

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

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AFFILIATED WITH
MG Car Club UK & Motorsport Australia



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President's Report

Welcome to the new year!

This year we all hope, is bigger and better than last year.

This doesn't mean we had a bad year in 2024, just that we would like this year to be brighter and more enjoyable.

Following the festive season it's now time to knuckle down and get a bit of work out of the way at both of our venues.

The club rooms will be looking for some kind hearted people to assist in making it look pristine again as we have some intense work to do in the library area.

We have continued to collect many books but have to now find room to store them and someone with library experience would be a major asset in this respect.

At the Mount Cotton venue, works have been underway since December

to rectify some drainage issues and upgrade some safety concerns and vegetation behind the hairpin.

The drainage works are at the bottom of the second loop and behind the hairpin with new pipes and drainage grates being installed to replace the steel units which were placed there in 1967 when the track was built.

We have also put in place the new footings for the rebuild of the administration building after it's demise at the end of 2023.

This year I intend to tour the northern Chapters to meet and greet as many Club members as possible, most likely during the early winter period.

I hope that all Club members had an enjoyable and fulfilling festive season and we all hope to see you either in the club rooms or at a club organised event shortly.

- Neil Lewis



Octagon Submissions

PLEASE SEND SUBMISSIONS DIRECT TO: admin@artxdesign.com.au

Next publication deadline for submissions is March 31st

ALL STORIES to be in electronic format, Word or Plain Text. NOT Excel or scanned documents. When you send a scanned document, it needs to be typed in again from scratch and apart from taking much more time for each article, it also allows for the occasional error to creep in.

Please spellcheck your story before submitting it to ensure (particularly names, dates and vehicles etc) are correct. Remember that if we print your story, it is going to have your name on it and you most likely know better than us how your best mate's name is spelt and what car he drove.

ALL PHOTOS to be sent separate to the text document, ie NOT embedded into a PDF, or Word document.

It takes additional time to separate/copy and reformat your photos when they're part of a document, and quite a bit of quality is lost in the process.

For those who can, please supply photos at a file size around 3mb. This equates (very roughly) to 10cm wide at 300dpi (or 500mm wide at 75dpi). Small, low resolution photos cannot be enlarged at good quality. Larger photos make for a better, brighter publication.

For those who can't, we will use what you send but the quality might be lower than you expect.

NO CAPTIONS WRITTEN OVER PHOTOS

When you type captions over the actual photo, it prevents us from cropping or resizing them for better effect. By all means tell us what caption you'd like to see, but don't put it over the photo yourself.

GENERAL NOTES

Submission is no guarantee of publication. We endeavour to use as many of our Member's stories as we can, however space, time and cost restrictions all play a part in the publication of The Octagon. Long stories may be cut into serial format. Stories larger than six pages are likely to be cut into several editions to allow for other Member's submissions to be used.

IDEAL ARTICLE SIZE

1500 words and three good quality photos which equates to about 3 pages in The Octagon when we use a reasonable font size for legibility. Technical stories might be shorter and touring stories might be longer of course, the above is simply a guide to restrain overzealous authors.

PHOTOS ARE ALWAYS BETTER THAN WORDS

A good quality photo is always better than 1000 words. You may not be the world's best writer, but your photos might just capture the event perfectly!

ADVERTISING IN THE OCTAGON

Please direct all advertising enquiries to David Robinson at robo25home@bigpond.com

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T Type	Wayne Kirwan	0488 700 350	MGBGTV8, RV8	Barry Evans	07 3425 1695
MGA	Richard Mattea	0488 224 105	MG Midget	Richard Mattea	0488 224 105
MGY	David Robinson	0417 731 455	MGF, TF	Ken Wasley	0423 152 723
MGZA/ZB	David Robinson	0417 731 455	MGZR, ZS, ZT	Ken Wasley	0423 152 723
MGB	Graeme Walker	0431 678 319			

Pre Australia Day Social Run

January 24

Our first event for the calendar year was a social day run.

It wasn't designed to be an extended journey, just an opportunity to enjoy the camaraderie of fellow members.

Thus the "Pre Australia Day social day run".

