikes in total and their next port of call was the Westwood hotel where they duly arrived while we were enjoying lunch, much to the delight of most of our members as it was an amazing sight to see many bikes of all makes, shapes and sizes roar into the pub's car park.

I would like to personally thank Phil Henry for the effort that he put in to make our Clubs become

part of the ceremonies and on behalf of the MG car club thank the Jaguar club for their friendship and contribution they all made and displayed during the course of the day's events.



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CHAPTER Chatter

DARLING DOWNS CHAPTER

by Gary Lawrence, DD Chapter Coordinator

I penned the previous Octagon report while sitting in my caravan in Adelaide prior to an extended tour around South Australia's Yorke Peninsula, Clare Valley wineries and the Flinders Ranges before returning north via Broken Hill, Bourke, Lightning Ridge and Nindigully. I am now back in Toowoomba after a very enjoyable tour....and back to reality!

I must express my thanks to those who kept things running while I was away.

The downside of that tour, if there can be one, was my MGs sat forlornly in the garage and I missed the enjoyment of MG driving and being involved in the majority of our Chapter's activities during April and May. And yes... the MGs did have flat batteries when I returned!!!

One of the highlights of the period was the Chapter's overnight run to Hervey Bay that was enjoyed by 14 participants. By all reports it was a great success with the appropriate level of social activities and telling of tall stories.

Planning is underway for our late August/early September week-long tour to the northern rivers area of NSW. In previous years, the Darling Downs Chapter tours have proven to be very popular with both our Chapter members and the wider MGCCQ membership. I will be sending out Expressions of Interest during July, so if you want to join the fun please respond early.

David Hack Day 5 May 2014

The David Hack Day is an annual charity event for Leukaemia organised by the West Toowoomba Rotary Club. It is held at the Toowoomba airport and involves an extensive and varied display of vehicles and aircraft. As a club we are regular participants in the event.

Unfortunately this year's event coincided with an unusually cold and windy day which contributed to a smaller contingent of MGs as well as other display vehicles. We did manage to get nine MGs there including three from Kingaroy. Mid-week run Hervey Bay 6 to 8 May 2014 On Tuesday morning Ben Cain farewelled our 14 participants at the Mt Kynoch park where we gathered for 'instructions' before we headed off on our trip to Hervey Bay. Although a bit cool, it was perfect weather to be travelling and we were all in good spirits (except Ben who was staying behind).

It was a purposely designed 'open' tour, meaning we didn't have to be anywhere at any set time as no bookings had been made for meals etc., and this turned out to be a much more relaxing mode, especially for the organiser. There were several roadworks along the way we went which slowed us a bit, but not a problem. A couple of lessons were learned as we moved along, particularly about passing on narrow bridges. Helen Goodfellow is now the expert in this. At one of the detours Marilyn O'Brien educated one of the traffic controllers as to the make and model of their Triumph TR7, which was then referred to as the Triumph Sunbeam by one of his colleagues. Someone wasn't listening.

The group travelled along the highway, perfectly spaced and at a steady pace, through Crows Nest and Cooyar to Yarraman for smoko. Definitely not a thriving metropolis, but the amenities were good, and plenty of room for us all to enjoy our break.

Back behind the wheel we continued on to Kilkivan via Nanango and Goomeri. Once again the drive was without drama and we enjoyed a leisurely lunch stop. Not having restraints on our time was a benefit.

After this break we headed off towards Hervey Bay via Woolooga and met the Bruce Highway

near Bauple. Of course the highway was the 'busier' section of our trip so we had to be on our toes. It was great when we turned off this road at the Maryborough turnoff.

We found our way through the town and travelled along the River Heads road to Urangan and our accommodation for the next two nights.

As if by magic who should drive in just behind us but Ben Cain who we thought we had left in Toowoomba. Arriving a little later were Barry and Jan from Brisbane which completed our little group.

A short Happy Hour, then we boarded the bus to travel to the Hervey Bay Boat Club for our evening meal. Unfortunately, Barry and Jan mistimed the bus departure, so decided to walk to the Club. Well done! After a very satisfying meal most of us decided on a reasonably early night as we had come a fair way today.

Wednesday was classified as an 'at leisure' day so everyone could decide for themselves what they wanted to do to fill in the time. Oddly most of the group slept late. Some rose early then went back to bed after breakfast. The more energetic chose an early walk along the foreshore. Whatever they did they could relax about it.

Later in the day a couple drove further north, some waited until lunchtime and went to Houlihans Irish Hotel for lunch, others just didn't do anything in particular but managed to fill in their time until Happy Hour.

We indulged in a much longer Happy Hour this time which brought the group together nicely. This was followed by a barbeque meal then more tall tales, maybe even some true ones, before retiring for the night.

Thursday morning we lined up the cars for a group photo before we drove back to Maryborough, then on to the Coolooloa Highway through the Tin Can Bay Military Zone and on to Gympie for our morning tea. The road along this way is quite good. There is a multitude of pine trees in the plantations along the way. A couple of the cars decided to give their drivers some angst with strange noises and stop/start activity. This did spoil their trip somewhat, but luckily we were headed into a town rather than being in the middle of nowhere.

