

MG Car Club of Queensland Inc.



The **Octagon**

No. 6

November 2022



Merry
Christmas!



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



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www.mgccq.org.au

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Headquarters 8/16 Collinsvale Street, Rocklea **Hillclimb** Gramzow Road, Mt Cotton

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President's Report

As we come to the end of another year it is time to look back on both the successes and failures of the year and forward to the new which waits around the corner.

It has been a busy time for the Club since the AGM at the end of September. Many events have taken place, keeping us all busy in organising and running of these events.

We started with the annual concours, an event which was the highlight of the year for the MG owners in years past but for one reason or another is dwindling rapidly in numbers over the last few years.

It's time to kick start this great event again, so any ideas to improve this will be welcomed.

The club hosted the Australian Hillclimb Championship in October. This event was well supported by competitors and spectators even though the weather was less than ideal with Sunday being a rain out.

Congratulations to Dean Tighe and his crew for enduring the weekend in the best possible way with a win. It is rewarding to have a club member win the event on home track.

We held a high tea to celebrate the life of the departed monarch in the club rooms, a very enjoyable afternoon and supported well by the members, hosted by Meryl Miles.

Now to look forward to some changes being implemented to make things easier for office bearers and for the members.

Since deciding to run for president earlier in the year, going around talking to members and past members to find out what was good and what was bad, the one real sticking point was the inability of members

to renew membership by the portal.

The club has undertaken to purchase a new system to look after many of the tedious jobs associated with memberships and event number gathering.

This new system will be user friendly and will hopefully allow us to attract back the club members we have lost over the last few years.

Day runs will be much easier to organise without the need for multiple people to handle paperwork for the organisation of the event.

There will also be a members portal for ease of communication.

To start with, this will appear as link from the existing mgccq.org.au page and will be operational in time for this years renewals.

Still a couple of events to hold for the year...
Hillclimb presentation
Christmas dinner

Hopefully everyone is able to have a break over the festive season and able to come back next year renewed and enthused for a fresh year of fun and competition.

- Neil Lewis



Octagon Submissions

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

Next publication deadline for submissions is January 27

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

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

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

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

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

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

NO CAPTIONS WRITTEN OVER PHOTOS

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

GENERAL NOTES

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

IDEAL ARTICLE SIZE

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

PHOTOS ARE ALWAYS BETTER THAN WORDS

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

ADVERTISING IN THE OCTAGON

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

MG Information

Pre War	Ross Kelly	07 3352 4151	MGC	Mark Wellard	0413 227 319
T Type	Peter Rayment	0407 693 947	MGBGTV8, RV8	Barry Evans	07 3425 1695
MGA	Richard Mattea	0488 224 105	MG Midget	Richard Mattea	0488 224 105
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

JANUARY

- 4 Wed Working bee hillclimb
- 10 Tues Wolseley Car Club at clubrooms
- 11 Wed Working bee hillclimb
- 14 Sat Working bee at hillclimb
- 18 Wed Working bee hillclimb
- 19 Thurs Morris Minor Car Club at clubrooms
- 20 Fri MGCC Clubrooms reopen Noggin N Natter
- 21 Sat Pre Australia Day Day Run, meet at 9.30 for 10.00 start at Mowbray Park, short run to Wynnum Manly area for lunch
- 25 Wed Working bee at hillclimb

FEBRUARY

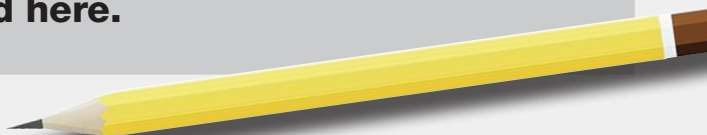
- 1 Wed Working bee hillclimb
- 3 Fri MG Noggin N Natter
- 5 Sun Come N Try with Test N Tune - TBC
- 8 Wed Working bee hillclimb
- 11 Sat Social afternoon at clubrooms
- 14 Tues Wolseley Car Club at clubrooms
- 15 Wed Working bee hillclimb
- 16 Thurs Morris Minor Car Club at clubrooms
- 18 Sat HRCC TTT weekend Morgan Park
- 19 Sun HRCC TTT weekend Morgan Park
- 22 Wed Working bee hillclimb / Mid Week Run
- 25 Sat Hillclimb Round 1 - TBC
- 26 Sun Hillclimb Round 1 - TBC

**Don't forget to check
the online calendar
on the website for
updates and more
information on some of
the events listed here.**

NEW MEMBERS

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

Lloyd Armstrong
Greg Schildt
Dale Gilbert
Brian Grech
Steven Josiah
Brian Crossley
Elliot Hart
Gunn Ryan
Christopher Haywood
Ray Da Costa
Ian Mackay
Cody Collins
Daniel Bourke
Tracy Gable
Leighton Wood



**MG IS UK'S
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GROWING
CAR
BRAND**





MG sold over 38,300 cars in the first nine months of 2022, securing its position as the UK's 12th best-selling manufacturer.

September vehicle sales were 61% higher than in 2021 – with the MG5 EV estate named as the UK's 5th most popular EV.

Growth set to continue, driven by new MG4 EV and MG5 EV models MG Motor UK has maintained its position as the fastest growing car brand in the UK, selling 38,312 cars in the first nine months of the year.

New figures from the Society of Motor Manufacturers and Traders (SMMT) show MG's market share has increased by 82% year on year, with September 2022 sales marking a 61% increase over the previous September.

Award-winning models such as the MG ZS EV and MG5 EV continue to be hugely popular with customers, as part of MG's broad range of sporty, exciting and affordable cars which reflect its Get More philosophy.

MG Motor UK's Commercial Director, Guy Pigounakis, said "The latest SMMT figures are extremely positive, reflecting the incredible growth we've achieved within the last 12 months.

"I have no doubt our new MG4 and MG5 models will be immensely popular with customers looking to make the switch to electric as we head towards 2023."



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Letters to the Editor

OCTAGON

What a pleasure and delight to receive a copy of the latest Octagon in the mail - and what great reading was in there particularly in seeing Craig Winter's name now in the listing of the new members of the Club Management Committee on which he will be a great and well received addition.

Even more pleasurable for me was to see the words 'Octagon Editor' beside his name.

We worked together for a good period of time and I have always held him in nothing but the highest regard for both his many abilities and his work ethic - the result of which you have been seeing for much longer than you may be aware.

It gives me great pleasure to be able to include my thanks to Craig for everything he has contributed in his work in the MG Car Club and to his part in making my work while the Octagon Editor much easier too, thanks to his contributions and assistance.

My heartfelt thanks go to you, Craig, along with best wishes for your future.

- Elaine Hamilton

AIRPORT SCREENING

Here is a brilliant and simple solution to the controversy over body scanning at airports.

All passengers will be required to step into a booth that scans for explosive devices and automatically detonates any device found.

Harmless individuals will be released immediately after being scanned.

Muffled explosions, contained within the booth, will be followed by an announcement that a seat has become available for standby passengers.

It's a win-win for everyone.

- Robert Readman

LANCE ARMSTRONG

I think it's terrible the way Lance Armstrong has been treated, especially after what he achieved winning seven Tour de France races whilst competing on drugs.

When I take my drugs, I can't even find my bike.

- The Old Boy

ROAD MAPS

Calling the plan for world peace a 'roadmap' is ridiculous.

Judging by some of the MGCCQ members' navigation skills on mid-week runs, I have serious doubts.

Many will hold it upside down and not be able to follow it, whilst others will claim to know a much better route without ever referring to it.

Shortcuts will be taken by the more over-confident drivers, resulting in an additional 30 minutes or so to conclude each stage.

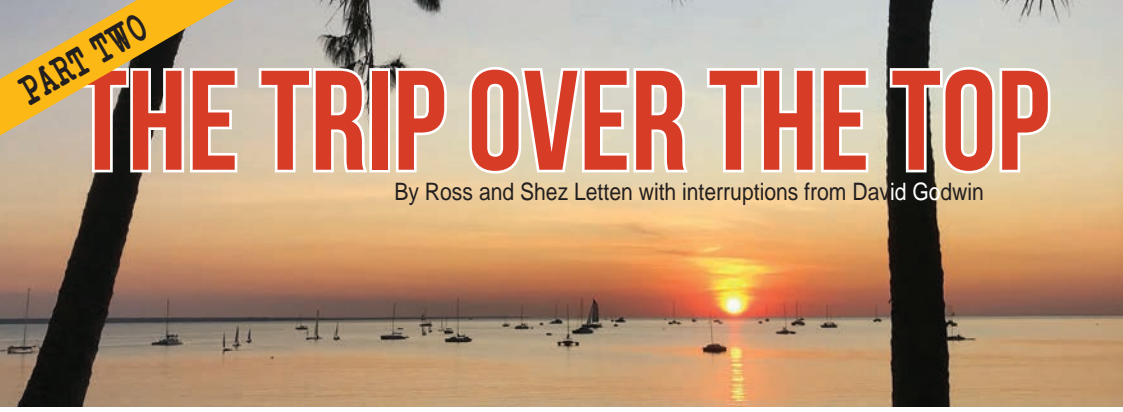
Several will be so advanced as to have the use of electronic GPS units, but will fail to punch in the correct address and end up back at their local Aldi where they first purchased it.

