

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 4

July 2022



An immaculate MGBV8 owned by Warren Innes of Toogoom on display at the recent Burrum Coal Fest in Howard, just west of Hervey Bay. Photo: Craig Winter



PATRON Dick Johnson
AFFILIATED WITH
 MG Car Club UK & Motorsport Australia



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President's Report

Welcome to my last Presidents report for 'The Octagon'.

It will come as little surprise to most members to learn that I will not be standing for President or for the Management Committee at the next Annual General Meeting in September.

It has been a particularly tough year and the recent events and challenges that I and the club have faced have taken their toll on me and my family. It is time for me to take stock and re-evaluate my commitment to this club.

My family's active involvement with the MG Car Club of Qld goes back over 20 years. It's now time for a break.

I will fulfil commitments and obligations that I have already made, however, the last of these is the Australian Hillclimb Championship in October and after that I will be taking at the very least an extended break.

I am pleased to report that the Clubrooms are slowly coming back together after the floods, thanks to Tim Bateman for rebuilding the trophy cabinet bases. Don Webster and his helpers have been working hard to bring the clubrooms back into a usable space that members can meet and relax in.

Please ensure that you get behind and support the Combined Chapter Meeting in Rockhampton, from the 23rd to 26th of September.

Jim Armstrong and his organising committee have put together a wonderful few days of MG activities based around Rockhampton.

Further details appear in this Octagon and on the Club's website.

After two years of false starts the club will

finally get the chance to host the Australian Hillclimb Championship. The event is set to run from the 21st until the 23rd of October.

Assistance will be needed across a range of areas over the weekend. As it is such a large event, we cannot just rely on small but hardy group of volunteers, extra support will be needed to ensure the event's success.

In August the club is promoting what could be our very last race meeting.

The 'Warwick 1000' will have a range of car and categories racing over two days at Morgan Park Raceway in Warwick.

The amount of work that goes into the organisation of events such as these is immense. It would be great to see as many club members as possible supporting this event.

The committee has committed to the establishment of a new online membership system. This system is commercially available and is widely used by a range of car club's both locally and overseas.

One of the benefits of such a package is that it comes with full technical support. This should ease the renewal process as well as making it easier for members to communicate with the wider membership, streamline the operation and organisation of runs and social events.

So, in what will be my final President's report I would like to take this final opportunity to wish the club and it's members all the very best for the future.

I sincerely hope that the club can get back to what it does best, which is bringing MG and motorsport enthusiasts together to enjoy each other's company and their passion for their cars and for their sport.

- Richard Mattea

Octagon Submissions

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

Next publication deadline for submissions is September 26

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 mates 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!

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MGY	Tony Slattery	0407 364 543	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			

Events & New Members

Working Bees at Mt Cotton Hillclimb
Every Wednesday 9:00 am – 2:00 pm, Malcolm Spiden

Noggin 'n' Natter at the Rocklea Club Rooms
First and Third Friday monthly 6:30 pm - 09:00 pm

Management Committee Meeting
Monthly, every third Tuesday

AUGUST

- 3 Wed Working bee at hillclimb
- 5 Fri MG Noggin N Natter
- 7 Sun NSW hillclimb Ringwood Round 7
- 10 Wed Working bee at hillclimb
- 14 Sun HSCCQ Motorkhana and Motorkhana (C/P) / possible Navigation Run Interclub event??
- 17 Wed Working bee at hillclimb
- 19 Fri MG Noggin N Natter
- 20 Sat Leyburn Street Sprints
- 21 Sun Leyburn Street Sprints
- 24 Wed Working bee at hillclimb / Mid Week Day Run
- 26 Fri Motorsport Australia State Championship Race Meeting Round 3 Morgan Park MGCCQ / Pittsworth Street Sprints
- 27 Sat Motorsport Australia State Championship Race Meeting Round 3 Morgan Park MGCCQ (C/P) / Pittsworth Street Sprints
- 28 Sun Motorsport Australia State Championship Race Meeting Round 3 Morgan Park MGCCQ (C/P) / Pittsworth Street Sprints
- 31 Wed Working bee at hillclimb

SEPTEMBER

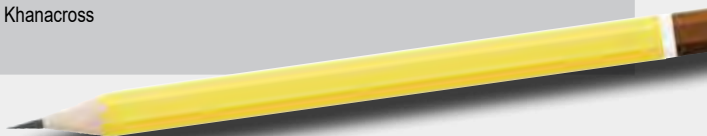
- 2 Fri Targa Great Barrier Reef / MG Noggin N Natter
- 3 Sat Targa Great Barrier Reef
- 4 Sun Targa Great Barrier Reef / NSW State Hillclimb Championship Gunnedah Round 8 / HSCCQ Queensland Motorkhana Championship at Willowbank Driver Training Centre (C/P)
- 7 Wed Working bee at hillclimb
- 10 Sat QRC Round 3 BSCC Imbil / Interclub Hillclimb at Mount Cotton hillclimb (Interclub points)
- 14 Wed Working bee at hillclimb
- 16 Fri MG Annual General Meeting and Noggin N Natter
- 17 Sat All British Day set up / Short Circuit Round 3 Carnell / Hervey Bay Khanacross Round 5

- 18 Sun All British Day / Short Circuit Round 3 Carnell / Hervey Bay Khanacross Round 5
- 21 Wed Working bee at hillclimb
- 23 Fri All chapter MG meeting Rockhampton
- 24 Sat All chapter MG meeting Rockhampton
- 25 Sun All chapter MG meeting Rockhampton
- 26 Mon All chapter MG meeting Rockhampton
- 28 Wed Working bee at hillclimb / Mid Week Day Run
- 30 Fri Rally Improved Production Nationals Morgan Park

NEW MEMBERS

We welcome the following to membership of the MGCCQ and wish them a long and happy association with it.

Graeme Kirkpatrick	Krystal Cunningham
Jennifer Adams	Michael Ciccotelli
Richard Kendall	Graham Wright
John Askey	Amanda Wright
John Graham	Edgar Campbell
Aaron Barnard	Barbara Campbell
Jeffrey Graham	Alexander Sutherland
Mike Beamish	Wallace Forsyth
	Jay Wands





the bizarre death of cecil kimber

We all know of Cecil Kimber as the heartbeat of MG Motors, but his death in a most unlikely tragedy is less well known...

by Craig Winter



On Sunday 4 February 1945, Cecil Kimber was on his way home and had boarded the 6pm express to Leeds at Kings Cross Station in London.

Unbeknownst to the train driver, during the night and morning of 3 - 4 February, the worn rails of the No.1 main line had been replaced with new ones as part of routine maintenance.

Newly laid rails were known to have less adhesion until the smooth factory surface had been worn off by weather and train

wheels and it was the usual practice to have a locomotive at the rear of trains on this line to assist with an initial incline up Gasworks Tunnel.

In fact the very first (empty) train to use the new rails had slowed to a standstill on the slope and required assistance just hours before the Leeds Express was expected to leave, but due to an organisational hiccup, there was no rear locomotive on this night to help Kimber's 17 carriage train up the slope.

Cecil settled into his first class compartment for the journey, and probably noted that the train still had not departed the station by 6.05.

Shortly after departure and upon entering Gasworks Tunnel, the locomotive's wheels unsurprisingly started slipping on the newly replaced section of rail laid on the rising gradient.

Gradually it lost forward momentum, and slowed at first to a stop, then started to gather speed back towards Kings Cross.

In the darkness, the driver didn't realise that the train was no longer moving forward and had started to roll in the other direction.

Meanwhile, the points behind the train had

already been set for the next departure, which was to be from Platform 10 and the coaches for this service, the 7pm Aberdonian to Aberdeen, were already at the platform.

The signalman became aware of the 6pm train rolling back and quickly operated the points again in order to route it into an unoccupied platform, but he was too late; the first bogie of the rear coach had already passed and the points change caused the two leading bogies to take different tracks.

The rear of the train collided with the front of the coaches in platform 10, the rear coach rising into the air and striking a signal gantry, crushing one of the two first-class compartments in the middle of the coach.

The rear carriage was derailed, rolled onto its side and was crushed against the steel support of the main signal emplacement.

The compartment where Kimber had been sitting was demolished and he along with just one other passenger was killed.

The accident was later described as 'somewhat bizarre' and 'stupid', but however it was perceived, it resulted in the very untimely death of one of motoring's most influential designers.



(Top left) Cecil Kimber at the wheel of his beloved 'Old Number One', the 1925 MG which he drove to victory in the Lands End Trial on 11th April of that same year.

(Left) Old Number One as it sits today at the British Motor Museum.



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A PERSONAL PERSPECTIVE Part 1

Elaine Hamilton's Early Years

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 'See you there on Friday night' so a commitment was made.

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



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

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 was 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 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'.



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.



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.

The wheel certainly has turned full circle though about nine years as Editor 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!

Other memories of my first period of active membership in the Club are being revived 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, 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 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 November 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.

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.

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



Waiting in my Mini for my run at a Lowood 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!



Almost too fast for the camera :) My wonderful run in Kerry's MGB at Lowood showing me on the flying quarter mile.



the racing histo



Malcolm Spiden continues his history of local racing...

1961

At the beginning of 1961 the race circuits in operation were Middle Springs and Lowood. Hillclimb venues were at the Currumbin Heights Estate, Mount Domville at Millmerran, and Prince Henry Drive in Toowoomba.

Two Australian Championships were scheduled for 1961 in Queensland, the Australian Touring Car Championships at Lowood and the Australian Hillclimb

Championship (AHC) at Prince Henry Drive.

The AHC is the second oldest continuous Australian title after the Australian Grand Prix.

RACE CIRCUITS Middle Ridge

A busy weekend for the Toowoomba Auto Club (TAC) with a race meeting on Saturday followed by a hillclimb event on

Race of Queensland 1960s



the Sunday. The Chronical reports some 7500 spectators attended the Carnival of Flowers Road Racing Championships on Saturday 23 September 1961.

The first four of the scheduled five events were over 5 laps of the 2.6 miles circuit.

A combined Sports, Grand Turismo and Touring car handicap was the first race with the Sports car section won by Bill Gates (Triumph TR3A) from Jim Wright

(Aston martin DB3S), Brian Pettit (Austin Healey Sprite) and Ted Laker (TR3).

The GT and Touring car section went to Barry Gibson (Zephyr) with Max Volkers (Holden), Harry Cape (MGA Twin Cam) and Bill Keal (Customline).

Arnold Glass (Cooper Maserati) won the All Powers Scratch from Glyn Scott (Cooper Climax), Ray Morris (Repco Holden) and John Joyce (Cooper MG

Lakeside Raceway in the 1960s. Photo: J Wright

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1500). Race three, the Sports Car Handicap went to Bill Gates from Brian Pettit, Ted Laker and Jim Wright. John La Spina (Fiat 1100) won the GT and Touring Car event ahead of Barry Gibson, Max Volkers and Harry Cape.

15 drivers contested the feature race, the Carnival of Flowers Championship race over 20 laps with a handicap division over 15 laps. Arnold Glass won the main race ahead of Glyn Scott, Ray Morris, Bevan Fleming (Lotus Climax), Jim Wright and Denis Geary (Lotus Elite).

The handicap division went to Bevan Fleming from Allan Reed (driving Mrs Thomson's Lotus 15) and Jim Wright. Other drivers in the Championship were Brian Pettit, Ian Michell (Buchanan MGTF), Tim Harlock (Centaur), F. Brewer (Simca Swallow Special). (REF #1)

Other drivers competing at the meeting included Ross Dalton (ex Alec Mildren Cooper Maserati), John Hough (HWM Jaguar), Stan Weckers (Austin A90), Roy Sawyer (Cosworth Anglia), Doug Bright (MGTC), Geoff Sakzewski (Volkswagen), T. Harden (Renault Dauphine), Evan Thomas (Simca), Keith Malcolm (Holden based Skoden GT), Bruce Coventry (Lotus Formula Junior), Alton Boddenberg (Almax Super), Ted Jones (Wolseley Sports), Joe Morano (Repco Holden Sports), Trevor Watkins (MGTC), K. Williams (Peugeot 403), Ralph Briese (Customline), J. Spartacus (Ford Prefect).

Members of the MGCCQ assisted with the time keeping at the Championship meeting.

Lowood

On 16 April the Queensland Racing Drivers Club (QRDC) held the Queensland Tourist Trophy won by Dave Finch in a D Type Jaguar.