We had our smoko in the park near the Gold Museum which was great. Unfortunately we had to farewell Ben, Barry and Jan, and Phil and Marilyn for various reasons, so the group that travelled on to Kingaroy was diminished.

Our route followed part of the road we had travelled into Kilkivan and Goomeri. We then veered off to Murgon, Wondai then Kingaroy where we stopped at the Kingaroy RSL for a very pleasant lunch. It was great to catch up with Trevor and Del Watkins here for lunch. They were able to guide us on to the Maidenwell road for the final leg of our journey.

A very light rain began to fall, but didn't last long thankfully. The overcast conditions made the



travelling quite comfortable as we travelled along through Maidenwell, Cooyar and Crows Nest.

After A quick stop at Hampton to say our farewells we headed to our various homes. A bit of a challenge for Bob with only one headlight on his drive to Warwick, but thankfully everyone arrived safely.

Participants: Phil & Marilyn O'Brien; Rob & Narelle Fraser; Guy & Pam West; Bob & Mavis Marsh; Trevor & Roz King; Helen Good fellow & Del Jensen; Barry Lutwyche & Jan Burke; Ron & Judy Gillis; Ben Cain.

Monthly Run 25 May 2014

A glorious day on the Southern Downs marked the start of our last day run for autumn.

Eight cars lined up at Leslie Park Warwick. Many of the Toowoomba contingent were seen fortifying themselves with hot coffee after the cool run over. Running repairs were made to one MG while another had to be spoken to severely and threatened with a return to home before it would behave. The good behaviour lasted until we set off and the offending MG refused to start. Thank goodness for a backup with a CB! A little rest for all the cars and once again we were on our way.

The run took us out through Freestone then across to the picturesque Goomburra Valley. Rich brown ploughed paddocks ready for winter crops, fat, glossy coated cattle and brilliant green as far as the eye could see greeted us at every





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turn. What a difference late Summer and early Autumn rains make to a farming community.

From here we continued on roads that made interesting driving, to our morning tea stop at Steele Rudd Memorial Park, East Greenmount. Waving us in were the lovely ladies, Helen and Del with Helen's beautifully restored TF parked nearby.

Lots of time was spent catching up on the latest news about present and absent friends and collecting home grown lemons and limes for future use thanks to a generous member.

From Steele Rudd Park it was a relatively short but interesting run through Greenmount to our luncheon stop at the beautifully restored Bull and Barley Inn at Cambooya. There were lots of oohs and aahs on entering the Inn from members who'd never dined there.

Considering that some of our regulars are either OS or out on the great caravanning adventure, there was a great roll up for the run with 18 participants.

Participants: Ron & Judy Gillis, Tony & Leigh Wright, Phil & Marilyn O'Brien, Rob & Fay Wickham, Denis & Imelda Logan, Gene Lucas & Errol Giesemann, Bob & Mavis Marsh, Guy & Pam West & Helen Goodfellow & Del Jensen.

Lunch Run 11 June 2014

We had a very respectable number of 19 attend our lunch out at Leyburn Hotel.

The hotel's claim to fame is that it is owned by Shayne Webke, the Bronco's stalwart, but this has come to an end as he sold it recently. The new owners have kept the quality of the meals and ambience to a high level so it is a great place to visit.

Leyburn is about an hour's comfortable driving from both Toowoomba and Warwick, far enough to enjoy a drive in the country on a not so cold winter's day. The roads are still showing damage from flooding even though there have been plenty of repairs done along the way.

The only downside of our meal was that flies decided it was not really winter and joined us for a meal. They didn't reckon on having Helen

armed with the biggest fly swatter I have ever seen. Not only that, but she has a very keen eye and downward swing that cut short the lifetime of several winged invaders.

Members old and new passed a couple of hours in friendly banter and deep discussion. The subject of cars of course was the main topic, especially when a Volvo arrived to join us. What a brave soul!!

The next Lunch run will be to the Greenmount Hotel on Wednesday, 9 July.

Participants:: Ron & Judy Gillis -MGB; Gary & Janis Lawrence - MGB; John & Marg Boland - MGB; Phil & Marilyn O'Brien - TR7; Helen Good fellow & Del Jensen - MGTF; Narelle & Rob Fraser - MGB; Kev Johns - Ford Ranger; Ben Cain & Arthur Johnson - MGBGT; Bob & Mavis Marsh - Falcon; Ron & Trish Porter - Volvo.



CHAPTER Chatter

FAR NORTH QLD CHAPTER

report and photos by John and Cherie Fransen

18 May - Mission Beach picnic scheduled but challenged by the weather gods!

Participants – Tony Basham (TD), Brendon and June Hammersley (MGB), Pauline and Graham Hepburn (Sprite), John and Cherie Fransen (Midget), John and Helen Honan (MGB), Steve and Maureen Girardi (Ute), John and Annette Collett with their visiting friends (MGA), new member Darren Howie (MGF), Cynthia Bevan (MX5) and Leon Johnson (Mini).