Let's just call it a 'mud map' and assume that only 80% of us will arrive at the correct location on time, and the rest will drive around in circles getting frustrated and overheated.

- The bloke driving behind The Old Boy

THE TRIP OVER THE TOP

By Ross and Shez Letten with interruptions from David Godwin



Continuing on from last edition...

Day 11 22/05/2022 Adels Grove rest day

We spent a pleasant interlude paddling canoes up the Lawn Hill Gorge and wondering at the stupidity of a swimmer the previous week who had allegedly followed a fresh water crocodile behind the small waterfall shown in the photo and had promptly got bitten! Or at least that was the story we were given.

Day 12 23/05/2022 Adels Grove to Barkly Homestead 517 kms

The following is an extract from Dave's notes:
It was meant to be 495km - 5hr 49min but experiences and excitement got in the way!
Knowing that a good proportion of the journey was on gravel roads, we decided to leave Adels Grove (Lawn Hill Gorge) early - 6.30am - as a red glow appeared in the east.



We decided to take the road less travelled to Camooweal - a gravel road past the Riversleigh Dinosaur park. This turned out to be most delightful!

The kangaroos were aplenty, hopping this way and that; the white Brahman cattle preferring to congregate on the road rather than in the lush bush; the massive birds





of prey waiting until the last minute before rising from their fresh meal of kangaroo and one lone but healthy dingo eying us out without moving a muscle. 60km from Adels Grove and five km past the Riversleigh Dinosaur Park, we entered an oasis setting, which turned out to be the...Gregory River causeway which was flowing fast and furious.

The advert "If it's flooded, forget it!" came immediately to mind! Blue B, whose duty it is to scale these sorts of obstructions in his Croc shoes, set off to ascertain if it

was sensible for the three MGs to continue on to Camooweal along this route. To our disappointment, the answer was that it was only 350mm deep but was slimy and slippery and two sections were flowing far too fast for comfort.

So the decision was taken to return past Adels Grove to Gregory Downs (which we had visited three days before) to refuel and have breakfast.

The next decision was - do we take the 700+km sealed route to Camooweal or a 400+ kms gravel road short cut. The short cut won - briefly!



The Large and the Small; Inside the Junk Yard; Tim in front of his Junkyard with Red Car, Blue B and RIP; John and Ann's immaculate MGA; Photo 28 A Sign at Camooweal leaving Queensland for Northern Territory

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cnr. Leonard & Annie St, WOOLLOONGABBA

60km along the (next) gravel road to Camooweal, Red Car had a puncture. Normally that wouldn't be a problem - we would have fitted the spare wheel. But the wheel alignment had been set incorrectly before we left home and both front tyres had scrubbed out to canvas by the time we had reached Adels Grove, so the spare tyre was not useable.

Having no other option, we fitted RIPs 15" spare tyre to Red Car - which only runs 14" tyres.

That got us back on the track until Igloo radioed to say he also had a puncture! Prudently he had bought a spare tyre (Mercedes don't supply spare tyres apparently!) but...unbelievably, the bolts turned out to not fit the wheel! RIP had brought a tubeless tyre repair kit but had never used one - now was the time to learn!

The repair continued to leak - albeit slowly - so Plan B to the rescue - Pump My Ride! Only an Australian would think of a name like that! We squirted this sticky mixture into the tyre and the results were amazing! No more leaks!

At this stage, the sun was well over the yard-arm so the short cut route was abandoned and we returned to the sealed road. We then set our right feet to 120kph and headed for our overnight accommodation - having travelled 709km and 9hr 38min on the road!



Laurel sewing on the badge; Over the Top MG 2022 Badge in place and Mataranka Pools Hot Springs.

Needless to say, Red Car and Igloo bought the drinks that night!

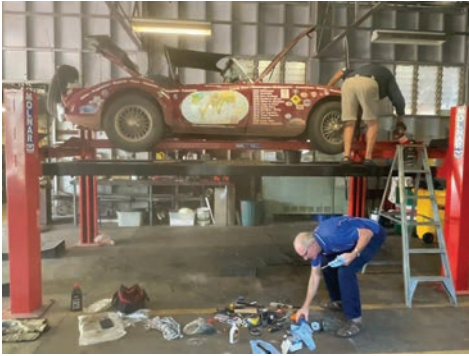
Day 13 24/05/2022 Barkly Homestead to Dunmarra Roadhouse 517 kms

This leg featured a slight diversion to Tennant Creek to find tyres for Red Car and Igloo.

Red Car bought two new tyres and Igloo had an internal patch put on David's repair. Then straight up the Stuart Highway to Dunmurra Roadhouse. Basic but the food was exceptionally good.

The road trains in the NT are enormous.





**Day 14 to 15 25/05/2022 to 26/05/2022
Dunmarra Roadhouse to Mataranka
Homestead 215 kms**

Breakfast at Daly Waters Pub – an interesting quirky place with the highlights being Tim’s junkyard (30 years of collecting junk), a WW2 hangar and airfield.

Laurel left one of our “MG Over the Top 2022” badges on the Wall of Badges in the



pub - if you are visiting there one day see if you can spot it!!

At Mataranka Homestead we enjoyed swimming in beautiful hot springs and witnessing a very talented whip cracker, Nathan Griggs, with four Guinness Book of Records awards to his name.

**Day 16 Mataranka Homestead to Darwin
424 kms**

To Darwin via Litchfield National Park where we met up with a new member of the team, John Dawson, in his immaculate MGA (Topless) at the Buley Rockhole – (Ann, John’s lovely partner couldn’t get away and joined us in Darwin a few days later).

Had a beautiful swim in the rockhole.





**Days 17 to 20 28/05/2022 to 31/05/2022
Welcome rest days in Darwin!**

The sunset looking out over Fannie Bay from Darwin Sailing club was magnificent.

Prior to our departure we had been given an introduction to the Darwin Motor Vehicle Enthusiasts Club <http://mvec.org.au> by Stuart Duncan, current president of Gold Coast MG Car Club and we were treated to a guided tour of an amazing collection of vehicles and equipment collected over many years.

They also had a hoist so RIP, Blue B and Red car were quick to take advantage of the servicing opportunity.

And in the evening we held a very silly Over The Top hat party to say goodbye to Jim and Carol who were returning home to the Gold Coast the following day.

But the day still wasn't over – when we arrived home to our airbnb a neighbour dropped in:



(Opposite page) Some TLC for much abused MGs; Jim and Carol (Igloo); On the way to Darwin Aviation Museum (this page) Mindil Beach Market and a visitor on return to our Accomodation.

The Darwin Military Museum was truly excellent with graphic depictions of events on 19/02/1942 when 242 Japanese aircraft, in two separate raids, attacked Darwin's harbour and airfield.

It was the first and the largest foreign attack ever mounted on Australia. The Japanese wanted to halt the Americans from using

Darwin as a staging point for troops and equipment intended to slow the advance of the Japanese moving down through the islands to our north.

Despite some trepidation beforehand we hired some electric scooters to cruise around the city – great fun and no-one came to serious grief.

Attendance at the Mindil Beach Market is obligatory for anyone visiting Darwin in order to enjoy the plethora of food stalls selling ethnic cuisine from around the world while watching the sun set over the Timor Sea.

And then on 31 May, Ann Dawson (MGA A Topless) joins the rest of the Team for our last night in Darwin

Day 21 1/06/2022
Departure Darwin for Kakadu, Katherine and onto Western Australia

Watch this space for the next exciting episode!



A MUST visit to the 'Boys Sweet Shop' for a new alternator for Blue B; Sunset at Mindil Beach; John, David, Julie, Ross, Laurel, Shez and Ann. and Pretty MGs farewell Darwin



Special Interest Vehicle Update

The 15km road test radius has been expanded to 30km.



Department of
Transport and Main Roads

7 November 2022

Dear Recreational Motor Vehicle and Safety Group member

I am writing with regard to the Special Interest Vehicle Concession Scheme (SIV) road test radius.

As you may be aware, in 2021, the Department of Transport and Main Roads (TMR) reviewed the SIV road test radius following the tabling of the Transport and Public Works Committee report, *Inquiry into Motor Recreational Activities*. At that time, it was determined that the road test radius of 15-kilometres remained appropriate.

Since this time, further representations relating to this matter have been made to TMR. Upon considering the additional information provided, a further review of the 15-kilometre road test radius has been undertaken. As a result, I am pleased to advise that the current 15-kilometre road test radius has been expanded to 30-kilometres for all vehicles operating under the SIV scheme.

The TMR website, including the SIV Guide, has been updated to reflect this change.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read "D. Kaden".

Daniel Kaden
A/Director (Licensing, Automated Vehicles and Registration Policy)
Department of Transport and Main Roads

SEMA

SHOW





CRAIG WINTER

SEMA took place recently at the Las Vegas Convention Center where manufacturers, customisers and fabricators displayed their creations to over 160,000 attendees over the four days, and across more than 700,000 square metres of exhibition space.

As usual, exhibits ranged from the amazingly practical and beautifully enhanced to the "Why did they destroy that classic vehicle?"



The SEMA Show is convened by the Specialty Equipment Market Association, a trade organisation representing the \$44.6 billion US automotive aftermarket industry, so it's no surprise that over-accessorised rides were the main attraction.