This year the run commenced from Mansfield to run to Victoria Point for a promised gentle sea breeze views across the bay with the tide.

Those at the lower car park at Mansfield Place were Don Webster (MGTD), Peter Lefrancke (MGF), Terry and Lynn Jones (MGTC), Graeme Walker with son Chris Walker (MGB), Paul and Virginia Young plus Harold (MGBGT) and Malcolm Spiden (MGB).

The easiest route was via Mount Cotton Road to pass Sirromet winery, Gramzow Road, then Beenleigh Redland Bay Road to Victoria Point.

Given the rainy period around the festive season, a pleasant journey at a reasonable pace through the beautiful green scenery to journeys end.

Arrival at WH Yeo Park, the promised gentle breeze was a little more than gentle but great for those windsurfers, whilst the sand was encroaching on the water area of the bay. This encouraged others to wade out as far as they dare before the turning of the tide.

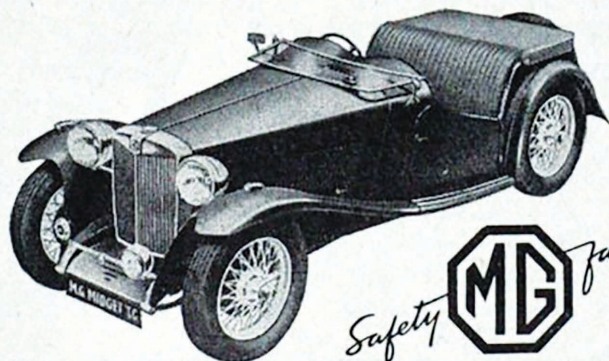
In all a nice relaxing day for all and able to enjoy the activities planned for the next day, Australia Day.



Possession with Personality

You might think us too fanciful if we suggested that an inanimate thing could have living attributes. Yet many MG owners say just that: they'd swear that their cars have clearly defined personalities, and respond, as dogs or horses will, to their moods. If you take inanimate as meaning "without a soul of its own" perhaps it's not a word to use for an MG after all.

Owners have been even more confirmed in their ideas when they have found that, to us, their car is no mere number, but a spirited being which must be fed and groomed with infinite care, and whose master has a right, as a discerning man closely concerned with the welfare of his possession, to be fully informed of the rights and duties of ownership. We, in this way as in all others, are *working to maintain the MG breed.*



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1949 MGTC



From a pile of pieces on the garage floor, to the shiny example you see here took lots of work...and lots of help.

MG lovers Gary and Judy Tucker have recently completed the restoration of their 1949 classic MGTC, and they have a handful of MGCCQ members to thank for making it possible.

Gary says that Don Webster and Peter Costello spent many gruelling hours in a hot Sunnybank Hills garage putting the red beauty back together, and helping source vital components from within Australia and beyond.

Their patience and knowledge has definitely paid off with the vehicle now back on the road, where she's happiest.

"Don did a wonderful job on the electricals and Peter spent many long hours getting

the motor in top condition," said Gary.

"They often worked together to solve problems."

"Thanks also to Terry Jones who made a new accelerator linkage which was a wonderful help. The TC is now with us in Toowoomba where we now live in a retirement village." he said.

Happy motoring!



Le Mans '65



Hopkirk and Hedges enjoy their parade laps (mechanics driving!)

MG made a return to post-war motor racing in 1963 with a single car MGB entry at Le Mans. This was a semi-private but works-supported effort, challenging the ban on works racing participation by the BMC management at Longbridge following the 1955 Le Mans tragedy.

After a successful sortie (12th overall and second in the 2-litre class) the team returned the following year with an official works entry and, with another MGB entry, again returned with a creditable result (19th overall and the 'Motor' Trophy for the highest-placed British entry).

Aiming for a hat trick of finishes with a lone

Peter Browning recalls the MG entry in the 24 Hours in 1965 when he managed the lone works MGB entry.

entry, we returned in 1965 for what was to be Abingdon's final visit to Le Sarthe.