The Queensland Times reports a crowd of 10000 spectators. Race wins in the Restricted Sports Car Scratch race under 1500 ccs Sports Car Scratch to Tim Harlock (Centaur) from Jim Bertram (WRM), Allan

Read in Mrs Thomson's Lotus 15, Doug Bright (MGTC), whilst the over 1500 ccs to Bevan Fleming (MGA) from Tom Ross (Triumph TR 2); Racing and Sports Scratch to Glyn Scott (Cooper Climax), Ray Morris (Repco Holden), Dave Finch (D type Jaguar), Bruce Coventry (Lotus Formula Junior), George Jamieson (Lotus Climax); Race for GT cars saw Leo Geoghegan (Lotus Elite) win from Keith Malcolm (Skoden GT), Les Austin (MGA) with the Touring Cars section to David Jeremiah (Holden), Lionel Ayres (Holden) and Max Volkers (Volkswagen); Open Handicap: George Jamieson from Glyn Scott, Len Austin, Ann Thomson, and Max Volkers. The Tourist Trophy event was won by Dave Finch from George Jamieson Tom Ross, Bevan Fleming and Allan Read (Lotus Fifteen).

The Queensland Times report a crowd of 9000 watched Bill Patterson (Cooper Climax) win the 1961 Queensland Road Racing Championship on 11 June. This event was a round of the Gold Star series. Patterson finished ahead of Alec Mildren (Cooper Maserati), Stan Jones (Cooper Climax), Bruce Coventry (Lotus Formula Junior), Noel Barnes and Arnold Glass.

Other race wins to Glyn Scott in the Division 2 Scratch from Bob Jane (300S Maserati) and Ray Morris (Repco Holden); Formula Junior race to Bruce Coventry (Lotus), T. Corcoran (Lola); Champions Scratch race to Bill Patterson (Cooper Climax), Alec Mildren, Stan Jones; Touring Car Scratch to Bob Jane (Jaguar), Lionel Ayres (Holden), Cecil Keid (Holden); Grand Tourism saw John French (Holden) finish ahead of Harry Cape (MGA Twin Cam), Len Austin (MGA); Restricted Sports race to Denis Geary (Ausca), Allan Reid (Lotus 15), Ted Laker (Triumph TR3); GT and Touring cars to Max Volkers (Holden), Len Austin (MGA), Muir Daniel (Austin A105); Sports Car Scratch to Bob Jane with Bevan Fleming (Lotus Climax), Denis Geary; Open Handicap to Glyn Scott, Max Volkers, Len Austin.

The Lowood circuit was described as a bare, exposed cold and unfriendly in the winter;



Lakeside in the 1960s. Unattributed photo.

hot, dusty and merciless in summer.

Criticised for the poor spectator vantage points that is no spectator mounds with little shade. Although 40,000 may have attended the 1960 Australian Grand Prix, a very thin crowd of 10,000 attended in 1961 for the Australian Touring Car Championship. (REF # 2)

The Australian Touring Car Championship on 3 September attracted the Jaguars of Ian Geoghegan (the ex Hodgson ex original David McKay Mk 1) on pole with Bill Pitt (Mrs Anderson's 3.4 Jaguar), Ron Hodgson (Jaguar 3.8 Mk2), Bob Jane (Jaguar 3.8 Mk 2), Bill Buns (ex David McKay Jaguar 3.4) then Bob Holden (Holden, 2590 ccs engine), Cecil Keid (Holden, 2550 ccs), Noel Trees (Morris 850), Ken Bridgen (Peugeot 403, 1550 ccs), Barry Gibson (Zephyr, 2580 ccs), Des West (Morris 850), Muir Daniel (Austin A 105, 2639 ccs), Roy Sawyer (Cosworth engine Anglia, 998 ccs), Viv Eddy (Morris 850), John Sherman (Ford Falcon, 2365 ccs), J. Whalan (Morris Minor, 948 ccs), T. Uren (Peugeot 203).

Geoghegan led the first five of eighteen laps before Bill Pitt surged to the front to claim

the national title from Geoghegan, Hodgson, Burns, Holden, Daniel, Keid, Brigden, Eddy, Sherman, Whalan and Uren. (REF # 2)

First event, the Sports Car Race with a Le Mans start was sponsored by the MGCCQ which was won by Allan Reed (Ann Thomson's Lotus 15) from Tim Harlock (Centaur), G. Phipps (Jaguar XK 120) and Bill Gates (Triumph TR3A). Race wins to Bob Holden from Cecil Keid and Lionel Ayres in the Holden Scratch race; Glyn Scott (Cooper Climax 1600 ccs) from Roy Morris (Repcos Holden), Bruce Coventry (Lotus Formula Junior) and John Joyce (Cooper MG) in the Racing Car Scratch; Sports Cars Scratch won by Bevan Fleming (Lotus 11) from Jim Wright (Aston Martin DB3S) and Arnold Williams (Repcos Holden); Grand Turismo run concurrently with Sports Car event won by Bob Jane (Maserati 300S) won from Denis Geary (ex Derek Jolly Lotus Elite) and Harry Cape (MGA Twin Cam) in the GT race with Bevan Fleming (Lotus XI) leading Jim Wright (Aston Martin), Arnold Williams (Repcos Holden Sports) Denis Geary, Len Austin (MGA Coupe), Holmes (Minor) in the Sports Car Division; the Lowood handicap to Glyn Scott, Ray Morris Bruce Coventry, Harry Cape and

John Joyce.

Final event the Mt Tarampa handicap event to Bill Gates from Tim Harlock, Barry Campbell (MGA 1600), Noel Trees (Morris 850) and Ted Laker (TR3). (REF # 3)
Other MG members racing at this event were Doug Bright (MGTC), J. Spartacus (WRM), C. Roman (MGA 1600 S/c), John Sherman (Falcon) and Max Williams in his new Ecurie Lismore Gemini Formula Junior.

Lakeside

Brisbane Sporting Car Club magazine of April 1961 states Fred Murray, a trials competitor "surveyed the Lakeside circuit for Queensland Motor Sporting Club (QMSC) and his efforts went a long way towards getting the circuit in shape for the meeting". From the original drawings published in the Courier Mail, small dams and ponds were located to the right hand side of the left hander at the end of the back straight (Hungry Corner) and the pit area plus two ponds to the left side of the main straight after Shell Corner. (REF # 4)

First event was a sprint meeting on 12 February with here clubs QMSC QRDC and MGCCQ result are in the Sprints section.

On 17 March 1961 visiting American speedway driver Bob Tattersall in the Saunders Brothers Offenhauser Speedcar recorded a lap time of 1 m 11 seconds. The first race meeting on March 1961 drew a crowd estimated at 10,000. First race of seven events was won by Ray Morris (Repcor Holden) from Denis Geary (Ausca) and Chas Whatmore (Lotus Climax). Other events went to Bevan Fleming (MGA twin cam) from John Frizell (MGTC) and Tim Harlock (Centaur); Sid Sakzewski (Plymouth Belvedere) from N. Winn (Wolseley 1500) and B. Gregory (Wolseley 1500); Chas Whatmore from Tom Ross (Triumph TR2) and Bevan Fleming; D. McIntyre (RAWGA) from Harry Cape (MGA Twin cam).

The main race, the Queensland Touring Car Championship was won by Bill Pitt (Mrs Anderson's Jaguar 3.4) from David Jeremiah (Holden) and Sid Sakzewski. The

final race, the Invitational Handicap was stopped when Brian Tebble "somersaulted two and a half times" in his MGTD.

It appears the two arms of the front suspension shock absorber parted to leave little or no steering. The report and "On-the-spot" pictures of the incident were published on page 1 of the Courier Mail (REF # 5). Ray Morris set the outright lap record at 1 minute 14.2 seconds.

Reported in the Courier Mail, the second race meeting on 14 May saw 3000 spectators attend.

Two cars ended in the small dams at Hungry corner. David Jeremiah spun his Holden and rolled into a pond" and Charlie Whatmore "lost his Lotus Climax in the main race the Lakeside Championship and slid into an earth bank and then into a small lake".

Both drivers escaped unhurt. Race wins to Brian Muir from Tony Basile in the Holden race; Sports Car Scratch to Charlie Whatmore (Lotus Climax), Denis Geary (Ausca), Ron Hodgson (Lotus XI); Restricted Touring Car event to Evan Thomas (Simca), Ray Sawyer (Renault Gordini), Bruce Coventry (Morris 850); Sports Car Handicap Bruce Neville (MGTC), Doug Bright (MGTC), W. Uren (Cadillac Special); Touring Car Scratch to Ian Geoghegan (3.4 Jaguar), Bill Pitt (3.4 Jaguar), Brian Muir (Holden); Lakeside Championship was won by Arnold Glass (Cooper Maserati), Bruce Coventry (Lotus Formula Junior), Glyn Scott (Cooper Climax); Open Handicap Evan Thomas, Doug Bright, Sib Petralia (Holden), with the Open Handicap won by Glyn Scott from Bruce Coventry and Ron Hodgson.

Arnold Glass set a new outright record of 1 minute 8.2 seconds.

Third race meeting held on 16 July 1961 included a race for standard or near standard cars with the engine capacity classes up to 1000 ccs, 1001 to 1500 ccs and 1510 ccs and over. Entry to be free for MGCCQ members however they still required a CAMS competition licence.

A reported 6000 spectators watched John Frizell (MGTC) win from Harry Cape (MGA Twin Cam), Bill Gates (TR3A) in the Production Sports car race; Champions scratch to Stan Jones (Cooper Climax, 2.5 litre), Arnold Glass (Cooper Maserati), Junior Touring Cars: Leo Geoghegan (Morris 850), B. Edwards (Volkswagen), Viv Edds (Morris 850); Formula Junior: Bruce Coventry (Lotus), Glyn Scott (Cooper Climax), John Martin (Lotus Climax); Senior Touring Car: Ron Hodgson (3.8 Jaguar), Leo Geoghegan (Lotus Elite), Brian Muir (Holden); Sports Car Trophy: John Martin; Leo Geoghegan (Lotus Elite), Denis Geary (Ausca); Formula Libre Stan Jones, Arnold Glass, Bruce Coventry; Open Handicap: Doug Bright (MGTC), T. Baltzer (Holden Special), Leo Geoghegan (Morris 850); Open Handicap: Stan Jones, Ray Morris (Repco Holden), Len Deaton (Anglia engine Cooper Formula Junior complete with Amal carburettors and ear splitting noise).

The 15 lap Formula Libre race was won by Stan Jones from Arnold Glass, Bruce Coventry whilst the new lap record of 1 minute 4.4 seconds was set by Bill Patterson in his 2.2 litre engine Cooper Climax.

Next race meeting standard sports cars race plus motorcycle events. Results show only a Touring Cars up to 2000 ccs race won by R Sawyer (Ford Anglia) from Keith Shaw (Morris 850), Tony Basile (Wolseley 1500). QMSC held a Driving School on 8 October with instructors Bill Pitt, Chas Whatmore, Glyn Scott, Tony Basile.

The school was "Not intended that participants need necessarily take up racing once having attended the school but, if they learn to control their car more skillfully, then the object of the school will be achieved". (REF # 6)

As reported in the Courier Mail the final race meeting at Lakeside for the year was on 26 November being the Queensland GT Championship over 15 laps.

The Production Sports Car went to Leo

Geoghegan (Daimler), from A. Reynolds (TR3), Bill Gates (TR3); Queensland GT combined heats: Leo Geoghegan (Lotus Elite), Les Howard (Sprite), Bruce McPhee (GT Holden); Junior Touring Car: P. Bolton (Hillman), Ian Geoghegan (Morris 850), Viv Eddy (Morris 850); Sports Car scratch: John Martin (Lotus), G White (Lotus), Bevan Fleming (Lotus); Touring Car: Ian Geoghegan (Jaguar), Bill Pitt (Jaguar), Brian Muir (Holden); Formula Junior: Leo Geoghegan (Lotus), Kevin Bartlett (Lynx), Max Williams (Ecurie Lismore Gemini Formula Junior); Sports Car: John Martin (Lotus), G. White (Lotus), Bevan Fleming (Lotus); Queensland Grand Touring Championship: Leo Geoghegan (Lotus Elite), Ian Geoghegan (Daimler), Bruce McPhee (GT Holden); Racing Car: Leo Geoghegan (Lotus), Glyn Scott (Lotus), Kevin Bartlett (Lynx); Holden Scratch race: Brian Muir, Norm Hibbard, Max Volkers; Open Handicap first division: Ray Morris, A Reynolds, Les Howard; Open Handicap second division: John La Spina (Fiat), A Shaw (Major), Tony Basile (MG).

MG members at this meeting included Bill Gates, Ian Michel (MGTF), Robin Todd, John Gillmeister (Hillman), Doug Bright (MGTC), Garry Smith (MGTC), Max Williams (Gemini F J) and Bevan Fleming (Lotus).