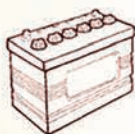
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VALE DEE ANDERSEN



It is with great sadness we report the passing of Doris Ann Andersen (Dee).

Dee passed away peacefully on 25/09/22 and will be remembered by many.

Accompanied with her partner Chris Carswell in their Primrose MCGT, Dee attended many MG Easter National Meetings from the late 1990s to 2000s.

She was always a willing helper with the planning group, organising the road trip and costume design for the Event and her cheeky sense of humour was enjoyed by all.

Dee later drove her Peugeot on the Wednesday day runs.

Sadly missed by her family and friends.

WANT TO BE SEEN ON BILLBOARDS AT MCGC'S MT COTTON HILLCLIMB?

Mount Cotton Hillclimb circuit signage has not updated for many years, hence there are spaces available for new advertisers. The sign will need to be completed for the start of 2023 series.

Signage rental \$500 + GST per calendar year for 2400x600mm on the circuit with smaller signs available on the downhill starting roadway fence. Clients supply their own signwritten metal signs for display.

Existing sign advertisers will be contacted to continue their ongoing support for 2023 or removal of their current signage.

**For more details please contact
David Robinson 0417 731 455**



2022 MG National Meeting

MALCOLM SPIDEN

After 2 years of COVID interruptions to many planned events which had forced the cancellation the M G National Meeting scheduled for Albury Wodonga, this National Meeting went ahead.

A lot of hard work by Bruce Fraser and the National Meeting Committee enabled MGCC Newcastle to schedule and hold the event.

The theme was "MGs by the Lake" thus most activities were based around Lake Macquarie. Lake Macquarie is the largest coastal saltwater lake in the Southern Hemisphere.

The size is approximately 110 square kilometres (42.5 square miles) and is twice the size of Sydney harbour. It has a circumference of 174 kilometres. (Wikipedia). From 1939 the Lake was used by as the RAAF Flying Boat base to 1960. During World War 2 there were 7 Squadrons operating a mix of Walrus, Catalina, Dolphin, Sunderland, Martin, Dornier, Empire and Kingfisher aircraft.

Cathy Bartley did a marvellous job of locating motel accommodation for the Queensland members. This was at Club Macquarie which was also the venue for Friday, Saturday and Monday evening activities. Only a walk away from our rooms. Great foresight from Cathy.

Journey down on Wednesday greeted those with heavy rain during several parts of the journey. A couple of lads stopped at Yarrabee Road a few kilometres south of Kempsey and walked up the Mount Cooperabung hillclimb circuit. The hillclimb circuit makes use of a part of the old Pacific Highway.

Friday was registration day with scrutineering plus renewal of friendships which may not been seen for those two years.

Awards presented at the Friday evening function were Magazine Trophy: NSW Opposite Lock; Web Site Trophy: Canberra. Photographic Competition: Best Action: Naomi Horsfield (Canberra); Best Still: Delia Rayment (Queensland); Best Novelty: Matthew Magilton (Victoria); Best Creative Digitally Enhanced: John Fransen (Queensland).

Saturday Concours at Speers Point Park on the shores of Lake Macquarie. Following the rain in the week before parts of the ground had been saturated however the resourceful Novocastrians organised the display area on more solid ground of the park.

A couple of blokes were able to visit King Edward Park, the site of the old King Edward Park hillclimb which operated from 1951 to 2015.

The Park overlooks the Pacific Ocean and the MG Newcastle club were able to promote the Mattara Annual hillclimb from 1963 to 2015. This hillclimb circuit was the speed event venue for the 2000 National Meeting.

Concours class results for the Queensland member were:- Class I: MGA Coupe Single Cam: David Hall (first in class) Malcolm Spiden (second); Class J: MGB Pull Door Handle: Ray Edwards (first); Class K: MGB Push Button Handles: Graeme Walker (seventh); Class L: MGB Mk 11: Brendon Hammersley (fifth); Class R: MG B GT V8 and Costelloe: Clive Mulder (fifth), Graham

ional Meeting



Hoyle (seventh); Class T: Midget: John Fransen (second), Calvin Mulder (fourth); Class U: MG Y Saloons and Tourer: Delia Rayment (first); Class W: MG Front Wheel drive: Ken Wasley (MG 1300 Mk11, second); Class X: MG Specials pre MGA: Wayne Kirwan (first, MGTf); Class Y: MG Specials post TF: Matt Johnson (first, MGB), Ian Fettes (sixth, MG Magnette); Class Z: Super Specials: Steve Riley (third, MGB V8 Supercharged); Class ZE: MG SAIC manufactured model post 2010: Cathy Bartley (third, MG ZS), Jeremy Mattea (fifth, MG3).

Outright the three eras were: Pre MGA: Jeffrey Newey (Newcastle, MGTC); Post TF/Pre 1980: Maldwyn Davies (Newcastle, MG Magnette); Post 1980: Fran Hodgson (Newcastle, MG HS).

Theme evening at Club Macquarie was Back to the 60's.

Sunday provided a choice to either run at the Ringwood hillclimb at Balickara using the A2A track (1.2 kilometres) or participate in the Touring Assembly.

Hillclimb class results for the Queenslanders: Class I: Malcolm Spiden (second); Class J: Ray Edwards (second); Class K: Graeme Walker (seventh), junior driver Alexandra (Ally) Walker (tenth); Class T: Calvin Mulder (second); Class U: Peter Rayment (first), Delia Rayment (second); Class W: Ken Wasley (first); Class Y: Matt Johnson (third); Class Z: Steve Riley (fifth); Class ZE: Richard Mattea (second), Jeremy Mattea (fifth).

Outright were Darren Hodgson (MGF, Newcastle, 58.52), Bruce Condron (MGB,

Newcastle, 61.11), Paul Slawinski (MGB, Victoria, 62.23).

For those not running at Ringwood could participate on the Navigation run which commenced and finished at Club Macquarie. Over 145 kilometres run in an anti-clockwise direction around the Lake.

Run in 2 sections with a snack stop at Myuna Bay Park which is between Morisset and Toronto. Instructions were a mixture of non cumulative and cumulative kilometres/miles locations. Observations questions were to be found en route around the Lake plus a list of photographs of places which were to be placed in the order of the route travelled.

At the finish end of the run there is always a tie breaker activity. This was how close both the driver and navigator could throw a conrod to a peg, something like quoits, and a bad throw could lower the crew in the order of merit.

Run in groups with the older models in class 1 through to the newest models.

Class results for Queenslanders: Class 1 (T Types Specials, MGY): Wayne Kirwan/ Megan Perrett (first, MGTf); Class 2 (all MGTC, no Queensland entries); Class 3 (Magnette, MGA Twin Cam, Midget): John Fransen/Cherie Fransen (first, Midget); Class 4 MGB Mk 11, MGB BL and MG BGT) No Queensland entries; Class 5 (MG BGT V8, MG RV8) Clive Mulder/ Ann Mulder (second), Graham Hoyle/Jim Vanderkyle (eighth); Class 6 (MGF, MGF/TF, MGZS, MGGS): Cathy Bartley/Alan Quinan (second).

Outright winners were Granville Harris/

Ivanna Arpel (Nil points lost, New South Wales) with Wayne Kirwan/Megan Perrett and John Fransen/Cherie Fransen being equal for second with 15 points lost.

Monday with a choice to enjoy the camaraderie of fellow MG enthusiasts on the Kimber Run, a Social day run around the shores of Lake Macquarie. Alternatively the motorkhana with small modification to the test patterns for safety reasons. This was held at Catalina Park Rathmines.

Class results: Class I: Malcolm Spiden (second), Ally Walker (third, Ally was able to run in a MGA after the Walker MGB suffered some electrical issues); Class J: Ray Edwards (first); Class R: Clive Mulder (second); Class T: Calvin Mulder (first); Class U: Peter Rayment (first), Delia Rayment (second); Class W: Ken Wasley (first); Class X: Wayne Kirwan (first); Class Y: Matt Johnson (third), Ian Fettes (fifth); Class Z: Steve Riley (fourth); Class ZE: Jeremy Mattea (second), Richard Mattea (fourth), Cathy Bartley (sixth).

Outright Michael Fraser (MGF, Newcastle, 73.14), Williams Reynolds (MGB, Victoria, 73.21), John Hastie (MGB, Victoria, 73.82).

Perpetual Trophies:-

Jean Kimber Cook Trophy (fastest Junior driver at the motorkhana: Tyler Edwards (South Australia).

Joan Richmond Trophy (Best Female award): Marjorie Halford (24 points scored, Victoria), Fran Hodgson (22, Newcastle), Delia Rayment (21, Queensland).

Chris Dodds Memorial Trophy for MG B V8 classes: Graeme Ruby (19, Geelong), Clive Mulder (14, Queensland), Stuart Jonklass (13, Newcastle).

New Zealand Plate (T Types): Wayne Kirwan (27 points, with more competitors in his Concours class, Queensland), Matthew Magilton (27, Victoria), Doug Hastie (24, Victoria).

Golden Gudgeon Trophy for T Types or Y Types: Jason Edwards (2.20,

South Australia), Wayne Kirwan (1.63, Queensland), Matthew Magilton (1.58, Victoria).