Le Mans has always attracted worldwide motorsport interest and by the mid-1960s, while the main interest was on the new generation of sports prototypes going for outright victory, and in particular the much-heralded contest between the seven-litre Ford GT40s and the Ferraris, there was still keen support for the fortunes of the regular British 'production' sports car entries – MG, Sunbeam, Triumph, Austin-Healey and Lotus.

The performance differential between the new era of sports prototypes and the less sophisticated production cars, however, was starting to be significant. Minimum qualifying criteria set against the fastest car in each class had been introduced and certainly the speed differential was perhaps becoming dangerous.

It was certainly the new qualifying regulations which caused us the only real challenge of the weekend, because the MGB was as always in the same highly competitive two-litre class with the more highly modified Porsches.

The qualifying time around the circuit (with no Mulsanne chicane in those days) was just under five minutes representing a 100mph lap.

Despite running Stage five tune and with some weight reduction, the MGB needed a lot more top speed and this was achieved by fitting the now-famous droop-snout nose designed by Syd Enever from Abingdon's Development Department. This produced exactly the right result, giving the car a top speed of 126mph and a comfortable

'cruising' lap time close on the 100mph mark. It was interesting that Syd's pre-race calculations and predicted top speed worked out exactly right!

Just to make sure, in qualifying we did have words with one or two of the British drivers in the front running prototypes to try and give us a tow down the Mulsanne straight if the occasion arose. This certainly produced some 'cheaty' quick laps but the drivers did have to be careful to pull out of the slip stream well before the sharp Mulsanne corner itself because the MGB brakes were not quite up to GT40 performance!

On the subject of the droop-snout nose, used on all three Le Mans cars (1963-1965) there is some doubt today as to whether the same nose section was used on all three cars or whether one or more were built. Certainly we know that one nose was written off on the ex-1964 Le Mans car which was driven by John Sprinzel and Andy Hedges on the Tour de France.

More than one reputed ex-Le Mans MGB has appeared in recent times claiming to have the original droop-snout nose which is confusing. The final (1965) car, DRX 255C, certainly had its nose removed when it was sold and the car runs with standard bodywork. This is just one of the many unresolved mysteries of what actually happened within the Competitions Department at the time when memories today of those involved (including myself) have faded on things which at the time did not seem to be that important! Compared to today, the MG equipe to the 24 Hours 36 years ago was a very small and unglamorous outfit.

The race car was towed to the circuit on an

open trailer, two or three works mechanics came from Abingdon, while our pit equipment, tools and spares were pretty modest.

The average Club MGB racer today probably goes to the circuit better equipped! There was no lavish team catering or hospitality, friends bought along a small caravan to provide simple food and drink.



Peter Browning (left) confers with Paddy Hopkirk (helmet), Andrew Hedges (right) and Dunlop's Oliver Speight (centre).

The all-important Mulsanne signalling team was run by a regular group of MG enthusiasts, dedicated volunteers who camped out each year and whose only contact with the outside world was the French ex-army field telephone land line to the pits, which provided a totally unreliable means of communication (no mobile radios in those days!).

After satisfactory qualifying by both drivers – Paddy Hopkirk and Andrew Hedges – our race plan was established and was very simple. We divided the 24 hours into 10 sessions of two hours and about 20 minutes this being dictated mainly by the fuel consumption. With a 20-gallon tank and fuel consumption of around 14mpg, we had a range of around 280 miles and planned on maintaining a 100mph race average.

As with all of our racing activities with the works MGBs, we were only there really to put on a display of reliability. Our chance of success was to be there at the finish to hopefully pick up a promotional class placing plus the best overall position that we could achieve when the others fell by the wayside.