On the local scene Bruce Coventry had acquired a new Lotus Formula Junior, Arthur Griffiths sold his Ferrari Super Squalo to Des Kelly, Denis Geary acquired the ex Arnold Glass Cooper Maserati, Bill Weeks acquired an Elfin Sports car powered by a Ford 105E engine assembled by Jim Bertram.

Gold Coast Bulletin reported an International motor racing circuit on the Gold Coast following a decision by the Albert Shire Council. "Council chairman, a Mr R. Hinze gave support to a scheme to cost an estimated 500,000 pounds to bring a modern international track to Surfers Paradise before the end of 1962. A private syndicate planned to be ready to stage a national championship on September 2



1962 and an International meeting planned for February 1963.” (REF # 7)

HILLCLIMBS Prince Henry Drive

The TAC was to hold their first hillclimb in 5 years on Prince Henry Drive on 22 May. This was to be a lead up to the AHC scheduled for Sunday 24 September.

The event was due to commence with practice at 12.30 pm and competition to start at 2.00 pm. However a decision was made at 12.30 pm to abandon the event in the interests of safety. Visibility was down to 50 yards and the track bitumen surface was slippery.

Sunday 24 September the day after the Carnival of Flowers Championship race meeting the AHC was held on the Prince Henry Drive course.

The course was over 1150 yards and claimed to be one of the best in Australia. Before a crowd of 3000, Bruce Walton (Walton Cooper Supercharged JAP, 41.452) won his fourth of six titles in a row from Ivan

Tighe (Tighe Vincent, 43.471) and Jack Myers (Thunderbird, 44.100).

Walton’s time was some 2.95 seconds under the outright record of 44.40 set on 22 June 1958 by Arthur Griffiths (Cooper Climax).
Class entrants: Racing Cars up to 1100 ccs: Bruce Coventry (Lotus Formula Junior); 1101 to 2000 ccs: Bruce Walton (41.452), Ivan Tighe (43.471), Glyn Scott (Cooper Climax, 45.51), John Joyce (Cooper Formula Junior); Over 2000 ccs class: Jack Myers (44.70), Roy Morris (Repco Holden, 45.149), Ralph Sach (Mini Din, 45.780), Ted Jones (Wolseley), Sib Petralia (Ford).

Touring Cars up to 1300: B Edwards (Volkswagen, record of 53.262), Ray Sawyer (Anglia, 55.612), John La Spana (Fiat 1100), Roy Sawyer (Anglia); 1301 to 2000 ccs: John French (Volkswagen, 57.17), Keith Williams (Peugeot, 57.853); Over 2000 cc Max Volkrs (Holden, 51.069), Sib Petralia (Holden, 54.873) Ralph Briese (Customline).
Sports Cars up to 1100 ccs: Bevan Fleming (Lotus Climax, 48.11), Allan Reed (Lotus 15); 1101 to 2000 ccs: Alton Boddenberg (Almax Special, 53.89), F. Brewer (Simca

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Swallow, 56.192), Trevor Watkins (MGTC), Doug Bright (MGTC), S. Everett (Lotus), J. Spartacus (Prefect Special); Over 2000 ccs: Jim Wright (Aston Martin DB3S, 48.70), Joe Morano (RepcO Holden); Grand Turismo: Harry Cape (MGA Twin Cam, 52.438), Denis Geary (Lotus Elite). (REF # 8)

Currumbin Heights

The Queensland Hillclimb Championship was held at the Currumbin Estate on June 12 with 37 entrants.

Stan Jones won the Championship in his Cooper Climax (45.22 seconds for the 4 tenths of a mile course) from Bill Patterson (Cooper Climax, 45.48), Bruce Coventry (Lotus Formula Junior, 47.80) and Ivan Tighe (Tighe Vincent, 50.08).

Other competitors in the racing cars class were Arnold Glass (Cooper Maserati), Glyn Scott (Cooper Climax), Ray Morris (RepcO Holden).

Sports cars up to 1500 ccs to Bevan Fleming (Lotus Sports, 50.72), Tim Harlock (Centaur, 53.42), John Frizzell (MGTC, 53.84). Other competitors were Ann Thomson (Lotus 15), S. Everett (Lotus), Bruce Neville (MGTC). Denis Geary (Ausca, 50.38) won the over 1500 ccs class. Grand Turismo cars up to 2000 ccs Don Edds (Porsche 1600, 55.46), Harry Cape (MGA Twin Cam, 55.94) with the over 2000 ccs to Bob Jane (300S Maserati, record of 49.16), Tony McClelland (RAWGS, 51.9). Other competitors being E. Drummond (Buchanan Holden) and J. Frasser (Sunbeam Rapier).

Saloon cars up to 2000 ccs Max Volkers (Volkswagen, 55.16), Richard Field (Morris Major, 59.32) with competitors F. Holmes (Morris Minor), B. Smith (Morris Minor), John French (Volkswagen), Evan Thomas (Simca), B. Connor (Austin Lancer), R. Carlson (Volkswagen) and Bill Smith (Morris Minor).

Saloon Cars Over 2000 to Bob Jane (Jaguar 3.8, 54.26) from Max Volkers (Holden, 55.56) plus Sib Paterlia (Holden), Bill Keal

(Customline), J. Sukey (Customline) and Lionel Ayres (Holden).

The Gold Coast Bulletin of 29 November reported that the annual hillclimb by Pacific Car Club may be the last one held on 31 December 1961.

Easing of the credit squeeze would undoubtedly bring about increased building activity on the Currumbin Heights estate.

Conditions by the Council were the event be staged on roadway under the control of the council and subject to conditions applied by the chief engineer regarding damage to the road surface. (REF # 9)

1. Racing Car News, November 1961 Volume 1, Number 5, p 8;
2. "Australian Touring Car Championship 25 fabulous years" by Graham Howard and Stewart Wilson, R and T Publishing Sydney 1986, pp 26-32;
3. Racing Car News, October 1961 Volume 1, Number 4, p 5 and Australian Motor Sports November 1961, pp 486-487;
4. Courier Mail, 17 March 1961, p 14;
5. Courier Mail, 20 March 1961, p 1 and p 15;
6. Courier Mail, 21 September 1961, p 18;
7. Gold Coast Bulletin, 27 December 1961, p 10;
8. Racing Car News, November 1961, p 7;
9. Gold Coast Bulletin, 29 November 1961, p 40;

TO BE CONTINUED IN THE NEXT EDITION





REGISTER NOW

ALL CHAPTER MEETING ROCKHAMPTON 23RD-26TH SEPTEMBER 2022

The Capricorn Chapter of the MGCC of Qld welcomes chapter members from around Queensland this September to come and experience the Rockhampton/Capricorn Coast region.

If you have any questions or concerns please do not hesitate to contact our Coordinator, Jim Armstrong. Jim's mobile is 0417 544 222 and his email address is: james.armstrong4@bigpond.com

Registration

We are now taking registrations for the MGCC Queensland all-Chapter meeting to be held in Rockhampton this coming September.

Cost: \$180 per person

PROGRAMME

Friday 23rd September

Registration & Welcome: 2:00pm to 4:30pm
Rockhampton Leagues Club, Cambridge Street Rockhampton

Noggin N' Natter: 6:30pm to 10:00pm
Rockhampton Leagues Club, Cambridge Street Rockhampton

Saturday 24th September

Car Display 8:00am to 12:00 noon Car display at Glenmore High School.

Cars to be in place by 8:00am and will be open to public by 8:30am. Gold coin donations entry fee for non-registered members.

Trophies will be awarded for:

- People's choice
- Sponsors choice
- Best MG pre-1960
- Best MG 1961-1995
- Best MG post 1995
- Best non-MG open to those registered members who own marques other than MGs

- (not open to the public)

Refreshments Available

Glenmore High School P&C will have full canteen facilities operational. Burgers, toasties, sandwiches, tea/coffee, soft drinks and bottled water etc will be on sale throughout the morning.
Gates close to public at 12noon.

Lunch

Break for Lunch: 12 noon to 1:00pm
(this meal is not included)

Options: Glenmore Tavern is across the road. There are also several cafes and bakeries close by at the Glenmore Shopping Precinct and Red Hill Homemakers Centre.

Tour

Capricorn Coast Tourist Drive

1:00pm sharp: Gather back at Glenmore High School Car Park for departure for a guided self-drive tour in our MG's to the scenic Capricorn Coast. This tour will take in the coastline from Farnborough through Yeppoon where we will have a toilet stop.

We will then travel through to Wreck Point Lookout at Cooe Bay to admire the amazing views of Keppel Bay.

The tour will continue south, following the coastline, passing through the local beaches; Lammermoor, Statue Bay, Kemp, Mulumbin, Causeway, Kinka and finally Emu Park.

In Emu Park we will stroll along the recently dedicated Anzac Walk that leads up to the Singing Ship. After this stop, we will return to Rockhampton via the Rockhampton/Emu

Park Road and then members are able to disperse to their individual accommodation.

Saturday Evening

No organised activities.

This is free time where members may like to experience some of Rockhampton's fine dining venues.

Sunday 25th September

Kimber Runs

On Sunday morning we are offering 4 different Kimber Runs. These runs will depart at 8am from the Riverside Carpark adjacent to The Empire Apartments Precinct.

Your choice of one of the Kimber runs predetermined by you when registering, departing at 8:00am at Riverside Carpark, Victoria Parade Rockhampton. The entrance to this car park is near the Empire Apartments.

As part of the registration process, we ask for you to indicate your choice from the Kimber Runs listed below. This will enable us to finalise details with the venues as well as catering requirements.

Kimber Run Options

Kimber Run 1

Archer Street Rail Museum

This tour includes entry to The Archer Park Rail Museum and a Steam Tram Ride. This tour includes morning tea at the Rail Museum followed by guided tour in our MGs to Mt Morgan, via the now famous Golden Mile Hillclimb Track.

We travel through to Mt Morgan township



REGISTER NOW

with swinging bridges and the defunct mine that funded the BP Company and many other early industries. At one time, the Mt Morgan mine was one of the richest goldmines in Australia and had the deepest man-made hole in Australia. Lunch will be supplied at one of the old country style hotels in Mt Morgan.

Kimber Run 2 *Capricorn Caves*

Visit and explore the Capricorn Caves just 15mins North of Rockhampton. Accessible walkways and ramps allow you to appreciate the breathtaking acoustics of the Cathedral Cave before exploring the remaining natural lime stone caves and rock formations. Morning tea will be supplied as part of this Kimber Run.

A short stop-over in the local country pub at The Caves township on the way back into town, is an option for members.

Kimber Run 3 *Koorana Crocodile Farm*

Visit the Koorana Crocodile Farm, an approved farm operating under the Australian Government's strategic conservation program. It is located near Keppel Sands, 35 min east of Rockhampton and is where you will witness some of the largest crocodiles in captivity in Australia.

A guided tour and educational talk are part of this tour and who knows, you may get to nurse a baby saltwater crocodile? The tour does not include any of the abattoir functions, however crocodile leather products and souvenirs are available for purchase at the store, including some very nice belts and handbags. Morning tea is supplied as part of this tour.

Kimber Run 4* *Byfield Tea Tree Farm and Eco Tour*

Byfield, is a very pleasant 45min drive from Rockhampton in an MG, with rainforest-edged creeks, rugged mountains and pine plantations.

Visit Byfield Tea Tree (Melaleuca) Farm and ECO tour. Tour the farm and distillery before

taking a ride down Waterpark Creek through the dense Byfield Rain Forrest on an electric powered boat. Products from the farm are available for purchase in their store should you wish to buy something whilst you are there. The tour is limited to just 20 people so first in best dressed. Smoko is supplied as part of this tour.

*Please Note: Run 4 is Dependent on numbers

Sunday Evening Formal Dinner

Rockhampton Leagues Club, Cambridge Street Rockhampton (Gardner Lounge). 6:30 pm for 7:00pm until late (Cost included in registration).

Smart Casual dress with a gold and black theme.

Music: Chris Schick, a well-known solo artist from this district.

Drinks will be available for purchase and are not included in your registration fees.

Monday 26th September Farewell Breakfast

Monday morning from 7:30am please join us for our farewell breakfast at the Rockhampton Leagues Club. Cost included in registration.

This will be followed by a Delegates meeting at the Rockhampton Leagues Club.



REGISTER NOW

REGISTRATION FORM

REGISTER NOW

Kimber Runs Please indicate your preferences below:

1st Preference for Kimber Run 2nd Preference for Kimber Run

NB: Your 2nd choice will be only be used if your 1st choice is fully subscribed. NB: Each Kimber run will be filled by first-in basis until each choice is fully subscribed.