Cecil Kimber Centennial Trophy (best competitor): Wayne Kirwan (27 points and with more competitors in his Concours class, Queensland), Matthew Magilton (27, Victoria), Marjorie Halford (24, Victoria). TC Owners Pre war plate No competitors qualified.

Following a re-count the Nuffield Oceania Trophy went to Queensland (13.44), tie between Newcastle and Hunter (both 12.80), Victoria (11.55), New South Wales (8.94), Gold Coast (4.60), Tasmania (4.20), Wagga Wagga (3.00), South Australia (2.17), and Geelong (1.25).

John Wratten memorial Trophy was won by Victoria (813.70), with Queensland (420.54), Newcastle (329.00), New South Wales (256.96), Tasmania (190.80), Hunter (175.77), South Australia (143.00), Gold Coast (65.28), Wagga Wagga (45.72) and Geelong (38.38).

The farewell breakfast was held at the Belmont 16s Sailing Club on the banks of Lake Macquarie, before all departed for their homes.

All are invited to South Australia for the 2023 MG National Meeting. Based at Glenelg with Concours, Motorkhana at The Bend or the Kimber Run through the Southern Adelaide Hills Wine region, Speed event at The Bend or Observation run through the Northern Adelaide Hills Wine region.





MG CAR CLUB OF QUEENSLAND



Affiliated with the Confederation of Australian Motor Sports
 Postal Address: GPO Box 1847, Brisbane, Qld, 4001

Membership Application Form

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

Membership Secretary
 Matt Johnson
 Ph: 0402 314 947

Name in Full: _____ (PLEASE PRINT CLEARLY)

Residential Address: _____

Postcode: _____

Postal Address: _____

Postcode: _____

Occupation: _____ Company: _____

Phone (W): _____ (H): _____

(Mob): _____ (Email): _____

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

Date of Birth: _____

Particulars of Vehicle(s)

Manufacturer: _____ Model: _____ Year: _____

Registration No: _____ Engine No: _____ Capacity: _____

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

Dated: _____ Signed: _____

Proposed by: _____ Seconded by: _____

\$90.00 - Annual Membership

\$70.00 - Country Membership (outside 160km radius of Brisbane)

\$35.00 - Junior competing membership

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

\$ 15.00 - Name badge (incl post.)

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

\$ 8.80 - Cloth Badge (80mm diameter)

\$ 2.00 -Windscreen Sticker (incl post.)

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

Print name/s required on badge: _____

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

Direct Debit/Bank Transfer is now available. Account name MG CAR Club of Qld, Inc. NAB BSB 084263 Account No.464938785. Please use your Surname and/or Club No. as the deposit Reference ID (e.g. Smith 1234)

MGCCQ New Membership		CREDIT CARD PAYMENT		Amount \$
Credit Card:	Mastercard	Visa	CCV	_____
Card No	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Expiry Date:	Signature:			
Cardholder's name (Please print): _____				

Note: CAMS Level 2 Licence
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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

JANUARY	
4 Wednesday	Working bee hillclimb
10 Tuesday	Wolseley Car Club at clubrooms
11 Wednesday	Working bee hillclimb
14 Saturday	Working bee at hillclimb
18 Wednesday	Working bee hillclimb
19 Thursday	Morris Minor Car Club at clubrooms
20 Friday	MGCC Clubrooms reopen Noggin N Natter
21 Saturday	Pre Australia Day Day Run, meet at 9.30 for 10.00 start at Mowbray Park, short run to Wynnum Manly area for lunch
25 Wednesday	Working bee at hillclimb
28 Saturday	Working bee at hillclimb
FEBRUARY	
1 Wednesday	Working bee hillclimb
3 Friday	MG Noggin N Natter
5 Sunday	Come N Try with Test N Tune - TBC
8 Wednesday	Working bee hillclimb
11 Saturday	Social afternoon at clubrooms
14 Tuesday	Wolseley Car Club at clubrooms
15 Wednesday	Working bee hillclimb
16 Thursday	Morris Minor Car Club at clubrooms
18 Saturday	HRCC TTT weekend Morgan Park
19 Sunday	HRCC TTT weekend Morgan Park
22 Wednesday	Working bee hillclimb / Mid Week Run
25 Saturday	Hillclimb Round 1 - TBC
26 Sunday	Hillclimb round 1 - TBC
MARCH	
1 Wednesday	Working bee hillclimb
3 Friday	MG Noggin N natter
8 Wednesday	Working bee hillclimb
11 Saturday	Repc Supercars Newcastle 500 / Social afternoon at clubrooms
12 Sunday	Repc Supercars Newcastle 500
14 Tuesday	Wolseley Car Club at clubrooms
15 Wednesday	Working bee at clubrooms

17 Friday MG	Noggin N Natter
18 Saturday	Hillclimb round 2 - TBC
19 Sunday	Hillclimb round 2 - TBC
22 Wednesday	Working bee hillclimb / Mid Week Run
24 Friday	Motorsport Australia State Championship race meeting 1 Morgan Park MGCCQ
25 Saturday	Motorsport Australia State Championship race meeting 1 Morgan Park MGCCQ
26 Sunday	Motorsport Australia State Championship race meeting 1 Morgan Park MGCCQ
29 Wednesday	Working bee hillclimb
30 Thursday	Australian Grand Prix and Repco Supercars Melbourne 400
31 Friday	Australian Grand Prix and Repco Supercars Melbourne 400 / School Holidays 31 March to 16 April
APRIL	
1 Saturday	Australian Grand Prix and Repco Supercars Melbourne 400
2 Sunday	Australian Grand Prix and Repco Supercars Melbourne 400
5 Wednesday	Working bee hillclimb
7 Good Friday	MG National Meeting Adelaide
8 Easter Saturday	MG National Meeting Adelaide / Social afternoon at clubrooms
9 Easter Sunday	MG National Meeting
10 Easter Monday	MG National Meeting
11 Tuesday	MG National Meeting / Wolseley Car Club at clubrooms
12 Wednesday	Working bee hillclimb
19 Wednesday	Working bee hillclimb
20 Thursday	Morris Minor Car Club at clubrooms
21 Friday	MG Noggin N Natter
22 Saturday	Hillclimb round 3 - TBC
23 Sunday	Hillclimb round 3 - TBC
26 Wednesday	Working bee hillclimb / Mid Week Day Run
MAY	
3 Wednesday	Working bee hillclimb
5 Friday	MG Noggin N natter
9 Tuesday	Wolseley Car Club at clubrooms
10 Wednesday	Working bee hillclimb
12 Friday	HRCC Autumn Races Morgan Park
13 Saturday	HRCC Autumn Races Morgan Park / Social afternoon at clubrooms
14 Sunday	HRCC Autumn Races Morgan Park
17 Wednesday	Working bee hillclimb
18 Thursday	Morris Minor Car Club at clubrooms
19 Friday	MG Noggin N Natter
24 Wednesday	Working bee hillclimb / Mid Week Day run

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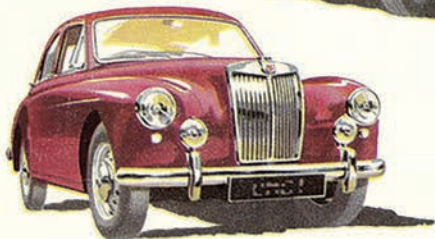


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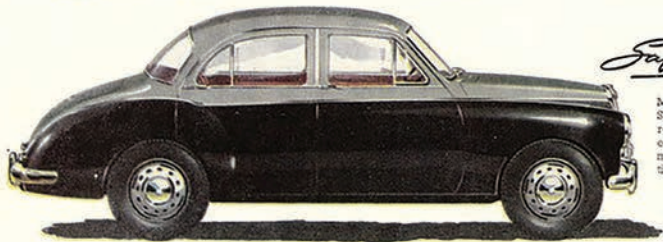


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Library News

Our Club Library started way back in 2001 with the aim to acquire the right books for our members to maintain and restore on their MG's.

The progress was slow in the beginning as MG books were extremely hard to find at reasonable prices.

Early years gathering meant that 80% of our books were purchased by the Club and the balance donated by members and motoring enthusiasts.

Elaine Hamilton, using her previous experience as a School Librarian developed a modified Dewey Decimal system to suit our narrow range of books and their subjects. Elaine then covered and classified all the books until Peter May took over the job.

The Club is very fortunate to now have a library of over 2,700 books covering many aspects from the history of automobiles, motor racing around Australia and the world, a large marque car category which includes MG, general books, Confederation of Australian Motor Sport Manuals from early days, VHS and DVDs relating to motor vehicles, even down to motoring fiction and a childrens' selection.

Over the last five years the Club has had members donate many books from their personal collection.

All of these donated books have a plaque nominating the donor on the inside front leaf.

After all these years, the Committee has decided that we need to give our library a spring clean, audit our collection and expand the shelving for the many books unable to be shelved.

As well, there is a collection of motoring magazines for both the members' enjoyment



and to aid the historical history of their competition vehicles for a Motorsport Australia Certificate of Description suitable to their age and category.

Many of these magazines need to be sorted by year and condition to select the best set.

If you have some library books at home, then the Club would appreciate if you could return them before Christmas so they can be included in the audit. Please give me a call if unable to return them at an event.