The only time when we actually went 'racing'

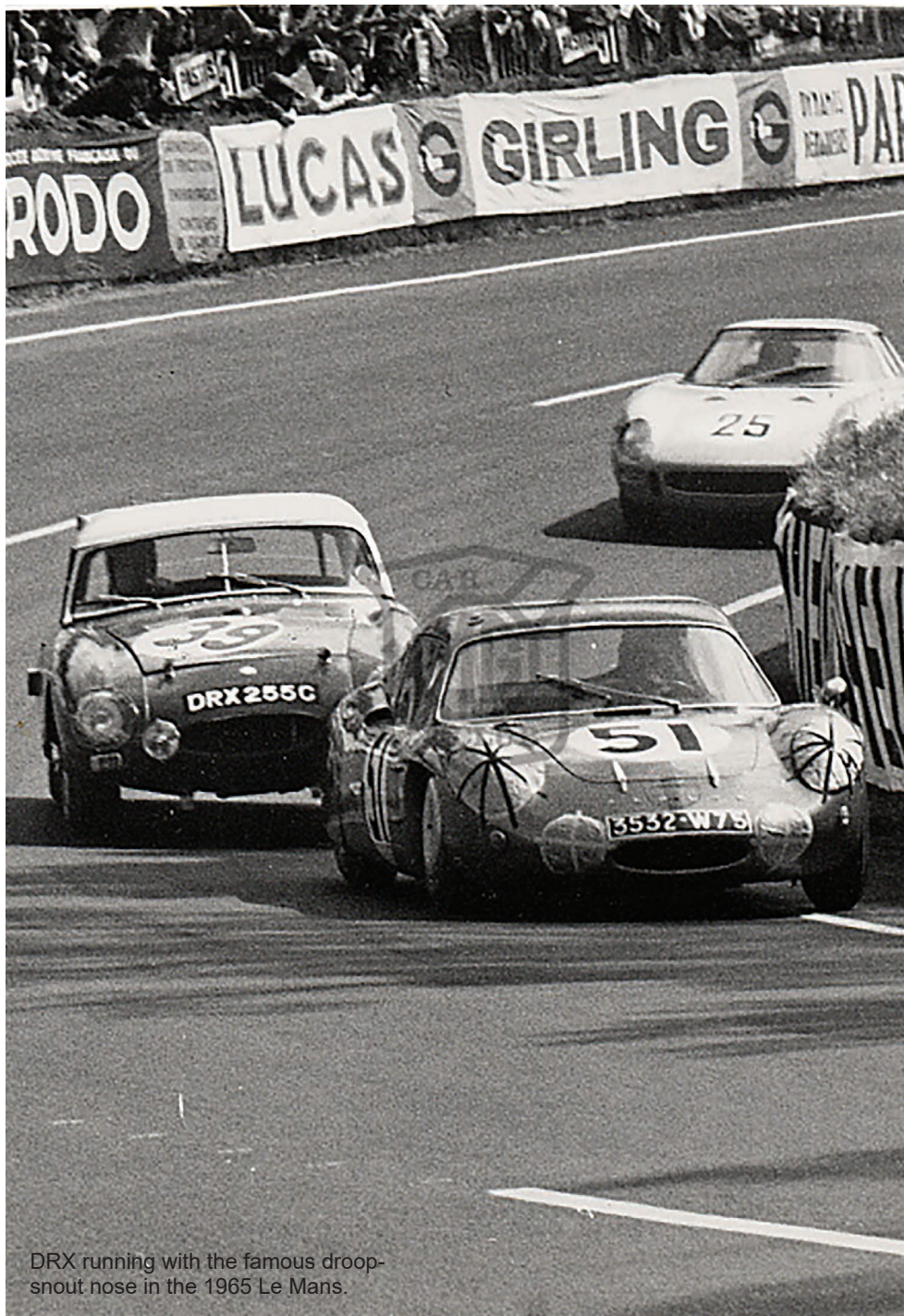
was if one of the other British teams got too far ahead and then we would put on a bit of a spurt to keep them in our sights. This meant that we would be in striking distance if towards the finish we could 'attack' if they were still running.

Compared to today's race strategies it was all very simple, and with the almost total reliability of the MGB we very seldom veered far away from outset race plan.

Certainly in 1965 the car ran like a train and we finished 11th overall and were runner-up to a Porsche in the two-litre class, which actually pulled into the pits on the last lap with a blown engine! The MGB just failed to win the 'Motor' Trophy again being beaten by the whispering Rover-BRM gas turbine which finished in 10th place.

The hat trick of Le Mans finishes with a lone entry achieved exactly what John Thornley told us to do – demonstrate MG reliability using a car that basically used off-the-shelf competition tuning parts available to any owner.