Entrant 1

Name

Driver's Licence Number

Member of Qld Chapter (Name of Chapter)

MGCCQ Member Number

Mobile phone number

Address

Mobile Phone

Email

Dietary Requirements

Additional Entrant/s Names

Contact Details

Entrant 2

Name

Driver's Licence Number

Member/Associate Member of Chapter

Mobile phone number

Address

Mobile Phone

Email

Dietary Requirements

Car 1 Details

Make

Model

Year of Manufacture

Qld Registration Number

Full Concessional

Car 2 Details

Make

Model

Year of Manufacture

Qld Registration Number

Full Concessional

Entrance Fee \$180 per person

Payment Details

Payment can be made by bank transfer, cash or credit card. Please make payable to:

MGCC of Qld Capricorn Chapter

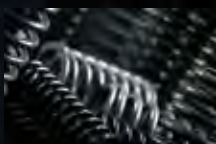
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Important: Please quote/include your name in the payment details. Your registration is only considered complete when full payment has been made and received by the Chapter

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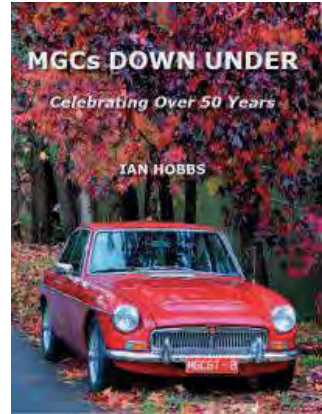
Hi MG Enthusiast (Australia),

The Book, 'MGCs Down Under', is now available.

Description:

The chapters cover a range of topics from the creation of the MGC, with a particular focus on the Australian connection, personal stories from MGC owners, Bruce Ibbotson's modification and Richard Mixture's technical ramblings, to how the new MGC ended up Down Under in Australia, New Zealand and Papua. It also includes a list, with thumbnails photos, of MGCs in Australia and New Zealand - who knows, your MGC might be there.

'MGCs Down Under' is 285 mm x 217 mm with 208 pages and full of useful photos.



What it costs:

It's excellent value at AUD \$79 for the soft cover, AUD \$110 for the hard cover (only 100 copies available). Australia Post charges AUD \$13 postage in Australia.

How to get a copy:

Please email the author, Ian Hobbs, your mailing address and let him know which Book cover you'd like. He'll send you an invoice and once the money has been received, He'll post off your book. His email address is: mgc@picknowl.com.au.

Quotes:

"No other MG book that I have, has so much technical information about problems and the fixes required, it should become a reference book for MGC owners." Bruce, Aust.

"Congratulations on this monumental effort and at first glance I can see a lot of new information in it for me. This is a quality production and a must for MGC owners." David Aust.

"The second MGC book following Graham Robson's "Abington's Grand Tourer" to be published and it is a great read, informative, amusing and Richard Mixture is a national treasure! If Graham was still alive, he would have been most pleased to see it." Barrie, UK.

"I want to say that I am amazed at what was done by the guys in Australia and New Zealand to improve the C. You really put together a fine book ..." Jeff, USA.

"What a fabulous book it is and so nice to get an insight to other owners' stories and see so many pictures of Cs in the one place. I particularly like the technical mutterings." Michael, Aust.

It is a "totally different style of MG book written by MGC owners not Journalists or Authors. This is probably the best ever book on the MGC/GT, as it is humorous and technical all at the same time." Bruce, Aust.



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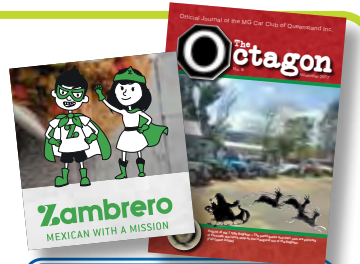
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Social & Motorsport Calendar

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

AUGUST	
3 Wednesday	Working bee at hillclimb
5 Friday	Shannons Nationals at Queensland Raceway / MG Noggin N Natter
6 Saturday	Shannons Nationals at Queensland Raceway / RNA
7 Sunday	Shannons Nationals at Queensland Raceway / RNA / NSW hillclimb Ringwood Round 7
8 Monday	RNA
9 Tuesday	RNA / Wolseley Car Club
10 Wednesday	PUBLIC HOLIDAY RNA Brisbane / working bee at hillclimb
11 Thursday	RNA
12 Friday	RNA
13 Saturday	RNA
14 Sunday	Millmerran Dirt Sprint Round 5 / HSCCQ Motorkhana and Motorkhana (C/P) / possible Navigation Run Interclub event??
17 Wednesday	Working bee at hillclimb
18 Thursday	Belgium WRC Rally / Morris Minor Car Club
19 Friday	Belgium WRC Rally / Penrite Oil Sandown Super Sprint V8 Supercar Round / MG Noggin N Natter
20 Saturday	Belgium WRC Rally / Penrite Oil Sandown Super Sprint V8 Supercar Round / Leyburn Street Sprints (usual weekend)
21 Sunday	Belgium WRC Rally / Penrite Oil Sandown Super Sprint V8 Supercar Round / Leyburn Street Sprints (usual weekend)
24 Wednesday	Working bee at hillclimb / Mid Week Day Run
26 Friday	Motorsport Australia State Championship Race Meeting Round 3 Morgan Park MGCCQ Pittsworth Street Sprints
27 Saturday	Motorsport Australia State Championship Race Meeting Round 3 Morgan Park MGCCQ (C/P) / Gippsland Rally Victoria ARC Rd 5 / Pittsworth Street Sprints
28 Sunday	Belgian Grand Prix / Motorsport Australia State Championship Race Meeting Round 3 Morgan Park MGCCQ (C/P) / Gippsland Rally Victoria ARC Round 5 / Pittsworth Street Sprints
31 Wednesday	Working bee at hillclimb
SEPTEMBER	
2 Friday	Targa Great Barrier Reef / MG Noggin N Natter
3 Saturday	Targa Great Barrier Reef
4 Sunday	FATHERS DAY Dutch Grand Prix / Targa Great Barrier Reef / NSW State Hillclimb Championship Gunnedah Round 8 / HSCCQ Queensland Motorkhana Championship at Willowbank Driver Training Centre (C/P)
7 Wednesday	Working bee at hillclimb
10 Saturday	ITM Auckland Super Sprint V8 Supercar Round / QRC Round 3 BSCC Imbil / Interclub Hillclimb at Mount Cotton (Interclub points)
11 Sunday	Italian Grand Prix / ITM Auckland Super Sprint V8 Supercar Round
13 Tuesday	Wolseley Car Club

14 Wednesday	Working bee at hillclimb
15 Thursday	Morris Minor Car Club
16 Friday	Shannons Nationals at Sandown / MG Annual General Meeting and Noggin N Natter
17 Saturday	All British Day set up / Shannons Nationals at Sandown / Short Circuit Round 3 Carnell / Hervey Bay Khanacross Round 5
18 Sunday	All British Day / Shannons Nationals at Sandown / Short Circuit Round 3 Carnell / Hervey Bay Khanacross Round 5
21 Wednesday	Working bee at hillclimb
23 Friday	ALL CHAPTER MG MEETING ROCKHAMPTON
24 Saturday	ALL CHAPTER MG MEETING ROCKHAMPTON / North Queensland Off Road event at Millchester
25 Sunday	Russian Grand Prix / ALL CHAPTEER MG MEETING ROCKHAMPTON / North Queensland Off Road event at Millchester
26 Monday	ALL CHAPTER MG MEETING ROCKHAMPTON
28 Wednesday	Working bee at hillclimb / Mid Week Day Run
30 Friday	Rally New Zealand TBC / Improved Production Nationals Morgan Park
OCTOBER	
1 Saturday	Rally New Zealand TBC / Australian Motorkhana Championship practice HSCCQ Willowbank Driver Training Centre / Improved Production Nationals Morgan Park / possible VW National Meeting Morgan Park Drag Strip TBA
2 Sunday	Turkish or Singapore Grand Prix / Rally New Zealand TBC / Australian Motorkhana Championship HSCCQ Willowbank / Improved Production Nationals Morgan Park / possible VW National Meeting Morgan Park Drag Strip TBA / NSW State Hillclimb Championship Round 9 Canberra
3 Monday	QUEENS BIRTHDAY PUBLIC HOLIDAY
5 Wednesday	Working bee at hillclimb
6 Thursday	Repco Bathurst 1000 V8 Supercar Round
7 Friday Repco	Bathurst 1000 V8 Supercar Round / MG Noggin N Natter
8 Saturday	Repco Bathurst 1000 V8 Supercar Round
9 Sunday	Japanese Grand Prix / Repco Bathurst 1000 V8 Supercar Round
11 Tuesday	Wolseley Car Club
12 Wednesday	Working bee at hillclimb
15 Saturday	AGI Sport Adelaide Hills Rally ARC Round 6 / Australian Super Sprint Championship at Eastern Creek / QRC Round 4 Three Rivers Rally Mundubbera
16 Sunday	AGI Sport Adelaide Hills Rally ARC Round 6 / Australian Super Sprint Championship at Eastern Creek
19 Wednesday	Working bee at hillclimb
20 Thursday	Morris Minor Car Club / Australian Hillclimb Championship Practice Day 1 Mount Cotton
21 Friday	MG Noggin N Natter / Australian Hillclimb Championship Practice Day 2 Mount Cotton
22 Saturday	Australian Hillclimb Championship Day 1 Mount Cotton / Rally South Australia ARC Round 6
23 Sunday	Australian Hillclimb Championship Day 2 Mount Cotton / United States Grand Prix / Rally South Australia ARC Round 6
26 Wednesday	Working bee at hillclimb / Mid Week Day Run
28 Friday	Boost Mobile Gold Coast 500 V8 Supercar Round
29 Saturday	Boost Mobile Gold Coast 500 V8 Supercar Round / Short Circuit Round 4 Carnell
30 Sunday	Mexican Grand Prix / Boost Mobile Gold Coast 500 V8 Supercar Round / Short Circuit Round 4 Carnell / South Australian

Hillclimb Championship at Collingrove / possible GCTMC Interclub grass motorkhana at Tambourine	
NOVEMBER	
2 Wednesday	Working bee at hillclimb
4 Friday	MG Noggin N Natter
5 Saturday	Mount Cotton Hillclimb Series Round 6 (C/P)
6 Sunday	Mount Cotton Hillclimb Series Round 6 (C/P)
8 Tuesday	Wolseley Car Club
9 Wednesday	Working bee at hillclimb
10 Thursday	Rally Japan
11 Friday	Rally Japan / Targa High Country
12 Saturday	Rally Japan / Targa High Country / working bee at Mount Cotton hillclimb / Off Road BSCC Lockyer Valley /
Hervey Bay Khanacross Round 6 at Tinana	
13 Sunday	Brazilian Grand Prix / Rally Japan / Targa High Country / HSCCQ Interclub Khanacross at Willowbank Driver Training Centre (C/P) /
Off Road BSCC Lockyer Valley / Hervey Bay Khanacross Round 6	
16 Wednesday	Working bee at hillclimb
17 Thursday	Morris Minor Car Club
18 Friday	Beaurepaire Sydney Super 600 V8 Supercar Round / Motorsport Australia State Championship Race Meeting Round 4 Morgan
Park QMROA / MG Noggin N Natter / Rally NSW ARC Round 7	
19 Saturday	Beaurepaire Sydney Super 600 V8 Supercar Round / Motorsport Australia State Championship Race Meeting Round 4 Morgan
Park QMROA (C/P) / Rally NSW ARC Round 7	
20 Sunday	Abu Dhabi Grand Prix / Beaurepaire Sydney Super 600 V8 Supercar Round / Motorsport Australia State Championship Race
Meeting Round 4 Morgan Park QMROA (C/P) / Rally NSW ARC Round 7	
23 Wednesday	Working bee at hillclimb / Mid Week Day Run
24 Thursday	Challenge Bathurst Supersprint
25 Friday	Challenge Bathurst Supersprint
26 Saturday	Challenge Bathurst Regularity
27 Sunday	Challenge Bathurst Regularity
30 Wednesday	Working bee at hillclimb
DECEMBER	
2 Friday	MG Noggin N Natter
3 Saturday	Possible HSCCQ Christmas Party at MGCCQ or 10 December TBA
4 Sunday	Possible MGCCQ Christmas Party at MGCCQ or 11 December TBA
7 Wednesday	Working bee at hillclimb
10 Saturday	Possible ICC Presentation at The Bardon Shed / possible HSCCQ Christmas Party at MGCCQ
11 Sunday	Possible MGCCQ Christmas Party at MGCCQ
13 Tuesday	Wolseley Car Club

Don't forget to check the online calendar on the website as there will possibly be more information there on some of the events listed here.