The plan is to have several days at the Clubrooms to get the jobs underway.

The dates selected are Tuesday 13th, Wednesday 14th, Tuesday 20th December and in the new year 4th and 5th January between 9.00am to 3.00pm or any part thereof. All hands can make light work

Please give me a call if you require clarification or are willing to come and help. Thanks.

*David Robinson
Library Hunter and Gatherer
0417 314 455*

Concours

BRISBANE - OCTOBER 2022



Class D MGTC

Terry Jones

Class E MGTD

Graham Moore

Class F MGTF

Brendan Dyer

Class G MGA Roadster

John Walker

Class J MGB Pull Handles

Matt Johnson

Class O MGB GT Mk 1 and Mk 11

Neil Mills

Class R MGB GT V8

Clive Mulder

Class T MG Midget

Calvin Mulder

Class V MG Magnette ZA to Mk IV

David Miles

Class X MG Specials Pre MGA

Don Webster

Class Y MG Specials Post MGTF

John Young

Class ZD MG models excluding

MGF/TF 2001 ccs to 4000 ccs

built 1/1/2000 to 1/1/2010

Ken Wasley

Class ZF MGF/TF Models

Julie Mundy

Class NM Non Marque

Chrystellee Semple

Class RC Competition Cars

Malcolm Spiden

Best Pre MGA

Brendan Dyer

Best Post MGTF to end of 1980

Neil Mills

Best MG Post 1980

Ken Wasley

Oily Rag Trophy for daily drive

Terry Jones





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Chapter Chatter

WHITSUNDAY CHAPTER

by Richard Collier

October 9

“Covered in Chrome” Mackay Marina followed by run to old Station Tea House, Cape Hillsborough.

The weather forecast was for hot and humid conditions, so it came as no surprise when we gathered at the Mackay Marina early (0700hrs).

Chapter members had on display 2x MGFs; MG B GT; MG B; MGRv8; Triumph TR8; Limited Edition Ford.

Whilst overall display numbers were down, members were treated to some new classic displays.

Vehicles start dispersing around 0830hrs, with Chapter members regrouping at the Good Guys, Greenfield for a 0930 departure for Old Station Tea House, Cape Hillsborough, 40kms N of Mackay.

To avoid roadworks the first stage of the run was configured using secondary country roads.



Upon arrival we were directed to a separate parking area where cars were put on display before and we were ushered to our reserved table.

Plenty of scones, jams and cream orders were placed along with coffees and teas. Group discussions were soon underway with topics ranging from where to next run to current, world events.

The group began to disperse, some taking the opportunity to visit nearby attractions while others headed for home.

October 28 **MG Chapter bi-monthly Dinner**

Month divisible by 2, for Chapter members this means there is a dinner being organised for the last Friday of the month at one of the local sporting clubs or taverns.

The bi-monthly dinner for October was scheduled for the Andergrove Tavern, North Mackay.

Attendees included John & Sue Evetts (MGBGT), Jim & Lorna Forest (MGF), Roger Green (MGR v8), Peter & Jane Mumford (MGA), Richard & Lynn Collier (MGA MKII).

Historically, the Andergrove Tavern is built on land which was originally part of the



first Mackay Grove Drive-in picture theatre complex.

Like many things in life, they have a finite life before replacement by the latest fad.

I would suggest may readers have, and continue to hold fond memories of attending such establishments.

The menu allowed for a wide variety of choices, table service was good along with food presentation, and importantly tables were not boxed in, and noise levels were kept within acceptable levels allowing for social interaction by the hearing impaired.

The group discussions continued well after the main meal had been consumed.

When asked, attendees agreed the venue ticked all the boxes and was a suitable venue for EOY dinner.

October 30 MG Chapter impromptu run to Cape Hillsborough

After days of high humidity and temperatures, an impromptu Chapter coffee run seemed a good idea at 0600hrs on a Sunday morning.

After a flurry of early morning phone calls, agreement to meet at Good Guys for 0900hrs departure.

More calls and the departure time was amended to 0930hrs to accommodate all participants (late risers).

Prior to departure, group was asked if they had a preference, the consensus being Cape Hillsborough, a journey of approximately 45kms, the decision no doubt aided by the fact that Chapter members (Paul & Dianne Octrin) lived near to Cape Hillsborough.

Quick phone call to confirm they were not otherwise engaged and more importantly would be happy to accommodate Chapter members at short notice (45 minutes).

Mindful not to arrive empty handed, food items were purchased from a nearby coffee shop and with confirmed destination and food offerings we were on our way.

The convey included Roger & Lesley Green (MGRv8), Jim & Lorna Forest (MG F), John Evetts (MGBGT), Rod Pacey (Porsche 911), Phil & Allison Martin (Triumph TR8) and Richard Collier (MG F).

Upon arrival cars were parked under shade trees where possible.

Great morning tea had by all; the day made more memorable for the squadrons of kamikaze marsh flies who appeared to be aligned with the colour blue.

At least one of the attendees was fully occupied while the remainder engaged in open discussions.

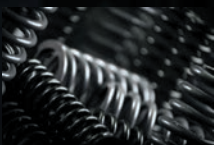
A big thank you to Paul and Dianne for accommodating the group at such short notice.



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Chapter Chatter

WIDE BAY CHAPTER

by David & Lyn

August 18

Members of the Wide Bay Chapter enjoyed a nice day out and about the Hervey Bay area.

About 28 Members assembled at RV1 for a run along the Esplanade to the Botanical Gardens in Elizabeth Street Urangan for morning tea.

After mornos Lyn had arranged for the manager in charge of the Orchid House and the nursery to give us a guided tour of the growing facility that the Fraser Coast Council run and operate.

He gave extremely good advice to all present in the potting and general growing of Orchids their origins and fertilisers that they use to manage to have Orchid Blooms all year round to display free to the public in the Orchid House.

After the Nursery we checked out the Orchid house and the Beautiful Orchids on display. Anyone visiting Hervey Bay can visit free of charge to this lovely facility at the Botanical Gardens.

They are a credit to our Fraser Coast council and well worth a visit.

After we all collected our bits and pieces we headed in our cars to Toogoom and the Salty Squid Restaurant for Lunch.

Everyone had a lovely meal with most staying on for homemade sweets and chatter.

It was a great day out with the Wide Bay Chapter and a good opportunity to give our MGs a good run, learn about the Orchid's and the Orchid House and get together with our members in a happy and friendly environment at the Salty Squid.

October 6

We had a lovely morning out together in the countryside.

19 Members and their lovely cars enjoyed a run out to River Heads, finishing at the Australian Arts and Crafts center at Takura where we all enjoyed a Coffee or Tea with some home made cakes.

It was very nice to see Keith driving the MGPA that he purchased from Ross Leighton in Brisbane about a month ago.





Greg and Anne also Blair and Joan enjoyed driving their Red MGB Roadsters. While Leigh and Bobby followed in the immaculate MG Midget

Everyone seemed to enjoy the morning out with some nice little tourist attractions like the bird aviaries and the guinea-pig's enclosure. To top it off we purchased home made crafts pickles, honey and jam. Yum!

October 30

We had 22 members assembled in Hervey Bay for a trip to Maryborough, meeting up with another 7 members for a nice 50s style brunch at Happy Days Diner .

It was lovely to have with us 2 new prospective members Erich and Jenny Mayer. We hope they can come on many more runs with us and they do join the Chapter in the new year. They were driving their very nice Mercedes SLK...not an MG, however a very nice car indeed.

Rick and Jan Edwards came up from the Cooloola Cove to spend the morning with us in their beautiful Red MGTF. It is going like a charm and it certainly is an eye catcher.

John and Bobby Gardner explained that Greg and Anne's MGB was actually his 60th birthday present and he restored it to the fantastic condition Greg keeps it in today.

It is always nice to know some of the history of your car and Greg and Anne learned a great amount of the history of their MGB



that he didn't know was coming his way today.

It was good to see Paul and Yvonne back from their overseas trip safe and sound.

We all had a very nice morning together as usual the place was buzzing with conversation and laughter.

Chapter Chatter

DARLING DOWNS CHAPTER

by Narelle

November 9

Our monthly lunch run took us to the Warwick Condamine Sports Club.

Allowing an hour and a half from Toowoomba to Warwick was insufficient time as the new overpass is still an ongoing project.

Apparently it had been opened but closed because of issues concerning the road surface.

A number of our members timed the green light perfectly but the 2x TFs, 1 MGB and a Mini missed their chance to get through and sat for 15 minutes at the red light with

engines getting hotter.

The venue has been renovated and we all had an enjoyable time. Some of the members knew about the large carpark whilst some of us struggled to get a car park in the street.

It was lovely to have Mavis Marsh, a past MG member with us.

On our way home a number of us travelled the back way to avoid another long wait at the overpass.

Present was Rob & Narelle Fraser, Gary & Janis Lawrence, Kevin Wruck, Brian & June Phillips, Marilyn & Phil Obrien, Helen Goodfellow & Juanita Keegan, Cheryl Francis, Alan & Deb Maskell.

Chapter Chatter

CAPRICORN CHAPTER

by Jim Armstrong

Photos by Phil Henry

Mt Archer Barbeque

At short notice a barbeque run up the top of Mt Archer was held last Sunday 9th October. Despite the shorter notice we still got 17 members in 10 cars and 1 motorbike, a Ducati at that.