Not conducive to an open top car club run, Cairns seems to be experiencing a very late wet season, usually it is well and truly starting to get cooler by now and hardly anything drops from the sky. However today's run was discussed at Westcourt's carpark meeting point, by the group, and the general consensus was 'let's head towards where the clouds are not thick and grey and at least the sun is peeping out a little'. So to Kuranda it was, with the suggestion that the little community tavern at Speewah would be a great lunch stop.

Some arrived with roofs aloft and some braved the possible drizzle, so we left central Cairns around 9.30am with a positive vibe and took the winding, scenic 25km drive north west up the Kuranda Range, keeping an eye out

for those 'boys in blue' that a few of us have encountered on that stretch before.

It was a smooth drive up the Range, across the bridge over the mighty Barron River and on into the friendly tourist township of Kuranda, (well known as the Village in the Rainforest). A late breakfast was had by a few, with others just choosing the light option of beverages and cookies or cake and a catch up chat of all things vehicular, local, or any other topic that took our fancy.

The carpark at the back of the main street contained all our trusty drives and it was at this time a few decided yes or no to brave the weather and put the 'lids down'. (Good idea or not would be determined by the time it took each vehicle to arrive at the next destination, as some managed to arrive dry and a few not so fortunate).

Travelling west further along the Kennedy Highway onto Speewah, a tiny township appearing to be a 'passing through on the map', it was interesting to discover the population was as many as 800. The Speewah Tavern is a great stopover we found, with an ample menu and even a full size tropical swimming pool for the kids.

With the rain bucketing down this was an ideal stop for a long lazy lunch, and to wait it out until the skies cleared.





The trip back to Cairns happily allowed for the roofs to be folded down again, and it turned out to be a pleasant and fun day. Fingers crossed that, with winter approaching, we start getting some drier weekends that will allow us to stick to the schedule we made at the beginning of the year.

14 / 15 June - All British Townsville - Photos by Tony Basham

Although not an official MG Club event, our FNQ Members love the camaraderie of the long drive, full weekend event, get together that is all things British. Time for the annual North Queensland's 'Townsville All British', yipee!

June has rolled around again to kick start the beginning of winter and our run southward to Townsville. The usual meeting point of Earlville, (under the Big Marlin) on Saturday called us to wheels from 9am, with a departure time of a ½ an hour later.

With accommodation booked months in advance, due to the same weekend having country crooner Keith Urban in town playing at the Cowboys Stadium, we had a good number of participants being Bob and Patty Ingram (MGA), Trish and Ian (in Tony B's TD), Brendon and June Hammersley (MGB), Pauline and Graham Hepburn (Sprite), Tony Basham (PA), Harvey and Kay Williams (Lotus 7), John and Cherie Fransen (Midget).

Always having a plan for stop offs to keep the contingent in check, the first place for coffee and driver reviving was Innisfail on the Johnstone River, not too many road works getting there, but must admit there

never seems an ending to the repairs and improvements to the good 'ole Bruce Highway.

Coffee Club Innisfail found us meeting up with 'tagalongs' Alan and Sandy Wardlaw (MGB) and Raoul (Triumph TR7) from the Restorers club. Why wouldn't you want to join up with our friendly group?

Next stretch of the Highway was relatively trouble free, with again just a few lolly pop men and women to guide us through. Cardwell is always a favourite 'tuck shop stop', and lunch was the usual 'pie van' which had nearly sold out by the time we got there and it wasn't even midday. Happy to report Cardwell has managed to come out on the right side of cyclone Yasi's ill effects on its township, with a brand new esplanade development by Council and the rejuvenation of some of the shop fronts. Good on you Cardwell.

Townsville was the meeting point with most staying at the Monte Carlo Motel, so we pressed on and arrived safe and sound and well before nightfall. (The club co-ordinator might have relied too heavily on the accuracy of his GPS and not his navigator, ending up in the back streets searching for fuel.... sorry Brendon and June for the slight detour we had you take, you probably thought we might have known where we were going).

Unpacked at the Motel and ready for dinner, the group gathered under one of the car ports for drinks, nibbles and natter. There were a few yarns spun, and a lot of MG heckling from the Triumph terror! A short stroll down the street and we were at Frank's Italian Restaurant

for dinner. A good time was had by all with definitely no room for dessert.

Some polished their 'pride and joys' the previous evening and those who didn't made an early start on Sunday morning to have them looking shiny and ready for show. Leaving around 8am for the Cathedral Private School on Ross River Road, we convoyed into the grounds to take up what seems to be our regular spot now, onto the grass and beside the pond.

Lined up in groupings relevant to our make and models the collection of British motoring specimens was something to be proud of. (see pics) Although more of a fun event, well known local MG car enthusiast and more recently it seems, accident prone 'Yorkie', took out the award for best car with his cream TC, congratulations to one of our fellow Queensland Club members.