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 above named 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).



MG CAR CLUB OF QUEENSLAND INC

NOTICE

ANNUAL GENERAL MEETING

**FRIDAY 30th SEPTEMBER 2022
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 2022/2023
8. Elect Auditor
9. Elect nomination recipient of an Honorary Life Membership

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 16th September 2022

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

ALL BRITISH DAY!




MAJOR
SPONSOR

SUNDAY 18TH SEPTEMBER 2022
ST JOSEPH'S COLLEGE SPORTS GROUND, TENNYSON

GATES OPEN AT 7.30AM.
DISPLAY VEHICLE PLUS PASSENGERS \$20.
FIRST 600 DISPLAY VEHICLES GET A METAL BADGE
PEDESTRIANS \$2. PARKING \$5.

FACEBOOK: ALL BRITISH DAY BRISBANE TEL: DAVID ROBINSON 0417 731 455
NO DRONES NO DOGS ALLOWED UNLESS REGISTERED GUIDE DOGS CASH ONLY (NO EFTPOS)

WE NEED VOLUNTEERS

ALL BRITISH DAY

The 41st ALL BRITISH DAY, BRISBANE will be held on Sunday September 18th at St Joseph's College Playing Fields 67 A Vivian Street, Tennyson, from 7.00a.m. to approximately 2.30p.m.

This is an MGCCQ OFFICIAL CLUB CHARITY EVENT with proceeds being donated to QIMR Berghofer Medical Institute and other nominated charities.

Since taking over the running of the event in 2012, it has increased in size, both with the participation of vehicles and public attendance.

We have, until now, had a small band of dedicated workers making the event a success with donations from 2012 to 2021 totalling \$70,000.00 with the last year being \$10,000 donated to our nominated charity.

We are seeking some help this year to relieve some of the workload on our existing workers by asking any members if they would be available to assist with either setting up on Saturday, or help with running of the event on Sunday. "Many hands make light work."

The Sub Committee understands that some members live outside the South East Queensland area, but ask that if any local members can assist it would be gratefully appreciated.

The work involved is not strenuous but bodies are needed to assist with the following tasks:-

- Lunch runs for Workers
- Direction of traffic for Cars wishing to display on the field until approximately 10.00am when all cars should be on display on the field.
- Runners (walkers) for General Duties

We would not expect volunteers to work all day, but if members could assist by donating a couple of hours this would certainly help. The Sub Committee will endeavour to set up a roster system and volunteers will be advised the times they would be required to utilise their time to the full advantage.

If you can help please advise the Club via mgccq@mgccq.org.au with "ABD Volunteer" in the subject box.

We thank you in anticipation of your support.



AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

MOUNT COTTON

20-23 OCTOBER 2022



See MGCCQ website
Where: Brisbane Qld
Spectators Welcome - Tickets at Gate
Practice: Thurs & Fri - Competition: Sat & Sun
Enquiries contact: annettetruscott@optusnet.com.au
POSTER DESIGN by PAULINE GRAHAM

Featuring:-
Outright Winner
Formula Race Cars
Historic Race Cars
Sports Cars
Production Race Cars
Clubman Race Cars
Fast Lady Award
Hot Hatch Battle
+46 Competition Classes
Incl Time Attack Class &
Road Registered classes

Enter online at: motorsport.com.au

Photographers: "Dear Anna" Courtesy of Ian Colley Photography "Dear Tyte" Courtesy of Steve Johns Photography "L Driver Portrait" Courtesy of Peter Buckman Photography

The 76th Australian Hill Climb Championship

will be run at the Mount Cotton Hill Climb over the weekend of 20-23 October, 2022.

This weekend will also include the inaugural running of the Australian Junior Hill Climb Championship for Junior Drivers (under 18).

This initiative will bring Hill Climbs in line with all other motorsport disciplines in recognition of junior sports-persons.

This event will be held over the following dates:
20 October Private Practice
21 October Official Practice
22 October Championship Competition
23 October Championship Competition

All enquiries, please email the Event Secretary:
annettetruscott@optusnet.com.au

More information, sup regs etc and updates on the webpage :
www.mgccq.org.au

Chapter Chatter

DARLING DOWNS CHAPTER

May 29

We began our May monthly run on a cold and foggy morning. Hood up or down? Some brave (or crazy) souls decided to go topless, but were well rugged up.

Just as well as the weather didn't really improve much. At least it didn't rain.

A delightful drive along the highway then on to some backroads past the Steele Rudd Selection and then through wide open paddocks.

There was plenty of evidence of the damage by the recent rainfall in all the paddocks with several crops ruined. Wouldn't like to take any size vehicle onto the soggy black soil. Just one big sticky bog.

Morning tea break in the park at Nobby. Famous for Rudd's Pub. Supposedly where Steele Rudd wrote the Dad & Dave stories. Nobby also has a strong connection to Sister Kenny, the pioneer of Polio treatment. We then headed out through Clifton and on to Pittsworth for our lunch.

Once again the countryside was very open, and the cars purred along the narrow road as we enjoyed our freedom after being cooped up for weeks with the rain.

Lunch at the Pittsworth Hotel/Motel was enjoyed by us all.

Attendees:

Ron & Judy Gillis; Andrew & Susan Willesden; Owen & Kay Douglas; Michael & Marilyn Keating; Darryl & Yvonne Bell; Brian & June Phillips; Ian & Jenny Roberts; Mal & Barbara Campbell; Cheryl & Frank Francis; Gaye Hawkshaw; Debbie; Tony & Leigh Wright.

Monduran

We had a small turn out of five caravans, Graham & Marilyn, Jenny & I arrived after lunch on Friday to find Steve & Tracy already in position (they did not have that far to come from Gin Gin), Eric & Janelle arrived shortly after us.

After we had set up our caravans & prepared tea we had a good get together around the brazier fire supplied by Steve & Tracy.

Saturday morning while Steve & Tracy had to head home to feed their Alpaca's Daryl arrived without Laura as they had a sick Cat that needed drugs twice a day.

Once again a quiet day with many of the world's problems solved especially around the Fire after dark.

Sunday morning the intrepid farmers



headed off again to feed their herd, while the rest of us wandered up to the dam Wall & to the boat ramp, by the time we returned for coffee Steve & Tracy had returned to start cooking their camp oven stew.

Once again a very enjoyable night with a few wines & beer in front of the fire.

The next morning most headed home while Jenny & I headed for a few nights at Cania Gorge.

A very enjoyable long weekend with good friends.

Attendees:

Eric & Janelle, Graham & Marilyn, Daryl, Steve & Tracy, Jenny & I

June 8

On a very cold day 16 brave souls from the DD chapter headed towards the cold country town of Oakey for lunch at the RSL. We welcomed back 4 club members we hadn't seen for some time.

Ray and Suzanne Edwards and Trevor and Joy Jones travelled up the range to join us. It was great to see Jim Carstens return after an extended break.

Rob's cousin David and his wife Helen from Melbourne came along for lunch.

They were spending a couple of weeks in warmer Queensland for a holiday.

It was enjoyable day had by all until time to leave when the chilly winds reminded us how uncomfortable old cars are to drive.

I must mention that one of our dear members from Warwick has passed away.

Bob Marsh travelled with us on many of our runs a few years ago.

He was a great character and fun to be with.

Attendees:

Narelle Fraser & Helen Procter, Robert Fraser & David Procter, Ray & Suzanne Edwards, Trevor & Joy Jones, Cheryl Francis, Kevin & Anne Wruck, Gaye Hawkshaw Camry, Gary & Janis Lawrence



June 26

11 cars assembled on a glorious winters day for a trip through some delightful countryside around the Toowoomba area.

We set off at 9.30 am from Mt Kynoch heading north through Hampton where the Hampton festival was in full swing then turning east towards Esk, through the Ravensbourne Area then north again towards Cressbrook dam for our morning tea stop.

There was beautiful sunshine and no wind, The surface of Cressbrook dam was like a mirror with the occasional ripple from a passing boat fishing for Barramundi or just enjoying the perfect morning on the water.

We reluctantly pressed on towards Perseverance Dam where the sight of water flowing over the spillway was one we have not seen for many a year. The little village of Crows Nest is always pleasant as we passed through on our way towards our lunch destination.

Pinelands Hall is an isolated place in the middle of nowhere but seems to be the focal point of the area north of Crows Nest. Leaving the highway and travelling south west towards the small town of Haden where we waited for the remainder of our

group to catch up. Once all assembled again we proceeded towards Goombungee.

The village famous for its display of Jacarandas in September then on to our Lunch destination at the famous Meringandan Hotel.

I first visited the Meringandan hotel in 1969 while staying at Cabarlah, after driving my MG TD from Melbourne. The publican greeted us as we walked in and asked if we would assist her as her cockatoo had decamped from its cage and taken up residence under the building.

We crawled around in the dirt under the hotel capturing the fugitive and returning it to its cage.

Many free beers were our reward for our courageous endeavour. We drove home happy.

- Brian Phillips



Chapter Chatter

WIDE BAY CHAPTER

May 29

We had a wonderful outing on the 29th of May 2022.

Close on 50 members converged on the little beach fishing village of Poona for our morning tea where a great deal of conversation took place, and a good time was enjoyed by all.

We then headed south to Tin Can Bay where the Country Club awaited for a very enjoyable lunch together.

I had the opportunity to catch up with a couple of old mates that I did my apprenticeship with at GMH Dandenong in Victoria. They are now living up here with their wives and we hope to catch up again soon.

After our lunch we had a long drive home with our MG RV8 which is always a great pleasure to drive.

Another great day out with the members of the MGCCQ Wide Bay Chapter.

June 17

A group of enthusiastic MG members met the Hervey Bay Special School on the 17th June 2022 to attend "Coffee @ Hervey's" A little Coffee shop that is run by the students as a training facility for the year elevens.

Lyn and I were involved in helping to set up this training facility and it is proven to be a great asset for some students to get jobs in the industry once they leave school.

They only open on a Friday during the school terms.

We had a lovely time together with a cappuccino and a chocolate brownie being the favourite of the day.

It is hoped that we can assist the children again when they are graduating this year with transport in our MGs.

It is a special thing we do for them and their families at the end of their time at the school.

July 3

A large number of members attended the run-on the 3rd of July with morning tea at Woo Koo Park where we enjoyed a nice get together and after a short walk around the statues there, it was time to head off to our lunch destination the Maryborough Sporties Club.

We had two big long tables booked there and we all enjoyed a lovely Chinese lunch and a nice cold drink. It was a nice day out, the weather was kind to us and everyone got home safely being satisfied with a day well spent with our MGCCQ Wide Bay Chapter outing.

- David & Lyn

June 16

The 16th of July saw this year's Howard Coal Festival better than ever.

Held annually the festival celebrates the area's past achievements with entertainment, a large market, historical features and a Grand Parade around the small town's streets.

And as normal, our Chapter had a small contingent which went along to support and join in the celebrations. While we had an assortment of cars we blended well with the other classics, moderns, specials and old-time caravans.

The fun Grand Parade included piper's piping, mounted cavalry, assorted floats and community groups.

If that was not enough, by the time we all examined the other cars and compared notes there was still time to wander the stalls, watch the dog training, listen to the

live music and just enjoy the warm winter sunshine.

Next year...we'll be back.

- Darrell Martin



Coalfest photos: Craig Winter / Maryborough Sun



Chapter Chatter

WHITSUNDAY CHAPTER

June 24

Bimonthly Dinner

The Friday night bi-monthly dinner was scheduled for the Northern Beaches Bowls Club, tables had been reserved, and numbers confirmed with hosts following a quick phone check to confirm starters.

Upon arrival at the venue, one had a sinking feeling as the car parks were at a premium and from prior experience any in-house shows would translate into long queuing for bar service, slow meals, and high noise level.

When completing sign in formalities, we were advised that a wake was in progress in the outdoor beer garden area and was starting to reduce in numbers.

My mind flashed back to the last time we booked at the same venue, and we found ourselves in competition with a “male strippers” show and hordes of females so on that measure we had improved.

With attendees responsible for own transport arrangements, coupled with limited parking options, arrivals were staggered.

Chapter dinner guests included three relatives of John Evetts visiting from Sydney.

Following introductions and with formalities completed, liquid lubrication was sought while the menu was being studied, and short term group activity discussions initiated albeit at times with some difficulty to hear each other.

The menu catered for a wide range of tastes and with some queuing required meal orders were placed with the expectation of delivery delays.