The morning started when the Yeppoon contingent met at the Oaks service station and head up to Rocky to meet the Rockhampton contingent at the start of the road up the mountain.

We all headed up in due course with Jo

leading the way in Paddy. All was going well until we caught a very slow and underpowered motor home three quarters of the way up. Never mind we all made it up safely and as it was a cool day, no overheating.

On reaching the barbeque area to our surprise the biggest undercover table was vacant so we soon snaffled that and set up for lunch.

As I reported to the gathering, I had a head cold so Jo volunteered to be the master chef for the day...so over she goes to the barbeque and despite Phil checking with the council who had confirmed they were all working, they were not. Clare had bought her portable stove just in case but clearly it

wasn't big enough.

Clare's husband Paul was asked to go back down to their home - which incidentally is at the foot of the mountain - to get their bigger barbeque. Paul was the Ducati rider, and without question he was off in a flash returning several minutes later in their ute with the bigger barbeque in the back, so all was ok once more. Thanks Paul you saved the day!

During all this Jo conducted the Poker Run and rusty door prizes that were won by Jo, Phil and Kev respectively.

Soon we were all eating a lovely selection of sausages and patties and freshly made salads with caramelised onions from the barbeque.

After lunch a quick discussion was held on the recent All Chapter Meeting and my visit to Brisbane to the Annual General Meeting of the MGCC of Qld.

We then decided that we should go on the bushwalk through the trees around the peak of the mountain and on the not so long ago built board walk. Some elected to go home to watch the finish of the Bathurst 1000.

Those did the bushwalk were pleasantly surprised and enjoyed strolling and talking amongst each other, taking time to view Rockhampton from above on the several viewing platforms.

Although only a small gathering, all who attended enjoyed themselves.

Those in attendance were;
Phil & Margaret Henry, Lyle & Pat Fielding, Kev & Yvonne Carr, Meredith & Ewen Sutherland, Gary & Robbie Galloway, Clare & Paul Lynam, Jo Emmert, Gordon Kelsey, John Rowe, Sandra & Myself

October 30

Awoonga Dam

Photos by Jason Foss

After a delayed start because of weather

events, members of the Capricorn Chapter awoke to a beautiful warm Central Queensland day.

The Yeppoon contingent setting out as usual from the Oaks Service Station to meet up with the Rocky group at the Duck Ponds in South Rockhampton. After the normal hellos, Jo and Katie distributing the Gloria's poker run cards and a quick run briefing, we were all off heading down the Bruce Highway to our destination.

First stop was at Mt Larcom for a quick nature stop before once again heading off to Calliope Historical village for morning tea. Once again, all the ladies bought out their delicious assortment of sandwiches and sweets whilst some elected to visit the cafeteria run by the historical village to purchase their fresh morning tea and coffee. Katie and Jo handed out the second lot of cards in the poker run.

After a while it was time to continue our trek to Awoonga Lake for our barbeque lunch. On our arrival we were pleasantly surprised to find the picnic area not only very well maintained but virtually few people there so we had not one but two picnic rotundas, complete with wood fired barbeque plates and a supply of firewood to ourselves. The group had divided themselves into two each selecting either the top or bottom rotunda.

The group in the top rotunda soon had gathered enough twigs and grass to kindle their woodfired barbeque plates whilst the bottom group took a more leisurely route in setting up the portable gas stoves complete with their new cooking plates but in both cases the aroma of sausages, steak and onions cooking and the sweet smell of smoke from an open fire filled the air. In the meantime, Jo and Katie finalised the poker run which was won by Phil Henry, his prize a bucket of car cleaning goods so there will be no reason now for the black TF not to shine like a new pin.

Judy and Narelle won the lucky rusty door prizes. It wasn't long before everybody was tucking into a most enjoyable lunch in the

shade of the rotundas whilst a cool breeze from the lake fanned us all.

After lunch a quick meeting was held mainly to address the proposed Christmas Party and the upcoming elections of officers at the next meeting which is scheduled for the 20th November.

All too soon we had to farewell beautiful lake Awoonga and head for home but on passing through the Calliope Village John Rowe was noticed heading into the village. Why? Not for a nature stop but to collect his shoes that he had left there in the morning. It becoming quite the norm for John to do this so I think we may have to superglue his shoes on. A little further up the track, most of us called into the Raglan Tavern just to cool ourselves down with a refreshing beverage before continuing home.

Those in attendance were:

John Rowe, Nev Funch, Jason & Yolinda Foss, Gordon Kelsey, Phil Henry, Meredith & Ewen Sutherland, Clare & Paul Lynam, Martin & Narelle Adams, Judy & Ian Hamilton, Rosemary & Ian Carleton, Jo & Katie Emmert, Sandra & myself



Competition Corner

2022 SEQ TOWING/ COTTONS CREATIONS AUSTRALIAN HILLCLIMB CHAMPIONSHIP

After attempts to stage the National event in 2020 and 2021 when on both occasions the event was postponed due to COVID 19 restrictions, the organising committee had persevered and the 75th Australian Hillclimb Championship was held at Mount Cotton.

The inaugural National Championship event was held at the Rob Roy circuit on 13 June 1938 which was won by Peter Whitehead in an ERA R10B.

Peter Whitehead also won the 1938 Australian Grand Prix at the Mount Panorama circuit on 18 April that year.

Whitehead teamed with Peter Walker to win the 1951 24 Hours at Le Mans in a Jaguar C Type.

With the rotational system the last time the Australian Hillclimb Championship was held at Mount Cotton was in 2013.

Greg Ackland was the champion for his first time with placegetters Brett Hayward and Malcolm Oastler.

Announcer Brian Ferrabee as well as providing excellent commentary entertained the crowd with an Australian Hillclimb Championship who, what, where quiz.

Outright placings for the top twenty were Dean Tighe (37.46), Greg Ackland (37.83), Dean Amos (37.89), Warwick Hutchinson (38.17), Alan Foley (41.11), Jim Milliner (41.52), David Quelch (42.82), Luke Weiks

(43.25), David Morrow (43.26), Michael Larymore (44.92), Wayne Penrose (45.15), Ben Jagger (45.37), Gavin Taylor (45.46), Ian Lozell (45.47), Michael Ciccotelli (45.50), Rick Miles (45.95), Tim Blake (45.97), Mark Crespan (46.30), Ross Mackay (46.42), Ken Graham (46.47).

The ten Fastest Sedans were Wayne Penrose (45.15) with Gavin Taylor (45.48), Tim Blake (45.97), Ken Graham (46.47), Warren Bell (46.48), Adrian Purcell (46.91), Pauline Graham (47.05), Phillip Dalton (47.14), Riley MacQueen (47.60) and Craig Klingbiel (47.81).

Fastest after the first run was Gavin from Penrose, Ken Graham, John Gilbert, Dalton, Blake, Danny Mischok, MacQueen, Brendan Merrick, and Klingbiel. Gavin was still ahead next run from Dalton, Pauline Graham, Purcell, Merrick, Penrose, Mischok, Bell, Ken Graham, and Klingbiel.

Run three saw Gavin in front from Bell, Penrose, Purcell, Ken Graham, Pauline Graham, Blake, Dalton, Klingbiel and Mischok.

Last run saw Penrose captured the Fastest Sedan win.

Fastest ten in the Sports Cars category were Michael Larymore (44.92) from Mark Crespan (46.30), Paul Finch (46.57), Zaid Latif (47.03), Jim Heymer (47.31), Ainsley Fitzgerald (47.47), Brett Batterby (48.25), Rod Thomas (48.34), Jeff Graham (49.28) and Neil de Pau (49.40).

Zaid Latif was the fastest after the first run from Jeff Graham, Larymore, Rod Thomas, Greg King, Heymer, Crespan, English, Finch and John Carson.

Larymore was then quickest from Latif, Heymer, Graham, Crespan, Thomas, de Pau, King, English and Carson.

Next climb Crespan moved into second spot from Latif, Heymer, Finch, Thomas, Graham, Brett Batterby, de Pau and Ainsley Fitzgerald whilst Larymore maintained his category lead to the finish.

Dean Tighe, who had won the 2022 Australian Super sprint Championship the previous weekend lead from the first run to be the fastest Formula car.

Warwick Hutchinson was in second place after the first two runs from Greg Ackland then Dean Amos, Neil Lewis, Ben Jagger, David Quelch, Dave Morrow, Luke Weiks and Michael Ciccotelli rounding out the top ten.

Dean Amos moved into second spot from Hutchinson, Ackland, Jim Milliner, Quelch, Morrow, Weiks, Jagger and Ciccotelli. Final run saw the top ten in the Formula cars as Tighe, Ackland, Amos, Hutchinson, Alan Foley, Milliner, Quelch, Weiks, Morrow and Jagger.

Best performance in the Historic groups is the driver who either records a time closest to an established record or breaks an existing by the biggest margin.

Glen Wesener was closest to his group class record (1.42 seconds) then Barry Smith (3.63 seconds), John Hoade (3.69 seconds), Alan Don (5.01), Michael Gehde (5.72), Paul Shergold (7.45), Gregory Schildt (10 .37), Stephen Callaghan (12.35)

CAT WORKWEAR

Rhys Ellison was the faster in the Road Cars 1601 to 2000 ccs in his Renault Clio RS 197 with a time of 52.67 seconds from Malcolm Spiden (56.93).