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DRX running with the famous droop-snout nose in the 1965 Le Mans.



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Chapter Chatter

WIDE BAY CHAPTER

by Ian Andrew

November

Well, the Wide Bay Chapter had an amazing finally to its 2024 activities! It must be said that 2024 went out with a bang!

The events for the month were both active and varied with 2025 looking to be going to have an amazing start with a number of activities already planned by November..

We visited the Sublime Farm and Brewery at Kia Ora.

This event was brilliantly organised by club members Rodger Wilson and John Nash.

The group met at the normal venue this being the United Servo in Hervey Bay where they then travelled by convoy to Woocoo Park in Maryborough for BYO morning tea.

With a total 35 people attending with 19 cars they had a great drive to the Sublime Farm & Brewery on the back roads towards Gympie.

This was truly like the good old days of

winding corners, hilly climbs and magnificent views on the country side. The drive encountered no gravel roads but there was a little bit of single lane bitumen.

On arrival at the country style venue, the group had a delicious lunch surrounded by serene gardens, friendly water dragons, craft brews, open air dining and a friendly atmosphere and a great fun day was had by all.

November 30 - Chapter Christmas Party

The event was a real tribute to David & Dilys Bradbury who spent hours ensuring the success of the party.

The 48 Club members attending with 23 cars met at the venue which was at Susan River Homestead.

On arrival each participant was presented with an envelope containing a Secret Santa number plus a laminate picture of their model car, expertly done by David & Dilys.

An intended Show'n'Shine prize for the best dressed Christmas decorated car was cancelled due to the prospect of rain, however, instead, a variety of videos of old





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British cars was shown and well received.

The tables and room were beautifully decorated for Christmas with Club members Loraine & Roger providing much appreciated sweets and nuts for the tables.

At noon, a buffet meal was served...a large variety of delicious food of which the variety and presentation was excellent.

A genuine Christmas cake made by Dilys was shared by all before the Secret Santa.

Thank you to the Susan River Homestead and staff who were so friendly.

December 8

The group of 34 met at the United service station and drove in convoy to David and Lyn's "Motor" shed in Torquay, Hervey Bay.

The shed was magnificent with plenty of room for many cars and plenty of room for all members to be seated and a general meeting was held with discussions on events for the upcoming 2025 year.

At 5pm we left for fish n' chips at the Urangan pier where great food and wonderful friendly company was had by all.

December 15

This event was well organised by David & Lyn with the plan to travel to Teddington Weir for a BYO morning tea, however the wet weather stopped this.

With 20 people attending (due to the wet weather most were in their every day drive cars) the group drove to Boonooroo, with a drive into Maaroom on the way.

Maaroom is a serene fishing village on the Great Sandy Strait, offering stunning views of K'Gari (Fraser Island) and is located 20km south of Maryborough.

On arrival at Boonooroo, the group who were undeterred by the constant rain during morning tea on the outside verandah then enjoyed a delicious lunch. The tables were beautifully decorated for Christmas.

As always great food, great company and fun times were had by all in attendance.

That brought us to a close for 2024, and we were all looking forward to an equally vibrant 2025!



Chapter Chatter

CAPRICORN CHAPTER

January 19

By Phil Henry

As has become the norm for the Capricorn Chapter, members awoke on Sunday to scan the horizons for portents of the day's weather for the first run of the year. In this case, bright and balmy with an outside chance of storms.

Light misty drizzle accompanied the coast crew as they headed into Rocky, but it was clear by the time everyone ascended Mt Archer.

As we arrived there was no sign of the motorbike club we had been advised would be there, save for two stragglers. So plenty of space in the usual area.

Paul Davey had left early to set up his BBQ, extra chairs, shade cover and possibly even a pavilion – he was well prepared for everyone's arrival. And indeed it was everyone – 41 merry souls in total, all out to welcome the new year.

It wasn't long before all these souls were set up and chatting to catch up on doings over the Christmas/New Year break. Many

were oblivious to what was happening back in the car park: clouds of smoke billowing from the back of Ian Hamilton's MGF, accompanied by litres of multicoloured liquids gushing from underneath. More on that later.