As well as our own group, there

were many other MGs on show from the local area, old and new Jaguars, Range Rover, Triumph, Mini, Morris, Morgan including the three wheel models, Lotus, Daimler, Aston Martin, motorbikes including BSA and one Dennis fire engine. A good turnout overall, and a credit to the owners that shared them with the viewing public.

At the end of the day some decided to trust in their Lucas electrics and travel home with only one having problems with Brendon losing Hi Beam after Cardwell, others decided to stay the night and travel back on the Monday morning.



CHAPTER Chatter

WIDE BAY CHAPTER

by Darrell Martin

How yummy ... how funny ... how helpful ... how delightful ... how interesting ... how sinful ... oh yeah, and how surprising and how very scary! And that just about sums up our last couple of months in the Wide Bay Chapter!

Let's start off with the "yummy" bit with the Bundy Crew's report on their pizza run to Childers on 4th May. Some sixteen people in 8 cars faced a very clear but cold windy morning that for the run. Organised by Allan Dansie, the group were surprised to find that they could park in the main street of Childers with only a short stroll to Behans Bar and Grill, the home of the much anticipated pizzas. With lunch orders placed the happy group carried on with the usual banter and tall stories until meals started arriving and the level of conversation dropped, a sure sign of hungry mouths and good food... But wait ... something was wrong! Everyone had nearly finished eating when it was discovered that Jacki Nolls order had gone "missing". However, all was resolved happily and Jacki finally had her lunch. Some of the group took the opportunity to make the odd purchase from the local dress shop (sorry, no names were supplied) and then the crew headed off to Gin Gin for afternoon tea and then back

home to Bundaberg .

A few days later, down south in Hervey Bay, David Carter led the dash to Sexie Coffee for morning tea. Heading out towards Burrum Heads first, the group picked up a couple of stragglers who had chosen to take the easy way out and meet up along the way. 13 cars and 22 people made the trip and, once again, some rather pointed remarks were made about "that" bright yellow hill climbing Datsun 260Z proudly wearing MGA number plates. Also included in the mix were two real MGAs, four MGBs, a Jag XK150, a TD, a TR8, an MX5, a Golf Cabriolet and an enormous Benz 450 saloon. Yet another pleasant morning that went longer than intended ... another good sign of a happy time.

OK, let's now get to the "how scary" and "how surprising" bit.

On 18 May Peter and Margaret Elson organised a most enjoyable country drive on little travelled country roads to a little old hotel at Theebine, inland from Tiaro. They promised a 250km drive, crossing the Mary River four times, morning tea at Bauple, and the chance to inspect the local Folk Museum.

While the Elsons had told us that prior notification





of numbers was needed none of us understood why until lunchtime. But before we even got there we were led to the Dickabram Bridge, a heritage listed timber and steel road/rail bridge over the Mary River, a bridge which has somehow survived huge floods over the years. Actually, it was not all that impressive as you drove onto it, timbers clattering and squeaking in protest beneath our spoked wheels and the hideously distorted rail line right next to you. But ... and it is a big "BUT", when we hopped out and looked back at the aging timbers put together in 1886, high above the Mary River, it suddenly became very scary. AND, we then had to go back over it! The centre section is the oldest remaining large steel truss bridge constructed in Queensland ... and it looks it! Having survived the two crossings the convoy of chattering teeth soon found the Theebine Hotel for lunch. The "how surprising" part (and the need for numbers) came about as the Elsons had somewhat sneekily arranged for us to be joined by an equally large MG group from the Sunshine Coast. With well over 30 cars we could have held our own Concours!

A large "Thank You" to Peter and Margaret for the thought, planning and inventiveness that went into providing a most memorable day.

And now for the "how interesting"

On 24 May, six cars from the Bundy Crew headed north to 1770.

I wasn't there, but to quote Allan Dansie:

"Oh my gosh, a 7.00 am start, I didn't realise the sun got up this early. After a quick good morning to everyone and an even quicker briefing on the trip we were off to 1770. The road is fantastic for MG driving, but even better for Ducatis which I can recall riding through here at a somewhat different speed to that we were doing in our MGs. We arrived at 1770 about 8.15 (ish) and mingled with the locals until we took part in the Parade, quietly idling along just behind the police vehicle

and the Rosedale School Army Cadets. After the parade we are ushered into our allotted parking area and dispersed to wander around the stalls until it was time for lunch. Needless to say, 1770 certainly fits the "how interesting" category. After lunch it was time to head off again on that great piece of road to Rosedale where we have an afternoon coffee stop at the Tiny Tea House and then back home to Bundy, an interesting and great day with a most enjoyable drive."



Keeping busy, on 28 May it was time for the Hervey Bay Mob to follow Jackie and Darrell on their "Anniversary Coffee Run" to Muddy Waters Cafe in Maryborough. A mix of cars, including a Series One Land Rover, an E Type Jag, an MGA, MGBs, and some more modern entrants successfully avoided the increasing numbers of Victorian and South Australian number plates on the highway.