JHH PERFORMANCE ENGINEERING

Limited Mods Road Cars up to 1600 ccs class was won by Graham Orr (Honda CRX, 51.22) with Paul Hibberd recording a 57.27 in his Hyundai Excel).

Ken Graham was the quickest in the Improved Production 2 litre to 3 litre category with a time of 46.47 seconds from Pauline Graham (47.05 seconds) both driving their Datsun 1600 SSS.

Tim Blake took the 4 Wheel Drive class in his Subaru WRX turbo (45.97 seconds) followed by Adrian Purcell (Subaru WRX turbo, 46.91), Terry Sproston (Nissan GTiR turbo, 50.80), Ben Everson (Subaru Impreza, 52.50), John Stuckley (Subaru WRX turbo, 52.82), with Cassie McQuiken recording a 53.94 in her Subaru WRX turbo.

Adrian held the lead for the second and third runs before Tim was able to secure the class win.

QUEENSLAND FIRE AND RESCUE CLUB INC

The club sponsored the Limited Modifications Road Cars 1601 to 2000 ccs class which went to Harry Doling recording a best run of 48.91 seconds in his Toyota Celica.

JUST FLAGS

Barry Smith won the Historic Group K with a best run of 57.95 seconds in his Ford V8 Special. The Group K is for cars using components from production cars manufactured between 1 January 1931 to 31 December 1941.

COTTONS CREATIONS

Group wins went to Michael Gedhe, Alan Don, John Hoade, Glen Wesener and Stephen Callaghan. Historic Group R (Sports) group is for Racing and Sports cars built between 1 January 1978 to various

dates and with a racing history. (Michael Gehde, Lola T593s, 52.83).

Historic Group V for 1200 cc engine Formula Vees manufactured between either 1 January 1965 to 31 December 1974 or 1 January 1975 to 31 December 1985 with a racing history (Alan Don, Nimbus Formula Vee, 57.02).

Historic Group N up to 2000 ccs Production Touring cars built to 31 December 1972 was won by John Hoade (Morris Cooper S, 52.72) with Paul Shergold (Ford Cortina Mk 2, 56.48), Gregory Schildt (Ford Cortina Mk 1, 59.40).

John Hoade was an entrant in the first Queensland Hillclimb Championship held at Mt Cotton on 2 June 1968.

Glen Wesener won the 2001 ccs and over group in his Torana GTR XU1 with a time of 49.21.

Historic Group S went to Stephen Callaghan with a time of 60.70 in his Alfa Romeo GTV 2000.

This group is for production based sports cars up to 2000 ccs from 1 January 1941 to 31 December 1960 (Sa), 1 January 1961 to 31 December 1969 (Sb) and non turbo cars 1 January 1970 to 31 December 1977 (Sc).

ARROW SOFTWARE

Circuit Hyundai Excel X3 was won by Brad Smith (52.78) after running second to Mark Pryor (52.83), David "Skippy" Evans (53.95) with Adrian McCartney (57.24).

Mark was ahead for the first three runs 53.23 from Brad (53.67) and Skippy (55.80) before Brad set the class winning time.

Sports Sedans 1601 to 2000 ccs went to Gavin Taylor (Volkswagen Golf, 45.46) with Ross Liddle in his Isuzu PF50 running a

61.39 time.

Final run saw Gavin attempting to improve his time only for the run to end at the hairpin, in those nut shells. As Mrs Taylor commented, it was a good run until then.

BRISBANE WATCH REPAIR CENTRE

Improved Production up to 1600 ccs went to Warren Heath in his Ford Laser with a 49.43 run from Brian Veal recording a 50.30 time in his Honda Civic.

Prod Sports up to 1600 ccs was won by the Junior driver, Ashley McKenzie in a Honda CRX in a time of 58.71 seconds. Ashley won the Fastest Junior Driver award.

Alan Foley won the Formula Libre 751 to 1300 ccs class in his Foley Formula Libre with a final run of 41.11 from Jim Milliner (OMS 2000M, 41.52), David Quelch (Homebuilt DPQ 03, 42.82), Luke Weiks (Empire 1, 43.25), just 0.01 of a second ahead of Dave Morrow (Krygger Suzuki, 43.26), Michael Ciccotelli (Stohr F1000, 45.50), Ian Lozell (FL GAE01 turbo, 45.47) with Neil Lewis (Fly-001, 46.75).

The Foley car was built by Alan's father which they believe this is the lightest car at 250 kilos and with 200 bhp.

The engine is a Kawasaki ZX10 dry sump engine (revs to 14,000 rpm) through a Kawasaki gearbox. Michael Ciccotelli acquired the Stohr from Western Australia. The car which was built for category F1000 is powered by a Suzuki GSXR engine.

TELMAH FINANCE

Craig Klingbiel was the fastest in the Improved Production 1601 to 2000 ccs class with a 47.81 time in his Honda Civic finishing ahead of Danny Mischok (Ford Escort, 48.10), Sean Wade (Nissan Pulsar, 48.44) then Dave Sidery (Volkswagen Beetle, 49.91).

Danny was the quickest for the first two runs before Craig was ahead by 0.01 of a second and then stretched that lead to 0.29 seconds.

THUNDERBOX INDUSTRIES

Formula Vee 1200 Chris Beahan won the Formula Vee class in his Allman Formula Vee with a best run of 53.12 seconds.

The Sports sedans 2001 to 3000 ccs class went to Ben Ford in his Volkswagen Beetle (45.37 seconds) with Richard Marken recording a 51.27 time in his Peugeot 405 Mi16.

Richard had competed in this Peugeot in the wet Australian Motorkhana Championship two weeks previous and was victorious in Class D of the championship.

The Improved Production Over 3 litres was won by Riley MacQueen (Holden Commodore VX, 47.60) followed by John Gilbert (Holden Commodore, 51.25).

John has been a consistent competitor in the Australian Hillclimb Championship events. He has run in every National Title event from 2006 missing only the 2017 event.

G T PLANT

Sports Sedans 3001 to 6000 ccs saw Wayne Penrose take the class in his Volkswagen Superbug turbo with a time of 45.15 seconds with Phillip Dalton (Honda Civic turbo, 47.14), Brendan Merrick (Datsun 120Y turbo, 49.16) and the ever happy Daryl Small recording a 51.07 time in his Commodore VL, 51.07).

WPVW DYNO TUNE

Time Attack Open 2WD Warren Bell won the Time Attack class in his Datsun Stanza turbo running a 46.48 time from Robert Bell who recorded 49.62 seconds in the Datsun Stanza turbo.

FRENCH CAR CARE

Prod Sports 1601 to 2000 ccs went to Paul Finch (PRB Clubman, 46.57) then Zaid Latif (Lotus Exige, 47.03), Ainsley Fitzgerald (Arrow Clubman, 47.47), Rod Thomas (Mazda MX 5, 48.34), Greg King (Toyota MR 2, 51.60).

Zaid was the quickest in the class for the first three climbs until Paul recorded a time 0.46 of a second to claim the class win.

John English won the Prod Sports 2001 to 3000 ccs in his Mazda MX-5 (50.77 seconds) with Denis Cotton recording a best run of 57.70 seconds in his Porsche 914.

John had first competed in motor sport at age 19, certainly a few years ago, then went sailing until he found that sailing in a 30 foot yacht is more dangerous than motor sport especially when hit by a swinging boom.

Michael Larymore won the 3001 ccs and over class with a best run of 44.92 in his Toyota MR2 turbo from Mark Crespan (Ford RMC, 46.30), Flavio Paggiaro (MGB GT V8, 54.57) and John Carson (Lotus Exige 420, 57.95).

ULTIMATE POWER STEERING

Class winners were Brett Batterby in the Sports Cars Open/Closed 1601 to 2000 ccs in his Westfield SEW clubman with his best run of 48.25 seconds whilst the 2001 to 4000 ccs class went to Jeff Graham in his Supercharged Mazda MX5 with his best being 49.28 seconds.

SEQ TOWING

Supersports 1300 was won by Jim Heymer in his Farrell L Clubman in a best time of 47.31 to finish ahead of Neil de Pau (Radical Prosport Suzuki) recording a 49.40 time.

The engine in the Radical is a Suzuki

Hayabusa with an American crankshaft.

Sports Sedans up to 1600 ccs went to Tim Wrightson in the Morris Cooper (48.34 seconds) with David Wrightson running a 50.48 seconds time in the Morris Cooper.

TIGHE CAMS

Formula Ford Rick Miles won the Formula Ford class in his Kookaburra FF91 with a best run of 45.95 seconds.

MMC CONSULTING

Formula Libre up to 750 ccs saw Ben Jagger win with a 45.37 time in his Stockman MR2 with Ross Mackay (GS R6 Formula Libre, 46.42).

Ross was having his first competitive run in the newly constructed GS R6.

The new car is powered by a 600 cc Yamaha R6 and Ross was encountering some gear change issues with the possibility being that the hand clutch is foreign to that of the Escort.