Given the number of patrons, the meals were timely, well presented and their arrival coincided with a marked drop in background noise levels.

Had the real perpetrators been unmasked or was it just a coincidence? Facilities were clean and tidy, staff were friendly, efficient, and eager to please.

During dinner and post dinner small group discussions were entered in to and the opportunity was taken to raise planned activities for next 3 months.

Several hours had passed before there was any real movement by attendees towards “calling it a day”. With good facilities, well presented meals and friendly staff, an enjoyable evening was had by all involved despite the background noise.

Date Claimer the next bi-monthly Friday night dinner is scheduled for 26 August 2022 at Mackay Surf Club.

Attendees:

Richard & Lynn Collier, John & Sue Evetts, Jim & Lorna Forrest, Paul & Dianne Octrin, Gerry & Barbara Degura, Peter & Jane Mumford, Rod Pacey & Beverly Roger Green, Evett visitors (Dave; Geoffrey & Cameron)



Chapter Chatter

CAPRICORN CHAPTER

June 19th

Belmont Station/Canal Creek

Finally, a beautiful sunny Central Queensland day for our monthly run. At around 8:00am the Yeppoon contingent gathered at the Oaks Service Station sporting its new Ampol livery to head off to meet up with the Rockhampton group at the Govt. Building carpark on Norman Road.

Normal greetings were exchanged, Gloria's poker run cards distributed and a run brief was held by yours truly before handing over to Phil White who was the tour leader for the day. During this briefing Jo announced that Myella, our destination for our next run has limited number of rooms available due a mining company using their facilities for accommodation for their workers. We need to book the remaining rooms early if we want to come.

Phil explained a brief history of the Belmont Research Station and its association with the CSIRO where he worked before his retirement. It was then time to head off up the Bruce Highway past the Correction Centre at Etna Creek and onto Belmont Station.

On our arrival, we all settled in for our home cooked delights for smoko while Jo, Clare and Katie conducted the poker run and lucky rusty door prizes with the chocolates prizes that were soon shared around and

the poker run eventually won by Sandra with 5 threes closely contested by Nev Funch with a full hand.

Now, five of a kind doesn't rate a mention in any the poker rules Jo could find, so adjudication judges Gary Kunst and Phil White were called in and Sandra's hand was considered the winner. (We play with multiple packs to cater for number of players). However, Jo decided to award Nev Funch a similar prize to Sandra, a six pack cooler bag filled with goodies which were donated by Wayne Kirwan and Megan Perritt who were/are Capricorn Members but now reside in Gympie. Wayne and Megan have also donated \$200 sponsorship to our All-Chapter Meeting in September.

Smoko completed, Station Manager Phil Orchard gave a very detailed insight of the research Station and their involvement with Various organisations including the CSIRO and now the CQ University. The property runs about 750 head of cattle all of which are on agistment to avoid conflict of interest with their supporting members of graziers around Australia. Phil went on to explain how the station experiences major flooding, and the many other problems associated with running cattle stations.

Most of Central Queensland is experiencing a phenomenon called "die back" where after you have good rains the grass dies after one season and the farmers are left with



nothing but dirt in their paddocks. Another problem that Belmont has is that because they border the Fitzroy River, they loose about 15 head of cattle a year to crocodiles, a problem that I am sure that every cattle properties have in Northern Queensland and indeed all of Northern Australia that border major coastal rivers.

After the presentation many questions were asked by our members and answered by Phil Orchard. On completion, Phil White thanked Phil Orchard on behalf of our members.

From Belmont we headed to the Caves Pub an enjoyable 15mins drive up the road though lush green country side thanks to the recent rain. The Caves Pub was doing a roaring trade and thank goodness we had table reservations. The meals were bit slow coming out but were very large, delicious and well presented.

Here, we lost a few members who elected to return home but the majority headed off to the Canal Creek Air disaster site another 25klms north of the Caves Township. Again, good rain had rendered the landscape lush and green with very full dams.

There was some confusion at the start when tour leader Phil White and several others took off leaving quite a few stragglers leaving the Pub car park. As there were several road branches and the route unknown, the lead pack were soon out of site so a quick call on the CB and Paul and Clare turned back for us.

This is an excellent example of how useful CB's are when you have large numbers on runs. Anyway, it wasn't long before we all arrived at the crash site memorial. Whilst there was no aircraft wreckage there a very informative display was.

The aircraft, a C-47a troop carrier crashed here in 1943 killing all 31 American service personnel on board. It was kept very quiet in the media due the war.

Yvonne and Kev Carr had a little booklet



featuring this plane and several other military aircraft crashes in Central Queensland, quite interesting, there are quite a few more than you realise.

This stop signalled the end of our days outing and so we all turned around and ventured home.

Attendees:

Phil & Pam White, Jason & Yolinda Foss, Paul & Clare Lynam, Jo & Katie Emmert, Neville Funch, John Rowe, John Sheppard, Henryka Mitchell & Doris Lilse, Robert & Yvonne Holbeck, Jack & Rae Cowie, Lyle & Pat Fielding, Kev & Yvonne Carr, Rick & Michelle Taylor with their two guests from South Australia, Phil Henry, Ian & Judy Hamilton, Gary Kunst, Sandra & myself

*Photos by Clare Lynam & Jason Foss
- Jim Armstrong*



July 17th

One MGA Roadster, two MGB roadsters, one MGBGT, one MG TF (late model), One BMW Z3, A Hyundai Tucson and a Toyota Camper Van.

This was the consist of our little convoy that left Rockhampton to parts unknown on our Mystery Tour.

It all started when the Yeppoon contingent gathered at the Oaks Service Station and headed up to Rockhampton where we met up with the Rockhampton group at the duckponds. Jo and Clare had already started dishing out the Gloria's poker run cards and was right on to us on our arrival, which was good as it meant a brief stop before we could head off, but not before our drivers briefing.





Now if ever there was an information session that didn't hand out information, this was it. Participants were second guessing where we might end up.

So off and up the road we go and you guessed it, half of the little convoy caught the first red light so that meant the leaders had to pull off in sight of the tail enders after the big roundabout where the Bruce and Capricorn Highways meet. A quick call on the UHF to Gary Kunst who was tail-end Charlie made sure they all got around and then off we go to the vast unknown west of Rockhampton on to cop the same thing at Gracemere traffic lights. Another quick call to Gary and we were all good, that is until Clare traveling solo in her pristine BRG MGA caused a bit of a moment when she couldn't disengage the cruise control that her husband, Paul had fitted. A bit of smoke from the brakes was reported as she desperately tried to stop, eventually managing to switch off of the offending cruise device.

Onwards we travelled until Daringa where smoko was called. As usual, the ladies all bought out their fine sweet cuisine and were all chatting away still trying to guess where we were going. The only clue that was given here was to make sure that we had enough fuel for the next leg of around 250km with limited fuel stations in between. This prompted suggestions from the crew that had us going in all points of the compass.

None the wiser, we were all fuelled up and, on the road once more turning left down the Bauhinia Downs Road, to calls of Worri, (short for Woorabinda a well-known indigenous settlement in that area) over the UHF. "Maybe" was the only reply over the UHF. Some 85kms later we turned in to Woorabinda to a very pleasant surprise. The town was very modern and neat, a credit to the community. Naturally, the MGS and the little BMW attracted a lot of smiles and waves from the kids in the town.

We didn't stop but headed off instead to Baralaba famous for several well know NRL players and State of Origin players that

prompted many comments to Jo (a staunch Blues supporter) only to receive, "I am sorry, you are breaking up, crackle, crackle". Soon we came into the township and the banter was what everybody was going to have to eat at the pub as it was nearly 12:00 noon. To everybody's surprise we just drove on through. Gary Wright the driver of the campervan (whose 2500 Triumph was off the road) lost sight of us and turned towards Moura causing a call from Gary Kunst for directions and so he rounded Gary Whight up and headed towards Myella Farm stay where again it was speculated that we were going to stop for lunch, but no, we kept driving. Into Goovigen, same story then on towards Jambin, same story once more but by now call of "are we nearly there yet?" over the UHF. Eventually, we pulled into Biloela to the newly refurbished Biloela Hotel to the relief of everybody who by now were famished and had full bladders.

When we walked inside, our Biloela Chapter members Clem and Jean Hill were waiting for us. What a pleasant surprise! The food was excellent and quickly served but while we were waiting Jo conducted the Poker Run which was won by Gary Whight and Doris who won an STP cap and a Castrol T shirt. Gary K won the lucky door prize of a bag of chocolates which he donated back.

After filling up with fuel again, Clem and Jean took us on a guided tour to Lake Callide and some of the local farming country. We said good bye to Clem and Jean before heading off again this time to only one of three possible destinations. After passing through Banana, it became evident that we were headed to Theodore where the sun was by now casting long shadows over the road. We made Theodore at about 4:30pm and as we were driving past the local showgrounds where numerous grey nomads had made camp, Gary Kunst noticed a few of his caravanning friends from Geelong, so after booking into our motel, he went back to visit.

After we had all settled in, happy hour commenced and we all enjoyed a well-earned cold drink with a selection of dips,

cheese platters, gherkins and some home-made Kabana. The sun had well and truly set when we headed into the Hotels' lounge and had a scrumptious evening meal. After our meal it was back around to the Motel awning for a cleansing ale or something stronger for some.

Sunday morning soon came around and with everybody well rested, it was time to continue our "mystery run" with suggestions as to where we were going once again being raised.

First stop was only a short drive down to the junction of Castle Creek and the Dawson River, another grey nomad favourite camp site, where an interesting sign had been erected showing the flood heights over the history of Theodore. Most were amazed to see how high the flood waters were in the 2011 flood when the whole town was evacuated.

From here we drove down along the road adjacent to Castle Creek past a property that would keep the American Pickers busy for ten years or so. As we were leaving, we encountered a short but very corrugated gravel section of road and this is when Jo called over the uhf to say that she had lost second gear in Paddy, her trusty MGB roadster.

The first safe bit of road where we could pull over was at the turn off to Moura so we all pulled over to see what was the problem with Paddy. Tools and help came from everybody and soon it was evident that we might be here for a little while so out came all the goodies and impromptu smoko began for most except for Gary K, Kevin Carr, Phil Henry and Ian Carleton and myself after Gary K had discovered that the slave cylinder return spring had broken.

The ground was fairly soft and several jacks were tried until finally Ian Carleton's jack from his Hyundai did the trick. Gary had his especially made safety stand and that was placed under the car in order he could get safely under and execute the necessary repairs. After a quick test run Paddy was

declared safe to continue, much to the relief of Jo who had spent most of her time there picking up rubbish for proper disposal.

So, we all packed up and headed off to Moura via the Moura Theodore Road, River Drive and Saleyards Road to the Dawson River Picnic grounds where it was originally planned to have smoko. The grounds were also well occupied by the grey nomads. Time was marching on and so we headed off after a short time to Banana Hotel for lunch via Dawson Mine's viewing area.

Unfortunately, Rosemary Carleton was feeling quite unwell on leaving the viewing area, so Ian took Rosemary back to Moura Hospital where she was thoroughly examined by the local doctors and nursing staff. This where we bade farewell to them both. On contacting Ian some time afterwards, Ian explained that she was released from Hospital around 3:30pm and all was well. (They got safely home to Yeppoon by about 6:45pm.)

This was a hospital that the Newman Government was vowing to close a few years ago, the local community fought hard to keep it open. Well done by the Moura community!

By now the group had settled into a good meal at the Banana Hotel which had only been recently refurbished. Jo drew the Sunday Lucky door prize and completed the Glorias Poker run for Sunday which was won by Gary K who won a nice little Six Pack esky and a stubby cooler donated by Wayne and Megan, our Gympie members, while Sandra won the rusty door prize, a bag of Picnic chocolate bars.

After lunch it was declared that mystery tour was now completed and all made their way home but not before stopping at the Dululu Citrus Farm for a bag or two of fruit.

In total we covered around 850klms over the two days and mostly in the Banana Shire. Clare's dad used to refer to the major rivers in the area as the three D's, the Don, the Dawson and the Dee. We crossed all

three over the two days. Most of the crew admitted they were tired but all said how much they enjoyed it and oddly enough despite being long term inhabitants of Central Queensland some even said they visited places they had never been before.

