

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 2

March 2026



This hidden treasure was discovered under wraps at Rivendell Gardens by members of the Capricorn Chapter on a recent visit.



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AFFILIATED WITH
MG Car Club UK & Motorsport Australia



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The Octagon is published bi-monthly and posted to all MGCCQ members.

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Octagon Submissions

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

Next publication deadline for submissions is May 29th

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

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

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

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

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

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

NO CAPTIONS WRITTEN OVER PHOTOS

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

GENERAL NOTES

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

IDEAL ARTICLE SIZE

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

PHOTOS ARE ALWAYS BETTER THAN WORDS

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

ADVERTISING IN THE OCTAGON

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

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MGY	David Robinson	0417 731 455	MGF, TF	Ken Wasley	0408 753 421
MGZA/ZB	David Robinson	0417 731 455	MGZR, ZS, ZT	Ken Wasley	0408 753 421
MGB	Graeme Walker	0431 678 319			

MG MAKEOVER



Bundaberg Chapter member Leslie Rushmer's 1970 MGB 'Frosty' recently had an interior makeover thanks to Steve's Trim in Bundaberg.

Carpets, interior and new seat padding.

"I always wanted a MG. My first car was an red MGBGT with mags but I waited for the white with wire 30 years later." said Lesley.

THE WAY IT WAS IN THE 1970s

by RICHARD CROSTON



PHOTOS: Brier Thomas

In 1974 I started my journey in sports car racing.

The chosen sports car was a Centaur clubman, recommended by my peers who promoted the Centaur as a local Queensland race car with a highly successful history supported by the designer Tim Harlock.

Many Queensland racers benefited from Tim's advice and guidance, and I am pleased to admit 50 years later it is still a joy to have conversations with on many subjects including motor racing.

By the mid 1970s the Centaur clubmans had progressed to the second-generation sports car enthusiasts.

Enter the archrivals Reg Tomkinson, John Kelso, Ian Peters, David Miles, Arthur Glasby, and the occasional John Campbell in the X Miles Centaur.

All these clubmans managed to race at the back of the sports car fields while the

big guy's Barry Singleton Mc Laren, Kerry Horgan MRC and Elfin 360, John Fraser Renmax, Bob Romano Elfin 360, and others blasted off into the distance.

The spectators got two races in one. Those fantastic rear engine weapons took about five laps before they would round us little guys up and blast past. No mufflers on race cars back then.

My most constant rival back then was one Reg Tomkinson.

We both had bought secondhand Centaurs. Reg the X Charlton car and mine the X Dr. Maynard car which had been partly repaired after an accident.

The rivalry between us was over not coming last. It was intense. We had limited budgets which meant we ran heavy steel wheels and buying new tyres was limited to a new set about every second year.

The special Armstrong shock absorbers were out of production.

It took the persistence of Reg to research the Ford parts catalogue to finally find that TC Cortina front shock absorbers had the right valving to work on our clubmans.

Adjustable shocks everyone uses today were unobtainable unless the budget was big enough.

The racing was fierce, to the point at one exciting race meeting we were all scolded by one of the wives for racing too hard!!!

The subtle development and improvisation we exercised on our cars never stopped.

One lesson I learned was not to get into a braking duel with Reg. He could always go deeper than me.

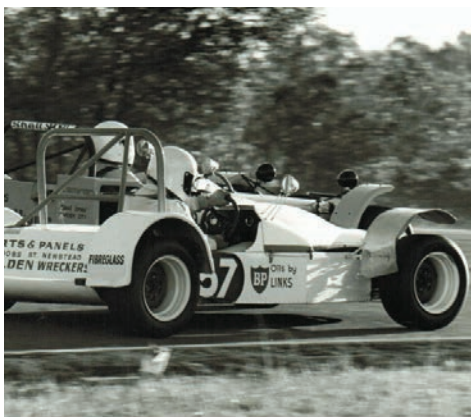
Get in front and cover yourself in the braking zone. If I did not, he was past and that extra foot was too far away.

We raced these cars for three to four years then moved on. Reg built a Farrel in which he did very well. Holding the lap record for clubman cars at Lakeside.

I decided I needed a rear engine sports car...big mistake. You will never know if you don't have a go!

I learned a lot, the historic racing scene started I helped Noel Tuckey with the Ferrari Super Squallo restoration and restored the Nota KM 200.

That is another story.