Joining the group were Moya and Jim Haines from the Gold coast Club, friends who had been at the Martins' wedding 48 years previously. The delightful part came when the morning coffee group were able to befriend a rather large police dog that just happened to wander in ... check the photos for a chuckle!

Not pausing for breath, the next day was the Bundaberg Show with Eric Beckman doing the honours and organising six of the local cars to help the organisers out. Howard Simmonds with passenger Teena in the MGF, David and Kelly



Southgate in their Subaru, Eric Beckman in his MGB, Judy O'Donoghue in her MGB, Janelle Beckman in her MGZR and Bill and Esme in their MGB all fronted for the day.

The cars were on display (with a lot of interest from the public) until at 1.30pm they moved to the main arena and lined up to lead the main parade. Once Eric Beckman had the Show Queen on board his MGB the convoy headed off around the arena very, very slowly. It was obvious to all that Eric did not want to lose the Show Queen and the event is probably best described as "how delightful".



Now for the "how funny" bit.

On 1 June (we don't slow down too much up here) it was time for the Hervey Bay Mob to head south to Rainbow Beach for lunch. Headed by Sonja and David Carter the 18 folks in nine cars left the normal rendezvous point to meet up with others at "RV2", near the Maryborough Cemetery before going on to have morning tea at Teddington Weir. I remain just a little suspicious about this, and it does seem just a little "how funny" that the Rendezvous Point 2 at the cemetery was shared by some others. Not by any other club ... but by a group which I am quite sure did not have a CAMS Permit. It was none other than the nice

gentlemen in the bright cars with the pretty red and blue lights on top who had set up an RBT station. I am assured that all of our group passed the stringent test with flying colours. The day was a success, the Weir was crossed successfully, and the lunch at Rainbow Beach excellent.

Well, then we had a rest until 11 June when we held a "Mystery Coffee Run", so called because none of us had any idea where we were going. This is the one that fits in the "how sinful" category. The thirteen participants spent over an hour, driving, driving, driving. The ultimate sinful destination was near our local airport ... a French Patisserie! David Carter takes the credit for this one but we do wonder how many of all those extra pastries he purchased actually made it home.

Finally, the "how helpful" category.

A total of fifteen cars made the journey from various start points to meet up at Monduran Dam, north of Gin Gin, for a barbecue lunch. While most came from the Hervey Bay area, Bill and Cheryl McCollum, Kelly and David Southgate, and Les and Joukje Kelly arrived from Bundaberg. Also joining us (meaning a 500 km round trip) were Debbie and Tony Slattery in their Midget which managed 6 litres/100km for the day. While we all know that we don't need tools on our trips, it was fortunate that Tony had his with him to help refit part of an exhaust system. Not his, but another of our group whose car managed to touch a rather steep and high speed bump as we entered the Monduran Dam area. In the "how helpful" category we must also include thanks to those who offered jacks and spare wheels to put under the afflicted vehicle so that its repair could proceed safely. Once again, no names are given to protect the innocent ... but do check out the photos! Safe driving all ...



Competition Corner



NIGHT OBSERVATION RUN - by Ace Reporter

The May run had a short run through the industrial area of Rocklea before passing the Oxley Golf Club then the Queensland Police Academy followed by crossing over the Ipswich Motorway to the Darra Railway station. After finding the large Pillowtalk sign it was onto Jijaws Street to follow the main path to cross Bullockhead Creek and Sandy Creek. Next it went through some areas of Middle Park and Sinnamon Park followed by crossing the Brisbane River to the Cubberla Creek Reserve. By using Bielby Road with a short detour via Billabong Street the group drove past Mt Coot-Tha Forest to the Taringa area. Finishing with the north side, the route returned back over the Walter Taylor Bridge to find the Oxley Sailing Club, the Pamphlett Bridge to travel down Fairfield Road before the return Rocklea via Grindle Road.

Runners included Chris McMahon/Brian Stringfellow (Nissan X-Trail), Brian Krieger/Tony Best (Barina), Amie Kriedemann/Larissa Biggar (Nissan), Don Webster/Bernie Perrara (MGTD), Michael Galletly/Stephanie Black (Subaru).

WHITES DIESELS QUEENSLAND HILLCLIMB CHAMPIONSHIP

What an amazing day! What an incredible event After two days of indifferent weather, Sunday proved to be the ideal day for competitors to make the most of the conditions and that is certainly what happened with 14 records broken at various times during the day resulting in a new outright Open record and 7 new class records and 2 new MG records. Added to this were the many personal bests achieved by a host of competitors, the best of which had to be Bill Norman's amazing time of 37.55s, the best time yet achieved by a 'local' competitor. Yet even this was eclipsed by Brett Hayward's sensational winning run where he

lowered both the outright open record and his class record with a scintillating faultless run in 35.71s the first time a sub 36s run has been run at Mt Cotton.