STAN POBJOY RACING ENGINES

Greg Ackland won the Formula Libre 1301 to 2000 ccs class driving his Ninja GA8 Suzuki in a best time of 37.83 seconds.

ACCURATE SUSPENSION

Dean Tighe won the Formula Libre 2001 ccs and Over class (Empire Wraith Supercharged, 37.46) from Dean Amos (Gould GR55B V8, 37.89), Warwick Hutchinson (OMS28 RPV03 turbocharged, 38.17) with Stan Pobjoy (VW F Libre Special Supercharged, 49.45).

All driver attended the drivers' briefing on Sunday and after an inspection of the track and with consultation with the appointed stewards it was decided to end the event early.

Thus the National Championship was

held, run and won despite the trying circumstances.

The award presentation followed.

AWARDS

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

Glyn Scott Perpetual Trophy for the fastest time by a Sports Car: Michael Larymore

Hamilton Trophy for the Best Performance by a Historic Vehicle: Glenn Wesener

John English Trophy for the fastest time by a Queenslander: Dean Tighe

Paul Aitken Trophy for Best Average Time for a Motor Cycle powered car: Dean Tighe

Vince Appleby Trophy for the fastest time by a Sedan: Wayne Penrose

Martin Tighe Trophy for the fastest time by a Formula Ford: Richard Miles

Hot Hatch: Gavin Taylor

Junior Driver: Ashley McKenzie

Fastest Lady: Pauline Graham

Best MG: Flavio Paggiaro

HILLCLIMB ROUND 6

Volkswagen Golf GTi.

REGULARITY

Class was won by Lindsay Derriman in his very standard Toyota Vienta with a loss of 10 points from Robert Souter (Toyota Corolla, down 14 points), Cassie McQuilken (Subaru WRX turbo with a loss of 29 points), Robert Martin (Daihatsu Handi, minus 45 points) and David Jackson (Mazda RX 7m less 73 points). Except the second and third runs when Robert Souter was ahead by 1 point, Lindsay was in the front position for the event.

Robert Martin slipped to the tail position on the second run but slowly overtook David to finish in the fourth spot.

SPORTS CARS

In the Production Sports Cars classes wins went to Rod Thomas and Dave Roberts both recording a 48.16 second time. Rod won the under 2 litre class in his Mazda MX-5 from Greg King who set a personal best time of 49.96 in his Toyota MR 2 with Cameron Austen (Mazda MX-5, 54.63) with Brian Grech in his Toyota MR 2 in a best run of 57.14 seconds. Dave Roberts won the over 2 litre class in his MGB V8 with a personal best time to date.

The Sports car class went to Jeff Graham in his Supercharged Mazda MX-5 with a best run of 48.62 seconds.

SEDAN CARS

Don Milner took the Road Registered Sedans up to 2000 ccs in 51.30 seconds driving his Triumph Dolomite Sprint. Of the eight runs on Sunday six of Don's runs were in the 51 second bracket.

The Over 2000 ccs class went to Phillip Rowen (Renault RS 250 Magane turbo, 48.16) from the Ford Falcon turbo of Harry Doling (50.61), Gladstone visitor Brett Marsh having his first meeting at Mount Cotton (Honda Civic Type R turbo, 51.38), Matthew McGrath (Ford Fiesta turbo, 52.13), new competitor Daniel Baker driving his Triumph 2500 P.I., 54.88), the Winifred Marsh from Gladstone recording a 55.12 time in her

Winifred and Brett Marsh travelled from Gladstone for their second speed event, their first was the Gold Rush Hill Sprint at Mount Morgan this year.

They are forming a Young veteran Central Queensland Racing (competing) team to encourage young veterans to become involved in grass roots motorsport activities. Thus far they have received a donated Falcon XR6 for use in motorkhana and khanacross with the Central Queensland Motorsport Car Club.

Winifred first competition drive in a front wheel drive vehicle thus as Win said has a lot to learn. Apart from Brett's first run all of his subsequent times were in the 52 and 51 second bracket.

Adrian Purcell won the All Wheel Drive Forced Induction class in his Subaru WRX turbo in a 46.20 time with Ben Everson recording a 51.91 second time in his Subaru Impreza. Adrian recorded the majority of his runs over the weekend in the 47 to 46 second brackets.

Classes in the Modified Production Sedans Cars went to Sean Wade and Brendan Merrick. Sean took the under 2 litres in his Nissan Pulsar in 48.29 seconds with Noel Dore next in his Volkswagen Beetle with a 55.57 time.

Sean was another competitor diving consistent times, his being in the 48 seconds. Brendan three wheeled his Datsun 120Y turbo across the finish line for the larger engine capacity class in his best run of 47.53 seconds. Apart from his quickest time all of Brendan's Sunday runs were all in the 48 seconds.

Improved Production class wins went to Dave Sidery (Volkswagen Beetle, 49.19 seconds) in the under 2 litre class and Ken Graham (Datsun 1600 SSS, 46.11) from Pauline Graham (Datsun 1600 SSS, 46.57 seconds) in the Over 2 litre engine capacity class.

Circuit Hyundai Excel X3 class went to series points leader Brad Smith from team Rat Pack Racing with a best run of 51.85, followed by Adrian McCartney (55.93) and Gloria McAndrew (57.04 seconds).

Good to see Ross and Gloria at Mount Cotton now they are able to travel across the state border and the flood waters around Murwillumbah have subsided. Fortunately their house was not flooded by the overflow from the Tweed River only the Hyundai required to be dried out.

Gavin Taylor was the quicker in the under 2 litre Sports Sedans with a 45.96 run in his Volkswagen Golf) with Darren Duffield recording a 51.04 time in his Leyland Mini GT.

Darren is another driver who has not been at Mount Cotton for a short while and is good to see his return.

In the over 2 litre class the win went to Doug Anable (BMW E30 325i turbo, 47.86) with Scott Anable (BMW 325i turbo, 48.26), Glenn Anable (BMW 2002 turbo, 48.89), Richard Marken (Peugeot 405 Mi 16) in a personal best time of 49.26 seconds, Phillip Bryan (Nissan Silva turbo, 55.85) with Robin Manning recording a 59.45 run in his Morris Mini turbo.

Scott was the quickest on the first run from Glenn then Doug then Doug claimed the lead. On the fourth run four both Doug and Scott recorded the same time of 48.36 before Doug claimed the front spot for the weekend.

Glenn had the misfortune to have an axle break however these were custom made some 7 or 8 years ago and have seen plenty of hard work. Phillip acquired the 1993 Nissan Silva and during COVID period the workshop changed the Nissan engine for a Ford Barra 4 litre Typhon motor.

First time at Mt Cotton for the Silva and came with 14 lbs of boost which was way too much, so was turned down to 8 lbs and again to a very lower figure. Power

produced is 513 hp and can be increased to 1138 hp. Phillip's children use the Nissan for drifting events and had competed at the Drift Monster event on the previous weekend. No such drifting was performed on this weekend.

HISTORIC

Barry Smith (Ford V8 Special) won the Group K in the Historic category with a mishap at the braking area into the hairpin the second time which resulted in Barry returning to the start area. Seems that with three return springs on the throttle cable to the carburetors setup may have stopped the throttle closing.

So no shut off, Barry misses the barking marker, uses the service road along side of the Queensland nuts to come back to the start line. Was not a re-enactment of the flying leap performed by Peter Walton in his Nota BMC clubman in 1971, more of a gentle quick glide.

FORMULA CARS

Superkarts class went to Mick Harders in his Esprei KZ with a time of 45.73 seconds. The engine is a Vortex 125 two stroke in an Energy frame chassis which is 6 years old thus uses a clutch start compared with the modern karts which have a starter and on board battery. Mick did not complete his second run as there was no electricity due to the electrical wire coming adrift.

Chris Beahan won the Formula Vee class in his Allman Formula Vee with a 50.17 run from Jim Heymer competing in his Hornet Formula Vee (52.75 seconds) just for old times sake or while the Farrell is still wet and muddy from the Australian Championship event.

Formula Libre up to 1300 ccs went to David Quelch in his Homebuilt DPQ03 with a best run of 41.74 seconds from Greg Tebble in the newly acquired SPEADS RM 11 in 45.02 seconds. A piece from David's aero package came adrift and he reported he could feel the difference in the handling of the car. Is also reported to have said this is a warranty claim.



From Red Moose Racing and Mooselago Motorsport Greg Tebble found the 2011 chassis RM 11 which the previous owner appears to have not raced in any competition. Greg was able to have a log book issued for the car for the hillcimb.

The RM 11 was constructed for competition in the F1000 category, is powered by a Suzuki GSXR 1000 engine, comes with paddle shifts instead of a gear shift and instrument panel instead of round dial gauges.

This weekend was a trial and was to be very pedestrian learning the car which is very different to the Ff2000 Formula Ford and will need to modify items such as the position

of the pedals to suit Greg's driving position. Greg has made some new aero packages and had he loan of rims and Pirelli tyres for the weekend.

The price was right which included the Brian James UK trailer.

TOP SIX

Adrian Purcell (51.02), Doug Anable (49.37), Brendan Merrick (47.50), Mick Harders (46.02), Greg Tebble (44.83), David Quelch (42.37).

Fastest Time of Day: David Quelch

Best MG: Dave Roberts

Most Improved: Winifred Marsh

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