Midweek Run

March 25

What a beautiful sunny day and a great turnout for our meeting at Fernvale's Memorial Park for a chinwag and catchup.

We had 22 cars including 12 MGs along with 39 humans. This is an awesome effort from all who came along!

Don Webster came along to plead his case in regards to the Mount Cotton Hillclimb – VOLUNTEERS NEEDED please, for the foodstall on the weekend of May 16/17 and May 30/31, due to Paul & Virginia enjoying themselves overseas. If you are able to help out for a couple of hours it would be greatly appreciated. Don will even demonstrate how to Build a Burger. Please contact Don 0439 526060 or Meryl 0418 760447.

Rob gave a quick rundown of the course then we left Fernvale at 10:30am. Our first encounter was of course roadworks 2 kilometres in, lights changed green as we approached, at least some of us were able to continue through on the first green!

With the weather playing nice we took a steady drive through to Glamorgan Vale weaving our way past the Bottletree Hotel (while keeping an eye on those boys who thought it might be fun to pop in for a quick pint). We continued onto Marburg, passing under the highway, through town and back

out into the countryside, where the rain had turned everything so lovely and green.

Then onto Tallegalla Rd towards Minden where we merged onto the Warrego Highway to pick up the pace a little and feel the wind in our hair, for a short stint only, exiting at Heise St to catch up and do a head (car) count, no one lost YET!

Finally we came to what (we think) was the best drive of the day. A glorious drive along the winding and up reaching Summerholm Road to the hills behind Laidley, (and of course roadworkers were laying in wait, tarring the cracks in the road).

Heading towards Laidley we turn down quite a long, downhill run where brakes came in very handy. Making our way through town and turning towards Forrest Hill was where we lost a few cars, but never fear, they found their way back to us, thankfully.

Passing through the sleepy town of Forrest Hill we headed towards Blenheim taking us past a wonderland of cottonfields.

Turning onto Mulgowie Road, we toured around the outskirts of Laidley where we were able to pick up speed and blow the cobwebs out before another slight climb up and over the hill to our final destination of the Grandchester Hotel arriving at 12 noon.



We all enjoyed a well deserved ice cold drink and a lovely lunch with great company.

There was plenty of room in their dining area where conversations rolled well into the afternoon, the service was excellent, as was the food.

Thank you to everyone who came along, we hope you all enjoyed the run. Also thank you for the positive feedback.

Cheers, Rob n Lenore

PARTICIPANTS: Rob & Lenore Jeckells - MGB GT, Gary & Dawn Lawrence - Hyundai Accent, Neil & Kate Robson - BMW, Trevor Jones & Evan - MGA, Dennis & Diana Kelly - Mazda 3, Robyn Jenvey - Kia, Neil & Margaret Taylor - Toyota RAV4, Barry Lutwyche - MGB, Jan Burke - MGB, Michael Garratty & Kay Hawley - MX5, Paul Hartley - MGA, Ray Edwards - MGB, Lloyd & Karen Thomson - MGB, Denis Thomas & Vicki - MGB, Mark Lacy & Sharon Hill - MG, Aidan Pavey - MG RV8, Val & Kerry Horgan - Mazda CX5, Greg & Rhonda Hannant - MG5, Jeff Heslewood - Hyundai, Michael Salt & John Mulhall - MG, Steve & Kate Redford & Marie Scott - Rolls Royce, Terry & Lynn Jones - MGB GT.



Chapter Chatter

CAPRICORN CHAPTER

By Phil Henry

Photos by Phil Henry

March 21

On the irregular day of Saturday, a posse of Chapter members gathered at the government buildings in Parkhurst to go and inspect the legendary Rivendell gardens, owned by Carol and Ross Mylrea, who also have A Man's Toyshop.

Four cars had come up from the coast for the jaunt.

Suffice to say the gardens, themed around frangipanis but with many other native and introduced species, are nothing less than spectacular.

As we wandered around, Carol provided a running commentary with thoroughly comprehensive knowledge about everything we were looking at.

Apart from the plants there were fountains, lakes, statues and peacocks.

The attached photographs do not do credit to the size and scope of the place, which is on 25 acres (just over 10 hectares).

Following morning tea, Ross took us to look at his collection of old Yankee iron (Plymouths, de Sotos and so on) and petrol pumps.

These treasures are under wraps for good reason, but I did grab a shot of an MGF, the sole representative of our marque.