Attendees:

Clare Lynam - BRG MGA Roadster, Jo Emmert- Red MGB Roadster, Gary Kunst - Primrose Roadster, Kevin and Yvonne Carr - Metallic green BMW Z3, Phil Henry - Black TF MG Roadster, Ian and Rosemary Carleton - White Hyundai Tuscon, Gary Whight and Doris Lisle - Metallic Blue Toyota Camper Van (factory built), Sandra and Myself- BRG MGB V8

*Photos by Clare Lynam, Phil Henry, Sandra Armstrong & Jo Emmert
- Jim Armstrong*



Chapter Chatter

BUNDABERG CHAPTER

May 15th

Looks like this is becoming an annual event... Bob & Sue's Fish & Chip run to Elliot Heads.

We met at our usual meeting place which is Quay St carpark with 10 cars attending.

After the usual checking of each others cars Larry led us down to Bargara along the sea front past the golf course & Kelly's Beach to Innes Park & Coral Cove down the road to Elliot Heads where we eventually found a spot that didn't need 4WD due to all the rain the area has had lately.

Bob & Sue duly arrived with our fish & chips which were well received & duly consumed and of course washed down with suitable beverage. After much laughter & discussion and the advance of the local sandflies we decided that the time to wander home had arrived.

Attendees:

Larry & Brenda Lipscombe Porsche Boxster, Bob & Sue Murray Porsche Macan, Denis & Imelda Logan Audi Q5, Geoff & Sue Russell MGTD, Les Stevens MGB, Marilyn Kerrigan & Graham Leacock MGB, John & Maria

Learbuch MG, Ian & Tracy Nines MGA, Clive & Beryl Pearce MGF. Dave & Jenny Cook MGF.

Thanks to Bob & Sue for organising the run
- David Cook

June 21st

The Bundaberg Chapter ventured on a two day run to Gayndah on June 21 & 22 to



view Peter Huth's impressive Citroen car collection.

Six couples arrived in Bundy on a chilly Tuesday morning with Peter & Val Walkington from Woodgate meeting us in Childers. Owing to the unusually cold temperature some members decided to travel in comfort in their family truckster.

The Gayndah run was the christening of Bob and Sue Murray's Porsche Carrera 2 which as you would expect was a comfortable way to travel. The main group caught up with Peter and Val in Childers and we settled in for morning tea.

During morning tea, Graham decided he wanted to buy the holy grail of pumpkins from a road stall between Childers and Ban Ban Springs.

Apparently he bought one from the stall many years ago and he liked it so much the taste remained with him.

Cruising at 100k's and hour along the Isis Highway, Graham spots the iconic pumpkin stall and instantly seven cars pull in, only to find the stall closed.

Looking at the condition of the stall the last pumpkin sold was 50 years ago. Next time Graham.

No sooner had we checked in to the Gayndah A Motel, chairs and tables were assembled in the sunshine for nibbles and alcoholic refreshments. Dinner on Tuesday night was arranged at the Grand Hotel in Gayndah. Having a separate dining room at the hotel allowed us to be our normal vocal selves, dinner was prompt with great service which allowed us to get an early night, especially after a long day.

On Wednesday morning we woke to an another chilly morning, I think Sue was enjoying the cooler air owing to her husband Bob leaving the air conditioning on all night on 25 degrees.

After Brekky we visited Peter's incredible



Citroen cars. This collection is a hidden gem.

Peter travels the world in search of collectable Citroens. Behind every vehicle there is a story, how he managed to track the car down, the history of the car, it's fascinating. Presently he is in negotiations to import a convertible Citroen DS from New Zealand.

Peter and his lovely wife also went to the trouble to ensure we were looked after with a fantastic morning tea, including French specialties, 'Madeline cakes.'

We hit the bitumen for our run home, but not before we bought the obligatory Oranges and Mandarins from the local road stall, the stalls pumpkins weren't to Graham's liking so he didn't buy one, obviously he still has fond memories of the one he bought many years ago on the Isis Highway.

Our Chapter leader David Cook decided to return home via the back roads, at one stage I thought we were travelling home via Winton (just kidding Dave) for many of us it was a new and enjoyable experience.

Bring on the warmer weather.

Attendees:

David & Jenny Cook MGF, Ian & Tracy Nannes Mitsubishi ASX, Peter & Val Walkington Honda CRV, Graham & Marilyn MGB, Bob & Sue Murray Porsche 911, Graeme & Paula Brown Mercedes CLK 320, Larry & Brenda Lipscombe Porsche Boxster.

Thanks to Larry & Brenda for an excellent run with good friends.

- Larry Lipscombe

July 10th

Ian & Tracy were kind enough to host the second Noggin & Natter.

We had a very good turn out of members considering a few are away on holidays, Ian & Tracy supplied an excellent selection of goodies for us to put on our Pizza's, while Tracy and the other Ladies supplied nibbles and sweets for later.

The term Noggin & Natter certainly lived up to its name as we managed to format our calendar for the next six months.

One of our runs to Gympie Rattler is being very capably organised by Ian who graciously agreed to run this as Jenny & I will be away late September to



early November.

The Christmas party was also organised by Ian at the Sugarland Tavern.

A very enjoyable day Thanks from us all to Ian & Tracy Nannes for their hospitality .

Attendees:

Bob & Sue Murray Porsche 911, Larry & Brenda Lipscombe Porsche Boxster, Allan & Joy Kruger MGF, John & Maria Learbuch MGB, Graham & Marilyn MGB, Dave & Jenny Cook MGF, Geoff & Sue Russell MGTD, Daryl & Laura Lotus Elise.

July 24

We had a small turn out of enthusiastic members for our run to Theodolite Creek via Apple Tree Creek and after the usual catch up banter we headed out of town with yours truly leading with Graham & Marilyn tail end in their Bentley as the MGB was undergoing minor modification.

We headed down the Woodgate Rd to Foleys Rd then as the road was flooded on our usual route we had to divert to the Isis Hwy and on to Apple Tree Creek just north of Childers where we had an enjoyable relaxed morning tea.

After checking out each others cars we headed through Childers and back down the Woodgate Road where we met Chris & Sue Murray in their immaculate MGTD at the Goodwood School.

Eventually we headed in to Woodgate and on to Theodolite Creek where we discovered the Council BBQ's did not work...just as well our Chapter purchased their own so it was pressed in to service.

After an enjoyable meal and chin wag some of us had a wander around the area, we decided to all head back home.

A very enjoyable day as usual with good friends.

- David Cook



Competition Corner

2022 COTTONS CREATIONS QUEENSLAND HILLCLIMB CHAMPIONSHIP

The Cottons Creations 2022 Queensland Hillclimb Championship attracted current hillclimb champions. Dean Amos who has won the Queensland Championship (2018, 2019 and 2021) as well as joint 2021 New South Wales Championship with Dean Tighe, Dean Tighe (2020 Queensland Champion, 2016 New South Wales Champion, 2018 South Australian Champion) and David Mahon (2019, 2020, 2021 South Australian Champion and 2021 Victorian Champion).

In the week prior to the Championships the Logan City Council had organised a Road Maintenance Group to grade the road surface of Gramzow Road.

Given the condition of the road which suffered greatly from the heavy rain in February, this work was to the relief to the competitors, officials and spectators.

Practice on Saturday:

Fastest times were set by Dean Tighe (37.30), Warwick Hutchinson (38.72), Brett Bull (38.79), David Mahon (39.28), Doug Daniels (41.60), Jim Milliner (41.93), David Quelch (43.55), Gavin Taylor (fastest sedan, 44.75), Rick Miles (45.82), Wayne Penrose (46.13), Ainsley Fitzgerald (fastest sports car, 46.35), Stephen Edwards (46.38), Michael Larymore (46.41), Robert Souter (46.56), Jim Heymer (46.67)

on rather old tyres. Dean Amos did not finish his run due an issue with the fuel injectors.

Brett Bull retired the Van Diemen after some engine woes which may be a broken valve spring for back in the pits the engine started and delivered good oil pressure.

Jim Milliner retired the OMS after finding both brake and accelerator pedals which resulted in a visit into the nutshell barrier and unfortunately damaging right front suspension arms.

Official runs on Sunday:

TELMAH FINANCE Sponsored class

Road Registered Non Log Book 2001 cc & Over Sedan cars went to Brendan Merrick (Datsun 120Y turbo, 47.85 just 0.28 slower than the class record) with Derek Holstein (BMW Cooper S Supercharged, 48.08), Phillip Rowan (Renault RS 250 Megane turbo, 48.70), Andrew Pearce (Ford Focus XR5 turbo, 50.71), Matthew McGrath (Ford Fiesta turbo, 51.19) with regular Regularity competitor Lindsay Derriman recording a sub minute run of 59.41 seconds in his very standard Toyota Vienta.

Second run Derek was ahead 48.99 to Brendan 49.56 and Matthew 50.35. Run 3 saw Brendan (48.86) ahead from Phillip (48.98) and Derek (48.99). After run 5 the finishing order of the class was to remain.



Photos: Ian Colley Photography



BRISBANE WATCH REPAIR CENTRE

Sponsored classes

Brad Smith was the faster runner in the Circuit Excel class with a 51.38 time from David Evans whose best run was 53.84 seconds. Prior to his third run Skippy had an issue with the idle/air flow sensor which with the aid of superglue and blue electrical tape provided a temporary fix.

Road Registered Non Log Book up to 2000 ccs Sedans was won by Sean Wade (Nissan Pulsar, 47.95), Harry Doling (Toyota Celica, 48.48), Brant Rayment (Escort 54.28), Thomas Sheridan (Mazda 323, 55.26) and Malcolm Spiden (55.38).

Harry had been in the lead from the first run until run 5 with a 48.83 with Sean next in a 49.48 time. Last run Sean claimed the day recording a 47.95 time to Harry's best run of 48.48 seconds.

The Production Sports Cars 1601 to 2000 ccs went to Ainsley Fitzgerald (Arrow Clubman, 47.30) followed by Rod Thomas (Mazda MX-5, 49.12), Greg King (Toyota MR2, 50.19), Chrystellee Semple (MGF TF, 80.43). Rod had a bit of a difficult weekend as during Saturday practice was troubled by blown fuses for fuel pump. His Sunday runs ceased after the third run with the gearbox full of neutrals.

ULTIMATE POWER STEERING

Sponsored class

Dapto visitor, Wayne Penrose set the early pace in the Sports Sedans Over 2 litre class from the first run. His best time was 44.47 set in his Volkswagen Beetle. Wayne secured the win from Phillip Dalton (Honda Civic, 45.69),

Robert Souter (Datsun Sunny Turbo 46.69), Benjamin Ford (also up from Dapto, Volkswagen Beetle 47.63), Jeff Daniels (Ford Escort turbo, 48.15), Daryl Small (Holden Commodore VL, 48.30).

BRETT BULL MOTORSPORT

Sponsored class

Michael Larymore won the Production Sports Cars 1601 ccs to 2000 in his Toyota MR2 turbo (46.92) with Jay Matsen (Datsun 240Z, 48.92), Flavio Paggiaro (MGB GT V8, 53.85), Daryl Copihorne (Lotus Elise Sport 220 Supercharged), Denis Cotton (Porsche 914, 54.63 seconds).

The order after the first run was Daryl (56.02), Denis (57.71) and Flavio (58.22). Jay was ahead from run two recording 50.15 with a 50.02 seconds time on run three to lead Michael (54.39), Denis (54.63), Daryl (54.65) and Flavio (55.24).

Run four gave us the final order as Michael set a time for the class win as well as Fastest Sports Car.

VW MAGAZINE AUSTRALIA

Sponsored class

Fastest Formula Ford time was set by Rick Miles with a best run of 45.13 seconds driving his Kookaburra FF91.

STAN POBJOY'S RACE

ENGINEERING Sponsored class

The Formula Libre up to 750 ccs class went to Stephen Edwards in his GS Yamaha R6FL with a 45.32 time. Stephen's formula car is home built with the chassis and aero package constructed by Gary Cossor. They use a Yamaha 600 ccs R6 engine with Corolla

uprights, differential and driveshafts.

ACCURATE SUSPENSION SERVICES

Sponsored class

It was anticipated the champion would be decided by the quickest in the Formula Libre 2001 ccs and Over class. Dean Amos (Gould GR55B, 35.81 a time 0.56 of a second slower than the outright record) set his fastest run on his fifth run and thus the championship.



Next was Dean Tighe (Empire Wraith Supercharged, 36.28), Warwick Hutchinson (OMS 28 RPV03 turbo, recording his personal best time of 37.34) with Stan Pobjoy (VW Special Formula Libre Supercharged, 43.53).



COTTONS CREATIONS

Sponsored classes

New South Wales State competitor Timothy Blake won the All Wheel Forced Induction class with a 44.59 time in his Subaru Impreza WRX turbo. Next were Adrian Purcell (Subaru WRX turbo, 45.80) and Benjamin Everson (Subaru Impreza turbo, 52.76).