Report below by Ace Reporter --

35.71 seconds for is the new outright time at Mt Cotton. The run in Brett Hayward's new Formula Libre car was not a ragged run but very smooth with the trademark power on all the way through both loops and running deep under brakes both times into the hairpin. The splits from the hairpin sectors displayed on the timing clock indicated that this was to be the winning run with the second split alerting that this run would result in a new outright circuit record and a 35 second run.

Private practice on Friday for those who entered the Championship produced no events with the only entertainment being Andrew Lake rounding up a couple of the local Wallabies who strayed near the track. It was nearing their afternoon grazing time and those vehicles had invaded their patch. Back in the paddock Allan Dansie was changing a fuel pump to resolve a very persistent engine misfire which had plagued him for that afternoon.

Following the rain on Saturday night Sunday morning was glorious and the day that followed was to live up to this start. Those present were to witness 7 class records (including the outright record) plus two MG records being broken by the conclusion of the Championship day.

BRISBANE WATCH REPAIR CENTRE

CLASSES - New class record fell to Barry Smith Ford V8 Special in the Historic Group K class (Post Vintage Thoroughbred cars 1931 to 1940) who lowered the mark from 59.81 seconds to 57.28 on his first run then subsequent times of 56.27, 55.73 for a final time of 54.32 second. Ross Kelly (MG NB, 6 cylinder 1275 cc Overhead cam engine and Supercharged) recorded a 59.58 run which is

his personal best time, so the 'works driver' has a new target to chase. Mike Gehde won the Group L class (Racing and Sports cars built between 1941 to 1960) with a 59.03 time in his Buchanan bodied MG TF.

REPCO CLASSES - The vehicles in these classes were all Ford Cortinas with the Mark 1 GT cars filling the Group Nb (Touring Cars from 1958 to 1965 with an engine capacity up to 2000 cc) with the class win going to Ken Freeburn with a best run of 53.50 closely followed by Peter Gilbert with a 53.87 secs time. Paul Shergold Ford Cortina Mark 2 took out the Group Nc (Touring Cars 1965 to 1972 up to 2000 cc) with a best run of 52.58 seconds.

DA and BJ COTTON CLASSES - Historic Group T, which covers Sports Cars built between 1941 to 1981 with a racing history, went to Roy Davis in his Triumph GT6 with a 49.58 secs run whilst the Group S (for Production Sports Cars 1941 to 1977) was won by Steve Purdy (MG Midget, 49.68 secs) from the Alfa GTV 2000 of Stephen Callaghan in a best run time of 59.28 seconds.

ACCURATE SUSPENSION CLASSES - Scott Dean captured the Improved Production 0 –1600 cc class in his Toyota Yaris (48.63) whilst Danny Mischok won the 1601 cc to 2000cc class in his Escort (45.95) from Dave Sidery (VW Beetle) in 50.62 seconds. The Yaris of Scott Dean is a 2006 model fitted with a 20 valve 4AGE engine running on E85 fuel.

FRENCH CAR CARE CLASS - The Improved Production 2001 to 3000 cc went to Troy McGrogan in his Mitsubishi Lancer with a best time of 49.38 run.

ULTIMATE POWER STEERING CLASSES

- The Sports Sedans up to 1600 cc class witnessed the close times between Daryl Morton (Morris Cooper S) and Jeffrey Bird (Morris Mini). After the second climb both had recorded a 48.38 time. Run three and Daryl had the exhaust pipe drop down as he approached the start line, run four Daryl ran in a 48.48 time to Jeffrey's 48.58, with the class decided on run five in Daryl's favour with a 48.14 time to Jeffrey's 48.21 run. Ross Liddle won the Sports Sedan 1601 to 2000 cc class in his Isuzu PF

50 with a 46.69 time on his third run after the first two climbs ended before the finish line with second placing to Tyson Cowie with a best time of 47.19 in his Ford Escort.

ARTXDESIGN CLASSES - The Sports Sedans (over 2001 cc) provided an entertaining tussle between Daryl Small (Commodore V8), David Malone (Torana GTR XU1), Alex Daniels (Escort Turbo) and Jeff Daniels (Escort Turbo). The day started in Daryl's favour with a 48.54 time from Alex (49.54), Jeff (50.14) and David (50.20). David took the lead by the third run with 46.18 from Daryl 46.19, Alex (47.58) and Jeff (47.99). After the final run Daryl took the class in 45.54s from David (45.94), Alex (46.02) and Jeff (47.20). Daryl had undertaken an extensive rebuild of the chassis, differential and rear suspension of his Commodore which was completed at 8 am on the Saturday morning of the event. The Commodore was so new that Daryl had no opportunity to test before the event and was scheduled to visit the paint shop the following week before Grafton NSW State round. Ray Pearse won the Production Sports Cars under 2 litres in his Mazda MX5 (52.12) from Peter Andrews (MGF in 52.93). Peter's MGF is standard form except for some suspension upgrade, which is his daily drive with some 208,000 kilometres on the odometer.