Following an exhausting morning, the group repaired to the Caves Country Pub for lunch and refreshments, where we were joined by John Newton and grandson Kane, and Phil White and mate Greg Lacey.

In lieu of the usual tour fee, donations totalling \$160 were raised which will go to the Rockhampton Animal Management Centre, reflecting the close relationship between the Carol and Ross Mylrea with the Centre for looking after the peacocks.

Thanks to Robbie and Gary Galloway and Glenis and Brian Russell for suggesting the venue and Gary Whight for organising.

The lucky number draws were won by Ewen Sutherland and Gary Whight's sister Jennifer Adams.

We then repaired to our homes for LLDs: Little Lie Downs (thanks Meredith)!

PARTICIPANTS: Paul & Joanne Davey - MGB, Brian & Glenis Russell - MGB, John Newton & Kane - E-type Jaguar, Ewen & Meredith Sutherland - BMW Z3, Jo & Katie Emmert - MGB, Gary & Robbie Galloway - Suzuki (I think), John Rowe - MGA, Ian & Judy Hamilton - Subaru BRZ, Phil White & Greg Lacey - MGB, Gary Whight - Triumph 2500TC, Phil Henry - MGTF (late model).







Chapter Chatter

DARLING DOWNS

February 28

There is no better way of enjoying a summer evening than by driving along a country road with the roof down and the wind in your hair.

A twilight run with your MG friends is just a bonus. All 27 members, old and new, met at Peacehaven Park at Highfields to commence our run at 5.30pm.

Our run took us west of Highfields through Gowrie Junction, back along Birman Road to Harlaxton, out to Mort Street and then to Hermitage Road.

We got a great view of the new base hospital construction with the 4 massive cranes silhouetted across the evening sky.

From there, we drove on to Glenvale and finally into South Street, completing the run at the City Golf Club, where we gathered again for dinner.

The car park at the City Golf Club is very big and some members had to park quite a way from the entrance.

But never fear, the trusty "Courtesy Cart" wasn't far away to lend a ride for those who needed a helping hand, especially after dinner!!

Although there were a large number of people also dining at the Club, our meals were delivered promptly and enjoyed by all.

Thank you Rob & Narelle for a great outing.

PARTICIPANTS: Michael & Marilyn Keating - MGBGT, Bill & Del Fischer (MGA), Ken Shead & Sue Craig - MGBGT, Pat Bermingham - MGB, Mike Green - MGB, Gaye Hawkshaw & Debbie Schier - Camry, Rob & Narelle Fraser - MGBGT, Ian & Jenny Roberts - MGB, Aletha Ward & Dale Missen - MG Cyberster, Owen & Kay Douglas - Tucson, Brian & June Phillips - MGBGT, Trevor & Karen Martin - MGB, Ben & Hayley Jewell - MGA, Ron & Judy Gillis - Mazda, Cheryl Francis - Mazda.





Chapter Chatter

WHITSUNDAYS CHAPTER

October 12

By Paul Octrin

Despite the warm weather, Sunday October 12th saw quite a large gathering of enthusiasts for the local Covered in Chrome event at the Mackay Marina.

After we reconvened at the Good Guys car park for a longer run to Calen.

Setting off via the ring road and exiting onto the Peak Downs h-way and then through to Marian where a number of vehicles needed either fuel or tyre pressures checked we then cut across Marian - Hampton to the Bruce H-way again. Stopping at Palm Tree Creek rest area Kuttabal for a pit stop and a rest under the shady trees.

Upon arrival at the Calen Hotel, we all very much welcomed the air-conditioned front bar to enjoy a nice cold drink.

It wasn't long before our Airlie Beach member Mal and his two mates arrived in their MGA, TC and Morgan V8. Appreciate the efforts of these guys to make the trip to join us.

Given that the weather was heating up quickly and that it was Bathurst, we were all pretty keen to have lunch and get going so we could all get home and settle in to watch the second half of the great race.

So, the 5 local Mackay cars and 3 Airlie vehicles all set off back for an uneventful trip on the notorious Bruce.

Our bi-monthly mid week run was held on 21st where 4 vehicles gathered at our regular meeting point for a run to Seaforth.

Morning tea from the local store was enjoyed under the shade of the large pines along the foreshore.

Unfortunately, when ready to depart, yours truly had issues with the trusty B-GT .