Many members had brought cold food but Paul's BBQ got a good enough workout to justify all his work in bringing it.

A slight pause in enjoyment was called for me to brief those in attendance about imminent events. One of these was the first dinner of the year on 7 February.

A straw poll was held to gauge interest in an evening at Footlights Theatre Restaurant. This was defeated by dinner at the Capricorn Tavern, but only by a narrow margin. We'll revisit Footlights as a possible for midyear.

Then it was back to chatting and eating, with remarkably few leaving. This really shows the value that our members put on the friendly, social nature of our club, none more so than Gary Whight's first conduct of Gloria's Poker Run and the Rusty Door prize, with able assistance from Doris. The Poker Run was won by Paul Lynam and the Rusty Door by Yvonne Carr.



It was only as I was leaving that I came upon a very sad sight in the carpark, with Ian Hamilton's car being loaded onto a trailer brought by Ian's daughter Simone, with assistance from Gary Kunst and others.

Initial diagnosis was coolant loss but, regardless, on a trailer is maximum points, setting a high bar for the Broken MG Award so early in the year.

And just to be clear, Rick's bonnet was only up for him to display the Corvette's motor, not to replace another distributor.

And with that, our year is underway.

PARTICIPANTS: Paul & Joanne Davey – 4WD ute for transporting BBQs etc, Martin & Narelle Adamson – MGB, Kev & Yvonne Carr – BMW Z3, Ian & Judy Hamilton – MGF (one way), Lyle & Pat Fielding – Audi TT (with excellent acceleration), John & Gail Newton - Jaguar E-type, Rick & Michele Taylor – Chevrolet Corvette, Gary & Julie Kunst – 4WD, Gary Whight & Doris Lisle – Triumph 2500, Clare Lynam – MGTC, Paul Lynam – MGA, Ewen & Meredith Sutherland – BMW Z3, John Shepherd & Henia Mitchell - Jaguar X-Type (yep that's another car for John!), John Rowe - MGA Wayne Bergan - MGA, Neville & Barbara Funch – MGB, Brian & Glenis Russell – Landcruiser, Phil Henry – MGTF (late model).



Social & Motorsport Calendar

The following abbreviations are used for Chapter names:

CAP = Capricorn; FNQ = Far North Qld; DDC = Darling Downs; WBC = Wide Bay; WHI = Whitsundays BUN = Bundaberg & District

MARCH	
1 Saturday	QSSS B1
2 Sunday	QSSS B1
8 Saturday	Mount Cotton Hillclimb 1 / Phillip Island Historic
9 Sunday	Mt Cotton Hillclimb 1 / Phillip Island Historic
13 Thursday	Australian Grand Prix Melbourne
14 Friday	Australian Grand Prix Melbourne / QSSS C1
15 Saturday	Australian Grand Prix Melbourne / QSSS C1 / Queensland Rally Championship Round 1 Manubar
16 Sunday	Australian Grand Prix Melbourne
21 Friday	Motorsport Australia State Championship Races 1 at Morgan Park
22 Saturday	Motorsport Australia State Championship Races 1 at Morgan Park
23 Sunday	Motorsport Australia State Championship Races 1 at Morgan Park
29 Saturday	Mount Cotton hillclimb 2
30 Sunday	Mount Cotton hillclimb 2
APRIL	
5 Saturday	QSSS A2
6 Sunday	QSSS A2
12 Saturday	Mount Cotton hillclimb 2 (5 weeks after 8 March) (MY GUESS) / QSSS B2
13 Sunday	Mount Cotton hillclimb 2 (MY GUESS) / QSSC B2
18 Good Friday	MG National Meeting Albury/Wodonga
19 Easter Sat	MG National Meeting Albury/Wodonga
20 Easter Sun	MG National Meeting Albury/Wodonga
21 Easter Mon	MG National Meeting Albury/Wodonga
22 Tuesday	MG National Meeting Albury/Wodonga
26 Saturday	Motorsport Australia State Races 2 at Queensland Raceway
27 Sunday	Motorsport Australia State Races 2 at Queensland Raceway / IWMAC Dirt Sprint
MAY	
3 Saturday	Short Circuit/possible Test and Tune pre QHC 5 weeks after 13 April)
4 Sunday	Short Circuit
9 Friday	HRCC Autumn Races at Morgan Park
10 Saturday	HRCC Autumn Races at Morgan Park
11 Sunday	HRCC Autumn Races at Morgan Park