ECM GLOBAL PARTNERS CLASS - The Hyundai X3 class record of 53.50 set in 2013 fell on the first climb to Chris Donnelly (53.18) before Jamie Kielly took the lead with a 52.73 (his second run) then a 53.02 (his fourth run) to leave the new mark at 52.40 on his fifth run. Chris claimed second spot with a 52.62 with Mark Pryor also under the old record time with a best run of 53.32 seconds. The Hyundai of Chris and Mark was built by the Queensland Racing Drivers Association as a Junior Development project to bring on young drivers into CAMS speed events. Many club competitors find the Hyundai cars as a good car for Juniors to both learn to drive and learn to compete in grass level motor sport as motorkhanas to advance their skills.

THUNDERBOX TOOL BOXES CLASSES

- Brian Pettit set a new class record in his Westfield Clubman for the Marque Sports Cars

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up to 1600 cc from 44.41 set in 2013 to 44.28 seconds to win the class from Daryll Searle (Amaroo Clubman, 45.87), Kork Ballington (Amaroo Clubman, 47.84) and Allan Dansie with a 55.47 run in his MG Midget. Ironman winner, Jason McGarry took out the 1601 to 2000 cc Marque class with a 50.57 time in his Caterham Super 7 from John Price (MGB, 50.79).

COATES HIRE CLASSES - Mark Crespan Ford RMC Cobra Record lowered from 44.19 seconds to 44.13, 44.09, 43.98 and finally to 43.61 to take the Marque Sports Cars (2001 cc and over) class. He was followed by Simon Rhodes (Triumph TR7 V8, 46.92), Barry Evans (MGB GT V8, 48.85), Cameron Hurman (Mazda RX7 Turbo, 49.40), Steve Torpey (Mazda RX7 Turbo, 50.29), John Walker (MGBGT V8, 50.38), David Roberts (Datsun 260Z, 51.92), Flavio Paggiaro (MGBGT V8, 54.61) with Denis Cotton (Porsche 914 Targa, 61.33) now that the engine issues are sorted found on Sunday the Porsche suffered gear selection problems. Barry Evans lowered the MG 2001 cc capacity and over in his MGB V8 by almost a full second from his record of 49.84 set in 2010 to 48.85 seconds. Denis had fan belt issues during Saturday practice. He is most grateful to Simon Rhodes and Roy Davis who assisted to ready the Porsche on that afternoon.

The first LPG powered vehicle to run at Mt Cotton was that of Glen Hooper in his Subaru powered Sylva Riot which delivered a class win in the Sports Cars (Open) with engine capacities over 2000 cc. Glen's best time was 47.16 seconds from Shaun Marshall RCR SLR (48.69), Jeffrey Graham (Mazda MX5, 48.88) and Alan Barlow (Austin Healey Sprite Turbo, 52.32). Alan was restricted to one run as, on his second climb, he saw the blue smoke from the rear of his Sprite and immediately pulled off so no debris would fall onto the track surface. Glen advised his road registered vehicle is a deconstructed Sylva Riot engineered as an AWD vehicle running on LPG fuel. This project was completed over 4 years in his suburban garage and is currently running at 12 psi turbo and is capable of up to 20 psi boost.

EUREKA LANDSCAPES PTY LTD CLASSES

- The record for Sports Cars Closed 0 to 2000

cc set in 2011 at 51.29 was reduced by Mark Cowley (Alfa Romeo GTV 1750) to firstly 50.86 on his first run then 49.46 on his second run, 48.95 on his third and 48.62 on the fourth of six runs. Historic Group O for historic Racing and Sports Racing cars with a competition history between 1966 and 1969 went to Fred Sayers in the Morris Cooper S which was originally built by Don Holland. Fred's best time was 51.23 seconds.

EARTHPRO PTY LTD CLASSES - Quickest sports car at the Championships was the 1290 cc Minetti ZZ1 car of Darren Read in which Darren lowered his own class record set at the Australian Hillclimb Championships last year from 42.90 seconds to 42.63 on his second run, 42.24 on his third, then to 41.78 fourth climb. The Historic Formula Vee class (Group V, 1200cc engine capacity) for racing cars up to 1985 went to Geoff Cohen in the ex Ross Rundle Elfin Malmarm with a best run of 53.64 seconds.

TIGHE CAMS CLASS - The Superkarts class was won by Clinton White driving his 250cc engine Zapelli 02 car in 45.22 secs. Clinton commenced in this form of motor sport in 1999, had won his class in the 2008 Australian Championship event in a Ford Escort (Improved Production up to 1600 cc) before finding a new challenge in the Superkart class.

BRAD KIMBERLEY CARS CLASSES - Brett Bull won the All-Wheel Drive Forced Induction class with a best run of 48.82 in his VW Golf R Turbo whilst the Formula Ford class going to Rick Miles (Kookaburra FF91) in a 45.92 seconds time.