Engine severely flooding and fuel pouring from the carb overflow many a scenario was considered to get home, but not wanting to pull the HIF SU apart on the side of the road a piggyback with RACQ was decided as the easier option (new needle and seat installed later back at home).

October 24

26th October we gathered (4 vehicles) for a run to a new lunch venue as none of us had previously been to My Jukes Family farm and Italian restaurant .

Not opening until 12.00 and plenty of time, we set off on one of the usual but very enjoyable drives along the northern side of the picturesque Pioneer river via Dumbleton and across to the highway on the Balnagowan - Mandarana Rd .

Passing our lunch destination, we made our way down to Cape Hillsborough for morning tea.

Thanks to Murray for arranging the VIP parking. Unfortunately, the northerly winds weren't cool but extremely warm, however we all enjoyed cake and coffee and more so the company and conversation.

Murray who is a wildlife carer and works with the Cape Hillsborough kangaroos on the beach introduced us to Rea an 8-year-old female who he had raised from a very small hairless little joey. Well done, Murray.

Heading off and arriving at the Mt Jukes outdoor restaurant we were pleasantly surprised, what a great place.

The pizzas were huge and an extensive variety on offer, a few other meal choices also available but mostly pizzas from the wood fired oven.

The large gazebos and outdoor structures provided pleasant relief from the hot conditions. The brisk breeze was most welcoming.

A great place to enjoy a meal and cold beer or other beverage from reasonable selection.

By the time we had finished our meals and enjoyed the usual conversation it was time to head off. The conditions had already heated up, and temperatures risen making the return home trip quite warm, but thankfully uneventful.

February

Our Whitsundays - Mackay chapter, longer February run to Seaforth Beach was attended by 14 people.

Given the uncertainty in the weather and the early morning showers the gathering at the Good Guys consisted of 3 x MGs, 1 x Porsche, 1 x Mustang and the others were modern cars.

Kick off as usual was 9.30 which saw a procession of cars head along the northern side of the pioneer river, through Dumbleton, across Balnagowan Mandarana Rd, onto the highway and then turning off onto the Seaforth Rd.

Only light showers were experienced so didn't effect Mick too much in his MGB roadster with hood down.

Being the smaller Seaforth markets, we were all able to park our cars in the shade of the large mango trees as at that stage the sun was out.

One of the most visited market stalls was the coffee van, however some also took advantage of the fresh fruit and vegetables along with a book stall.

We then drove the further 100m down the road to the Bowls Club where we all enjoyed the generous sized meals.

After conversation and further cold drinks

we progressively left to head home.

March 8

The second Sunday of the month saw the Covered in Chrome gathering at the Mackay Marina.

The weather was quite bleak with some heavy showers along harbour road, despite this we managed to stay dry for the duration of the gathering.

Although a very small turnout we were able to present four MGs for display but with threatening rain we all detoured via home to swap to our modern cars for breakfast at Goosies (Nth Mackay Bowls Club).

The rain had by then set in but our group enjoyed a vast spread of culinary delights on offer with the buffet breakfast.

Several other members had joined us and conversation flowed until time to brave the elements again and depart.

Midweek run.

Typical of this time of the year, early morning started of quite clear and patchy blue sky however gathering at the Good Guys heavy black clouds were rolling in resulting in a sharp downpour.

By the time we all assembled, being Mick-M, Roger & Dougall (Schnauzer), Rod and myself, the rain had stopped so we head off via Glenella onto the Highway and down to Bakers creek via the ring road.

By the time we got to the servo at Sandy Creek we had a shower of rain again which we skirted around most of the way to Hay Point.

The coffee van near the start of the break wall was a welcoming site where we all enjoyed a drink at the tables in the park with no more rain for the rest of our outing.

Heading off again we made our way back to Alligator Creek store and then along the southern beach's road down to Sarina Beach.

Rod and myself stayed for lunch at the Palms Restaurant which once again didn't disappoint. Although a few showers early in the run it did clear for the majority, resulting in another great outing.

March 22

This time of year, certainly can be unpredictable as far as the weather goes.

Saturday started off with showers and rain patches, but what a turnaround Sunday was, awakening to clear skies and developing into a beautiful sunny day being perfect for an outing in our MGs.

The usual Good Guys carpark saw quite a large gathering consisting of 15 members including partners and the following prized vehicles, 1x MGA, 4x MGBs 1x MGR V8, 1x Porsche 911 and 1x Fairlane .