18 Sunday	IWMAC Dirt Sprint
24 Saturday	Bribie Classic Regatta Car show / Queensland Rally Championship Round 2 Coffs Harbour / QSSS C2
25 Sunday	Bribie Classic Regatta Car Show / QSSS C2
31 Saturday	Queensland Hillclimb Championship at Mount Cotton / Hi Tec at Morgan Park
JUNE	
1 Sunday	Queensland Hillclimb Championship at Mount Cotton / IWMAC Dirt Sprint / Hi Tec at Morgan Park
7 Saturday	NSW State Hillclimb 5 Mountainview hillclimb, Grafton / Motorsport Australia State Race Championship Round 3 at Morgan Park
8 Sunday	NSW State Hillclimb 5 Mountainview Hillclimb, Grafton / Motorsport Australia State Race Championship Round 3 at Morgan Park
15 Sunday	Short Circuit / RACQ Motorfest
20 Friday	V8 Supercars in Darwin
21 Saturday	V8 Supercars in Darwin / Mt Cotton hillclimb 3 (3 weeks after 1 June) (MY GUESS)
22 Sunday	V8 Supercars in Darwin / Mt Cotton hillclimb 3 (MY GUESS) / IWMAC Dirt Sprint (MY GUESS)
27 Friday	HRCC Winter Races at Morgan Park
28 Saturday	HRCC Winter Races at Morgan Park
29 Sunday	HRCC Winter Races at Morgan Park
JULY	
4 Friday	Australian Rally Championship Round 3 Rally Queensland at Gympie set and Queensland Rally Championship Round 3 / Queensland Super Sprint Championship at Morgan Park
5 Saturday	Australian Rally Championship Round 3 Rally Queensland at Gympie set and Queensland Rally Championship Round 3 / Queensland Super Sprint Championship at Morgan Park
6 Sunday	Australian Rally Championship Round 3 Rally Queensland at Gympie set and Queensland Rally Championship Round 3 / Queensland Super Sprint Championship at Morgan Park / Inter Club Challenge Mac Leans Bridge Classic Car and Aero Display at Caboolture Aero Club
Friday	V8 Supercars at Townsville

Nuts decals are back!

Have you been into the nuts?

It's a time honoured tradition at The Hill and now the decals are back to be awarded to nuts-adventurers.

Be prepared to be presented one the next time you do!



Chapter Chatter

DARLING DOWNS CHAPTER

November 24

By Trevor & Karen Martin

After a wet and soggy last week of November, 11 cars and 21 members of the Darling Downs chapter met at Ernest Peak Park at Drayton for the final run of the year.

A shorter twilight run was planned due to expected usual hot weather at the end of November however the last Sunday gave us a beautiful fine day and mild temperatures. A perfect way to end the Spring season with a country drive.

The group travelled along the New England Highway to Cambooya, Wyreema then north through Umbiram up to Southbrook before turning south along the Gore highway to Westbrook.

The roads were a delight with very little traffic mostly through prime agricultural land. After so much rain during the week the countryside looked fresh and picturesque in the late afternoon sun.

A minor mechanical issue with one of the cars delayed arrival at the Bernborough Bistro at Westbrook where Gaye Hawkshaw

and friend Debbie joined the group for the evening meal.

Overall, a very pleasant final Sunday run for 2024.

ATTENDEES: Michael & Marilyn Keating - MGBGT, Gene & Faye Lucas - MG TD, Peter & Jenny Wild - Mini, Owen & Kay Douglas - MGB, Malcolm & Barb Campbell & Norma - PT Cruiser, Rob & Narelle Fraser - MGBGT, Ian & Jenny Roberts - MGB, Brian & June Phillips - MGBGT, Trevor & Karen Martin - MGB, Carl & Cassie Smith - MGB, Pat Bermingham - MGB, Gaye Hawkshaw & Debbie Schier - Camry.