WHITES DIESELS CLASSES - The Formula Libre up to 750 cc engine size went to Paul van Wijk (Zip GP) in 44.45 seconds from Michael Ciccotelli (Uberkart Reaper, 45.60 seconds) and Kym von Holdt (Gladiator LC 500) with a best run of 46.06 seconds. Bill Norman recorded a personal best run of 37.55 seconds in his Gekko to take the Formula Libre 751 to 1300 cc class from Neil Lewis (DBF, 40.18), Jim Milliner (OMS 2000M, 41.01), Rod Johns (Norris Hawk Mk 11, 41.34 secs) and David Homer in his Group A Special GAE 001 with a 42.06 time.

2009 and 2011 Australian Champion, Brett Hayward, won the 1301 to 2000 cc class in his new design Hayward 014 Hayabusa (35.71 secs) with Harold von Rappard (Dallara Hayabusa, 40.75 secs) and Michael von Rappard (Dallara Hayabusa) in 41.05 secs. The plan for the new Hayward 014 was to be some 15 kilos lighter than the 012 and to gain some 15 extra bhp from the engine; however, the result was the chassis being some 40 kilo lighter combined with an increase of 3 bhp from the engine; it worked.

Warwick Hutchinson won the larger capacity engine class and the fastest Queenslander in his Van Diemen RF92-RPV02 Turbo (38.74 set on his sixth run) from Dean Amos Gould GR37 (39.03), Ron Hay Synergy Dallara (39.76) and Darren Duffield RPV 01B (42.07). Warwick's Van Diemen is a 1992 chassis which was modified in 2008 to fit a Mazda 13B turbo rotary instead of the Ford 1600 cc engine. With this configuration Warwick has competed at hillclimbs (Mt Cotton and Noosa) and Street Sprints (Leyburn where he has been outright winner from 2011 to 2013).

Top 15 for the Championship were Brett Hayward (35.71), Bill Norman (37.55), Warwick Hutchinson (38.74), Dean Amos (39.03), Ron Hay (39.76), Neil Lewis (40.18), Harold von Rappard (40.75), Jim Milliner (41.01), Michael von Rappard (41.05), Rod Johns (41.34), Darren Read (41.78), David Homer (42.06), Darren Duffield (42.07), Mark Crespan (43.61), Brian Pettit (44.28).

Winners of the major trophies were:



Tasman Building Society Perpetual Trophy for FTD: Brett Hayward in a time of 35.71 secs - presented with his trophy by Michael Haydock of Whites Diesels.



Glyn Scott perpetual trophy for fastest time by a sports car: Darren Read in a time of 41.78s. - presented with his trophy by Redlands Mayor, Karen Williams and Michael Haydock



Martin Tighe Trophy for fastest time by a Formula Ford: Rick Miles (45.92s) - presenter was Dean Tighe



Vince Appleby Trophy for fastest time by a sedan: Daryl Small (45.54) - presented by Ray Appleby



Paul Aitken Trophy for best average time by a motor cycle powered car: Brett Hayward (aver time of 36.50s) - presented by Karen Williams



Hamilton Trophy for best performance by an historic vehicle: Barry Smith - presented by Vern Hamilton



John English Trophy for fastest time by a Queenslander: Warwick Hutchinson (38.74s) - presented by Karen Williams



Accurate Suspension Top Total: Brett Hayward (total time of 219.02s) - presented by Pauline and Ken Graham

Record breakers were: (photos by Steve Johns & Steve Ivanovich)

1. Brett Hayward - Formula Libre 1301-2000cc and new outright record (Photo by Steve Johns)
2. Darren Read - Supersports (photo by Steve Johns)
3. Barry Smith - Group K
4. Ross Kelly - MG - Historic
5. James Kielly - Hyundai X3
6. Brian Pettit - Marque sports - up to 1600cc
7. Mark Crespan - Marque sports 2001cc and over
8. Barry Evans - MG - 2001cc and over
9. Mark Cowley - Sports cars (closed) up to 2000cc
10. Bill Norman ... now the fastest 'local' with a 37.55, more than a second faster than his previous best and just 0.01 better than Alan McConnell's 37.56 set in 2006
11. Glen Hooper in his AWD Riot, the first LPG powered vehicle to run at Mt Cotton





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The Club has always prospered under the magical influence of the MG name. The Queensland club occupies clubrooms at 8/16 Collinsvale St, Rocklea.

The club's committee organise many types of competitive and social events, including hillclimbs, navigation runs, sprints, race meetings, and motorkhanas which give you a chance to develop your driving skills without harm to either yourself or the car. A large range of perpetual trophies are sought after each year. They cover every type of event that the club engages in, and the winners receive replica trophies which are presented at the club's annual presentation night.



The Mount Cotton Hillclimb, where events are held frequently, is a thrilling bitumen sealed course about 30 kilometres from Brisbane and is owned and organised by the MG Car Club of Queensland Inc. Probably the best part of being a member of the MG Car Club is the friendly and informal atmosphere which prevails. It is not essential to own an MG, owners of all makes of car may join as well as their friends.

The committee and members of the club invite you to join - we know you'll be pleased that you did.

For further information on membership, contact:

Peter Raymond

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(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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