Departing, we made our way along one of our favourite routes, the northern side of the river to Balnagown where we crossed the Pleystowe Bridge and headed to Marian, once again crossing the Pioneer River, passing Hampton and then entering onto the Bruce Highway heading north through Kuttabul and a pitstop at the Palmtree Creek rest area.

Gerry pulling into a parking bay was indicating that he had issue with a large

vibration from the MGA front end, however with so many knowledgeable blokes on hand, identification was quick and we were all eager to pitch in and lend a hand to change the off side front wheel bringing jacks etc, even a compressor to top up the spare.

With the job completed we head off again to complete our trip up the notorious Bruce which was like a patch work quilt after all the wet weather, lots of repaired potholes that were crumbling from the amount of traffic and further rain.

Arriving at the Calen Hotel we were soon after joined by Mal who made the trip down from Airlie Beach to join us on our chapter outing bringing the head count to 16 members and adding another MGA to the vehicle tally...thank you Mal for making the trip down.

We were all quick to settle in for conversation, a cold drink and further enjoy the fine selection of meals on offer.

Some of us on the return trip had less room in our cars as the ladies as usual when in Calen, visited the old Calen Store which is full of old goods and hidden treasures.

This outing to Calen was a great event supported by large numbers (also thanks to the fine weather)







MG CAR CLUB OF QUEENSLAND

Affiliated with Motorsport Australia



Membership Application Form

RETURN TO: The Membership Secretary, MG Car Club of Qld Inc, GPO Box 1847, Brisbane Qld 4001

Name in full:

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 VEHICLES

Manufacturer: Model: Year:

Registration Number: Engine No: Capacity:

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

Date: Signed:

Proposed by: Seconded by:

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

\$35 Club T Shirt (Plus \$15PH) Please circle size **S, M, L, XL, XXL, XXL** Colour **Sand or Maroon**

\$15 Name Badge (inc Post) **\$33 Grill Badge** **\$8.80 Cloth Badge** (80mm diameter)

\$2 Windscreen Sticker (inc Post) **\$15 Club Cap** (Plus \$10 PH)

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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

APRIL	
1 Wednesday	Working bee at hillclimb
3 Good Friday	Bathurst 6 Hour / MGCC Noggin N Natter at clubrooms To Be Confirmed
5 Easter Sunday	Bathurst 6 Hour
6 easter Monday	Bathurst 6 Hour
8 Wednesday	Working bee at hillclimb
12 Sunday	HSCCQ Come N Try Motorkhana at Willowbank Raceway Driver Training Centre
15 Wednesday	Working bee at hillclimb
17 Friday	MGCC Noggin N Natter at clubrooms / Australian Rally Championship Round 1 at Gympie
18 Saturday	Australian Rally Championship Round 1 at Gympie / Inter Club Karting at Kingston raceway
19 Sunday	Australian Rally Championship Round 1 at Gympie / Sunday Lunch Run
22 Wednesday	Working bee at hillclimb / Mid Week Run
27 Monday	MG National Meeting Hahndorf
28 Tuesday	MG National Meeting Hahndorf Concours at Wrigley Park
29 Wednesday	MG National Meeting Hahndorf Motorkhana at The Bend
30 Thursday	MG National Meeting Hahndorf Sprints at The Bend
1 Friday	MG National Meeting Hahndorf / MGCC Noggin N Natter at clubrooms
6 Wednesday	Working bee at hillclimb
8 Friday	HRCC Spring Classic Races at Morgan Park
9 Saturday	HRCC Spring Classic Races at Morgan Park
10 Sunday	HRCC Spring Classic Races at Morgan Park
13 Wednesday	Working bee at hillclimb
15 Friday	MGCC Noggin N Natter at clubrooms
16 Saturday	Redlands Coast AdventureFest Hillclimb round 3
17 Sunday	Redlands Coast AdventureFest Mount Cotton Hillclimb round 3 / HSCCQ Khanacross at Queensland Raceway / David Hack Classic in Toowoomba
20 Wednesday	Working bee at hillclimb
22 Friday	State Championship Races 3 Morgan Park
23 Saturday	State Championship Races 3 Morgan Park
24 Sunday	State Championship Races 3 Morgan Park
27 Wednesday	Working bee at hillclimb / Mid Week Run