December 11

By Marilyn Keating

This was our last lunch run for 2024. This year we made a decision to have the mid-month lunch run every second month, instead of monthly. We have had a very good response to this and all our lunch meets have been well attended and enjoyed by those taking part in this event.

December was no different and 20 hungry members met at the Plttsworth Hotel Motel at noon ready for our usual meet and greet and the obligatory chat before ordering our meals.

An excellent meal is served at this Hotel, and the opportunity to have a Seniors meal is always welcome. Some took advantage of having dessert or coffee to finish off the meal, while others asked for a doggie bag to take home the leftovers.

All in all, a lovely time to sit and relax with good company, was had by all.

Christmas and New Year well wishes were exchanged before we headed home. The end of another successful year for the Darling Downs Chapter.



EXPRESSIONS OF INTEREST

1979 Rolls Royce Silver Spirit

Australian build, interior 5/10, exterior 6/10, seized waterpump.
\$12,500 or offers

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Needs some love but starts and drives well. \$20,000 or offers

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1998 MGF (Black) racecar

Last of the handbuilt MGFs with CAMS registered cage, professionally lapped and installed Quaif LSD, hand ground Piper cams with adjustable timing cam gears, cold air input, custom stainless straight-through race exhaust and cat back, custom billet gear linkages, custom billet swift-shift gear change mechanism, 52mm fettled throttle body, Ford Mustang 42lb injectors, Emerald race ECU hub-dyno tuned to BP98 fuel at 150HP at wheels, fully functional adjustable hydrolastic suspension, twin race seats and driver's 4-point harness (now out of date), currently running Dunlop super soft semi-slicks, comes with spare set of rims and larger front brake upgrade (not fitted). Comes with hydrolastic pump and fluid (value \$700).

Easy vehicle to drive fast, handles like an angel, < 50 seconds at Mt Cotton with current driver, an organic upgrade will achieve much more!
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PLEASE EMAIL Craig Winter at craig@wintergroup.com.au for more information. All vehicles located Maryborough.



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Membership Application Form

RETURN TO: The Membership Secretary, MG Car Club of Qld Inc, GPO Box 1847, Brisbane Qld 4001
Email mgccq@mgccq.org.au **Phone** 07 3274 1611

Name in full:

Residential Address:

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..... Postcode:

Trades/skills: Company:

Phone (W):(H):

(Mob):(Email):

Previous Member? YES /NO (If yes, please advise Membership No. if possible):

Date of Birth:

PROPOSED BY: Member No: Phone:

REFEREE: Member No: Phone:

All new memberships will be held over until the next management committee meeting

PARTICULARS OF VEHICLES (Current membership is required for concessional registration)

Manufacturer: Models: Years:

Registration Numbers: Engine No: Capacity:

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

Date: Signed:

\$100 Annual Membership \$80 Country Membership (outside 100km radius of Brisbane) **\$40 Junior Membership \$10 Social**

\$35 Club T Shirt (Plus \$10PH) **Please circle size S, M, L, XL, XXL, XXXL** **Colour Sand or Maroon**

\$15 Name Badge (inc Post) **\$40 Grill Badge** **\$10 Cloth Badge** (80mm diameter)

\$2 Windscreen Sticker (inc Post) **\$20 Club Cap** (Plus \$13 PH)

NAME TO BE PRINTED ON BADGE:

Membership	\$	Regalia	\$	TOTAL ORDER	\$
Payment type	Credit Card	Cheque	Cash	Bank Deposit	

DIRECT TRANSFER Account name: **MG Car Club of Qld** NAB BSB: **084 255** Account: **464938785**
Please use your surname and/or Club Number as the deposit reference ID (ie Smith1234)

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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

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.



Hillclimbs



Concours



Day Runs

We need your support to keep this publication full of interesting reports and points of interest, so any ideas or thoughts would be most appreciated!

- Photographs & Cartoons - Events & Stories
- Handy Hints - Points of Interest & History
- Recipes & the like

Please submit your contributions to the Editor
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Race Meetings