Adrian was ahead from runs three to five with his best 45.80 to Tim's 48.39, 47.41 and 46.45 before Tim's final run of 44.59 seconds.

Wins in the historic class went to Barry Smith in Group K (Post Vintage Thoroughbred cars from 1 January 1931 to 31 December 1949). Barry recorded a best run of 58.99 seconds in his Ford V8 Special.



Paul Shergold won the Group Nc for Touring Cars built between 1 January 1965 to 31 December 1972 up to 2000 ccs Touring Cars with a 55.27 in his

Ford Cortina Mk 2.

Wins in the Improved Production classes went to Steven Hughes (Volkswagen Golf, 52.49) in the up to 1600 ccs, Danny Mischok (Ford Escort, 47.32) from Dave Sidery (Volkswagen beetle, 49.06) then Greg Cameron (Hyundai Excel, 53.01) in the 1601 to 2000 ccs engine class.

Pauline Graham (Datsun 1600 SSS, 46.14) won the 2001 to 3000 ccs class from Ken Graham (Datsun 1600 SSS, 46.33) whilst John Gilbert won the larger engine capacity class with a 49.47 time in his Holden Commodore.

Pauline first run was 47.93 to be ahead of Ken (49.64). Ken was in the lead from the second run to the fifth run with times of 46.92, 46.57 and 46.51 whilst Pauline best was 46.61 seconds.

The final run saw Pauline record a 46.14 time to win the class from Ken's best run of 46.33 seconds.

Winners of other classes were Gavin Taylor (Volkswagen Golf, 44.46) in the Sports Sedans 1601 to 2000 ccs, Jeff Graham (Mazda MX-5 Supercharged, 48.66) in the Sports Cars (Open and Closed) Over 2 litre and Jim Heymer (Farrell L Sports 1300, 46.99) with Terry Sproston recording a 50.19 run time in his Aussie Race Car both competing in the Sports 1300/Aussie Car class.

Formula Racing Cars saw wins to Craig Hughes being the faster in the Formula Vee category with a best run of 49.63 seconds in his 1600 ccs engine Hughes VWMA 1600 ccs with Chris Beahan in the smaller capacity 1200 ccs Allman

Formula Vee recording a 54.36 time.

Formula Libre 751 to 1300 ccs class went to David Mahon (Dallara Hayabusa F394, 38.20), Doug Daniels (NuTec Formula Libre, 42.04), Neil Lewis (Fly-001, 42.04) with David Quelch (Homebuilt DPQ03, 42.28). Both Doug and Neil recorded their best time on their fourth run.

In the three different categories of Racing Formula Cars, Sports Cars and Sedan Cars the quickest times set were:

Formula cars saw Dean Amos (35.81) being the quickest with Dean Tighe (36.20), Warwick Hutchinson (37.34), David Mahon (38.20), Doug Daniels and Neil Lewis (both with a 42.04). Sports Cars had Jim Heymer being the fastest sports car from the first run to the fifth run.

After the third run Jim was 0.31 of a second ahead of Ainsley and 1.44 seconds from Michael. The fourth run saw the order as Jim still 0.31 ahead of Ainsley and 1.25 to Michael.

On the final run Michael recorded a 46.92 to be the fastest sports car by 0.07 seconds to Jim and 0.38 to Ainsley. Oh for a set of new rear tyres to stop the wheelspin.

In the Sedan Cars for the first three runs Gavin Taylor was 0.48 seconds quicker from Wayne Penrose and 2.68 seconds from Adrian Purcell. Run four Wayne was ahead of Gavin by 0.09 seconds and 1.33 from Adrian.

Next run Gavin was back in the lead

by 0.01 seconds from Wayne and 1.34 seconds to Adrian.

The final run resulted with Gavin (44.46), Wayne (44.47), Tim Blake (44.59), Phillip Dalton (45.69), Adrian Purcell (45.80) and Pauline Graham (46.14 seconds).

PERPETUAL AWARDS

Tasman Building Society Perpetual Trophy for Fastest Time of Day: **Dean Amos**

Glyn Scott Perpetual Trophy for Fastest Time by a Sports Car: **Michael Larymore**

John English Trophy for the Fastest Time by a Queenslander: **Dean Tighe**

Vince Appleby Trophy for Fastest time by a Sedan: **Gavin Taylor**

Hamilton Historic for the Best Performance by a Historic Vehicle: **Barry Smith**

Paul Aitken Trophy for Best Average Time by a Motor Cycle Powered Car: **Dean Tighe**

Martin Tighe Trophy for Fastest Time by a Formula Ford: **Rick miles**

QHC Fastest Lady: **Pauline Graham**

Hot Hatch Award: **Gavin Taylor**

Best MG up to 2000 ccs: **Chrystellee Semple**

Best MG 2001 ccs and Over: **Flavio Paggiaro**

MOUNT COTTON HILLCLIMB SERIES ROUND 4

On a very cold day many of the drivers who we see as outright contenders for the Fastest Time of Day were unable to compete.

Their absences were due to various mechanical issues. This round there were no Formula Cars in the 1301cc and Over class thus with all Formula cars in the Up to 1300 cc engine class a golden opportunity was available for those in the smaller engine capacity class to shine in the results.

REGULARITY

Lindsay Derriman was ahead from the start to finish with a loss of 16 points driving his Toyota Vienta.

Next in the class was Robert Martin down 21 points in his Daihatsu Handi followed by Rob Souter (Toyota Corolla, down 28 points), Flavio Paggiaro (MGB GT V8, loss of 47 points) with Chrystellee Semple (MGF TF) next with a loss of 66 points.

HISTORICS

The Group K class went to Barry Smith (Ford V8 Special, 57.64) until the 1936 gearbox started jumping out of gear. Must be ageing.

David Owen took the Group Q Sports class with a best run of 49.02 in his Bulant Mk 7L sports clubman.

SPORTS CARS

The Production Sports Cars 1601 ccs to 2000ccs was won by Rod Thomas (Mazda MX-5, 48.90) followed by Greg King (Toyota MR2, 50.18) and Benjamyn Preston (Mazda MX-5, 52.28). Rod had replaced the gearbox which gave trouble at the Queensland Hillclimb Championship.

Michael Larymore (Toyota MR2 turbo, 45.51) took the Over 2 litre class with Dave Roberts recording a 50.00 time in his MGB V8. Benjamyn's times were 66.63, 59.80, 57.68, 56.58, 54.09, 52.45, and 52.28 seconds.

Jeff Graham was the quickest in the Sports Cars over 2 litres in his Mazda MX-5 Supercharged with a time of 48.53 from Brendan Parker (Genesis GT380 Coupe, 52.90) and Maldwyn Parker (Genesis GT380 Coupe, 54.21).

The Supersports/Sports 1300 group went to Jim Heymer with a 47.25 time in his Farrell L Clubman.

SEDAN CARS

Winners in the Road Registered Sedan Cars classes were Joshua Luckel (Mazda 2, 54.49) in the up to 1600 ccs class whilst in the 1601 to 2000 ccs class Don Milner (Triumph Dolomite Sedan, 51.30) won from Malcolm Spiden.

Don retired the Triumph on his third run with no drive in first gear which occurred when under brakes into the hairpin. We saw a great display of avoiding the nut shell barrier with no braking power.

Phillip Rowen was the fastest in the 2001 ccs and Over cars with a 48.00 time in his Renault RS 250 Megane turbo from Chris Balhatchet (Nissan Skyline turbo, 52.22), Ray Balhatchet (Nissan Skyline turbo, 53.34) with Mihai Diaconu recording a 62.38 time in his Volkswagen Tiguan turbo.

Ray was in second spot with a 53.65 run from Chris (53.75) until run five when Chris ran times in the 52 second bracket with 52.85, 52.61, 52.33 and 52.22.

Winners in the Modified Production Sedan classes went to Sean Wade (Nissan Pulsar, 48.75) from Mark Cunningham (Toyota Celica, 52.57) and Noel Dore (Volkswagen Beetle, 55.15) in the under 2 litre group whilst Paul Cox (Holden Calais turbo, 56.66 seconds) took the over 2litre class.

At the previous round Brad Smith equalled the existing record In the Circuit Excel class with a run of 51.00 seconds.

That 0.01 of a second to break the record can seem so far away when chasing a particular time.

On his sixth run Brad Smith set a new class record of 50.86 seconds. This lowered the existing record held by Mark Pryor set on 21 July 2019.

The Improved Production cars went to Dave Sidery Volkswagen Beetle 48.99 from Greg Cameron Hyundai Excel 53.22

In the All Wheel Drive Forced Induction class we witnessed a great show throughout the day between Adrian Purcell (Subaru WRX turbo, 46.07), Christopher Ryan (Volkswagen Golf R, 46.21) and Daniel Beahan (Mitsubishi Exo 8 turbo, 51.62).

Adrian and Chris swapped the lead position throughout the day.

At the second run Adrian (48.88) was ahead of Chris (50.08), next run saw Chris (48.14) to Adrian's (48.69), run four Adrian (47.14) then Chris (47.99), run five Chris back in front (47.07), run six Adrian (46.32) to Chris (46.71), run seven Chris (46.21) was ahead before the final run which saw the class win to Adrian (46.07) from Chris 46.21) then Daniel (51.62).

Gavin Taylor was the quicker in the Sports Sedans up to 2000 ccs with a best run of 45.13 seconds set in his Volkswagen Golf with Tyson Cowie (Ford Escort, 45.57).

Tyson was ahead on the second run with a 46.15 to Gavin's 46.91 before Tyson encountered trouble with the gear selector in the 4 speed gearbox and Gavin set his best time.

The larger engine capacity Sports Sedans class saw Doug Anable (BMW E30 325i turbo, 46.30) set the quickest time some 0.03 of a second from Scott Anable (BMW 325i turbo, 46.33) with 0.30 of a second to Glenn Anable (BMW 2002 turbo, 46.63) 0.39 of a second to Robert Souter (Datsun Sunny turbo, 47.02) with Richard Marken recording a 53.86 time in his Peugeot 405 Mi.

Scott was in the lead on the first run with a 49.10 time from Doug (50.70) and Glenn (54.08), second run resulted in Doug (48.05)

ahead from Scott (48.05) and Glenn (48.85).

Glenn was ahead on run three (47.08) from Scott (47.47), Doug (47.61) and Robert Souter (48.63). Doug was back in the lead on run four (46.42) with Glenn (47.08), Scott (47.14) Robert (48.63).

Run five saw the finish order as Doug set his best time (46.30) as did Scott (46.33) followed by Glenn (46.81), Robert (47.67) and Richard (53.86).

FORMULA CARS

Christopher Beahan won the Formula Vee class with a best run of Allman Formula Vee 53.41 seconds in his Allman Formula Vee 1200 cc.

Formula Libre up to 1300 ccs class was won by David Quelch in the Homebuilt DPQ03 with a best run of 42.09 seconds.

Next were Doug Daniels (nutec Formula Libre, 43.38), Stephen Edwards (GS Yamaha R6L, 44.46) and Ian Lozell (FL GAE01, 54.42).

Ian completed his first run however the engine appeared not to gain full power so the car was withdrawn to investigate.

On his second run Doug Daniels had set the fastest first split time for the weekend. Unfortunately the right rear suspension suffered a breakage when accelerating up the second loop.

It appears the connection of a rose joint to the chassis broke which ended his run and day.

TOP SIX SHOOTOUT

The drivers who run in the Top Six are invited from the drivers whose times are in the fastest 10 times recorded during the round.

On this round only 4 were available to contest the shootout which is run in reverse fastest order. Times were Doug Anable (46.46), Adrian Purcell (45.47), Stephen Edwards (45.15), David Quelch (42.80).



Fastest fifteen for this round were David Quelch (42.09), Doug Daniels (43.38), Stephen Edwards (44.46), Gavin Taylor (45.13), Michael Larymore (45.51), Tyson Cowie (45.57), Adrian Purcell (46.07), Chris Ryan (46.21), Doug Anable (46.30), Scott Anable (46.33), Glenn Anable (46.63), Robert Souter (47.62), Jim Heymer (47.25), Phillip Rowen (48.00), Jeff Graham (48.53).

MG up to 2000: **Chrystellee Semple**

MG 2001 and over: **Dave Roberts**

Best MG: **Dave Roberts**

Most Improved: **Benjamen Preston**

Fastest Time of Day: **David Quelch**

Top Six Shootout: **David Quelch**



Photos: Ian Colley Photography



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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.

For further information on membership, contact:

Matt Johnson
MEMBERSHIP SECRETARY
0402 314 947



Hillclimbs



Concours



Day Runs

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Race Meetings