30 Saturday	Queensland Hillclimb Championship Mount Cotton
31 Sunday	Queensland Hillclimb Championship Mount Cotton
JUNE	
3 Wednesday	Working bee at hillclimb
5 Friday	MGCC Noggin N Natter at clubrooms
7 Sunday	NSW State Hillclimb series round 5 at MountainView hillclimb Grafton
10 Wednesday	Working bee at hillclimb
12 Friday	Shannons Speed Series 3 Queensland Raceway
13 Saturday	Shannons Speed Series 3 Queensland Raceway / Hill Sprint at Morgan Park / Noosa Hillclimb
14 Sunday	Shannons Speed Series 3 Queensland Raceway / Hill Sprint at Morgan Park / Noosa Hillclimb / HSCCQ
	Motorkhana at Willowbank Raceway Driver Training Centre
17 Wednesday	Working bee at hillclimb
19 Friday	Hidden Valley V/8 races round 7 / MGCC Noggin N Natter at clubrooms
20 Saturday	Hidden Valley V/8 races round 7
21 Sunday	Hidden Valley V/8 races round 7
24 Wednesday	Working bee at hillclimb / Mid Week Run
27 Saturday	BMWQ Regularity
JULY	
1 Wednesday	Working bee at hillclimb
3 Friday	MGCC Noggin N Natter at clubrooms / HRCC Classic Queensland Races at Queensland Raceway
4 Saturday	HRCC Classic Queensland Races at Queensland Raceway
5 Sunday	Gear Sports Car Concours at Riverside Rocks Park To Be Confirmed / HRCC Classic Queensland Races at Queensland Raceway
8 Wednesday	Working bee at hillclimb
10 Friday	Townsville V/8 races round 8
11 Saturday	Townsville V/8 races round 8
12 Sunday	Townsville V/8 races round 8
15 Wednesday	Working bee at hillclimb
16 Thursday	Jumpers and Jazz at Warwick
17 Friday	MGCC Noggin N Natter at clubrooms / Jumpers and Jazz at Warwick
18 Saturday	Mount Morgan Gold Rush hill sprint / Jumpers and Jazz at Warwick
19 Sunday	Inter Club Challenge Porsche Super Sprints at Morgan Park / Mount Morgan Gold Rush hill sprint / HSCCQ
	Khanacross at Queensland Raceway / Jumpers and Jazz at Warwick
22 Wednesday	Working bee at hillclimb / Mid Week run Christmas In July at Evans Head / Jumpers and Jazz at Warwick
23 Thursday	Christmas in July at Evans Head / Jumpers and Jazz at Warwick
24 Friday	Christmas in July at Evans Head / Jumpers and Jazz at Warwick
25 Saturday	Jumpers and Jazz at Warwick
26 Sunday	Jumpers and Jazz at Warwick

2026 MG NATIONAL MEETING – HAHNDORF



National Bulletin #6 – February 2026

Hello again and we're really getting to the pointy end now! At the time of writing this (early February) there were 240 registrations . . . a reminder that registrations will close when we reach our cap of 300 so if you haven't yet entered, please get onto it! Note: there will be a Waiting List, in case of later cancellations.

Full details of the National Meeting are on the dedicated event website, 2026mgnationalmeeting.com.au



If you want to go straight to the registration form, the link is [Registration Form: 2026 MG National Meeting Hahndorf](#)

Something different for Regalia this year: be prepared for the cool autumn nights with the MG National Meeting Hahndorf 2026 Beanie. Check out the full range of Regalia at [MG Car Club of SA | National Meet 2026](#)

A reminder of the program:

- Monday April 27 – Registration; Noggin'n'Natter/Rocker Cover Racing
- Tuesday April 28 – Concours at the historic Oakbank Racecourse
- Tuesday April 28 - Theme Night Dinner: **Magical EveninG**
- Wednesday April 29 – Sprint; Discovery Run
- Thursday April 30 – Motorkhana; Kimber Run; Presentation Dinner
- Friday May 1 – Farewell Breakfast.

A new feature at the **Magical EveninG** on Tuesday will be an auction – details to come later.

We'd like to acknowledge our event sponsors: Shannons Motor Insurance; The German Arms Hotel Hahndorf; Karkoo Nursery; Lofty Radio 88.9. Lofty is a local community radio station and they will be giving pre-publicity to the Concours and broadcasting live from that event on the Tuesday morning.

A note/reminder to all Clubs who want to enter the magazine competition. Your hard copies and/or e-bulletins **MUST** be with the SA Club President, Stephen Marlow, no later than 5pm on Friday March 13th. I will then deliver them all to

our judge and she will complete judging by April 10th. Any entry received after March 13th will not be judged.



There are two other events, one either side of the National Meeting, which are proving popular.

These are a Collingrove Hillclimb on April 26th, details at www.sportingcarclub.com.au and the Peter

Hall 6 Hour Teams Regularity on May 3rd at Mallala, details www.mscasa.com

Of course, there's also plenty to do in and around Hahndorf and if you're still looking for ideas, go to <https://southaustralia.com/destinations/adelaide-hills> which will give you plenty of ideas of the local attractions.

Any general enquiries about the National Meeting should be made to Tim Edmonds at

Chairman2026natmeet@outlook.com

See you at Hahndorf.

Chapter Chatter

BUNDABERG CHAPTER

February 22

For our first Sunday run of the year, we met at Quay St at 8:30 for a natter and sign in before heading onto the ring road where we had our first casualty.

Les Stevens was driving his Subaru as his MGB is awaiting a repair job...when the engine light came on, so that ruined his day.

We turned on to the Isis Hwy and on to Apple Tree Creek where Peter & Val Walkington and Ann & Chris Murray were waiting as they came from Woodgate Beach.

After a good long chat and morning tea we wandered off to Buxton where we claimed the BBQ area.

Keith Charmaine cooked and I got in the way, but eventually we all had our fill and settled back to enjoy each other's company.

Eventually it was time to leave and Chris & Ann left first but only made it a couple of kms out of Buxton when the MGTF overheated.

The cavalry arrived and determined it should go on a truck so the RACQ was called.

I hope the car does not need a head gasket.

Apart from that we had a great day.

PARTICIPANTS: Dave & Jenny Cook - Mitsubishi (food carrier), Marylin & Graham - MGF, Keith Ryan - MGB, Bob & Sue - Porsche Macan, Keith & Di - MGF, Ricky & Isabella - MGB, Peter & Val Walkington - Honda, Graeme Brown - Mercedes CLK, Ian Ninnnes - MGRV8, Chris & Ann Murray - MGTF.





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Chapter Chatter

WIDE BAY CHAPTER

Firstly, an apology for not making our submission to the last Octagon. This was due to several things beyond our control; however, all is back in harness now so here we are for 2026!

What a start to the year for the Wide Bay Chapter! From the outset there have been some significant changes, firstly to our chapter coordinator in the shape of Kevin Charlton who we welcome with open arms and who is already lining up a great selection of activities for us all.

Our deepest thanks are extended to David Hall and Lyn Haywood for their past efforts as coordinators for the past years (but are continuing as our "Event Coordinators"! Watch this space for more soon) It's good to see they are taking some well-deserved "time out" to concentrate on their other projects like the MG Museum.

January 23

The activities got off to a big start with the chapters 21st Birthday party at David Hall and Lyn Haywood's MG Museum on Australia Day preceded by our inaugural monthly coffee run to River Heads on the 23rd January where we had about 20 starters meeting at the Cafe with the best Coffee in River Heads and a magnificent view looking out over the mouth of the Susan and Mary Rivers where the waters flow into the Great Sandy Strait.

Everyone enjoyed getting together as they all had a great time out for the first outing for the year and the venue was exceptional. These coffee runs are planned to be extended and happen on the LAST WEDNESDAY of the month (for the next few months to see how the attendances go) and if viable would continue for the whole year (so far so good on that front!).

The next club run was on the Wednesday

February 11

11th February was the next club outing with a mid-week run to the Miners Arms at Torbanlea via a morning tea stop at Burrum Heads in the shade and a lovely breeze with Good company and lots of chit chat. The run was originally planned to go to the Grand Hotel at Howard but unfortunately the young chap that worked at Howard Hotel died in a car accident and the hotel was closed for the day out of respect and for the funeral.

At the start we had 29 starters of the day but unfortunately 27 finishers as the MG TF of Julie and Barry refused to start, so after a push start it was taken home for a little loving care and some first aid.

The convoy consisted of 18 MG'S of various models from my BGT to the TF and models in between. Amongst the Non-MG's there were a lovely Jaguar, a couple of lovely Mercedes, a very quick Sprite, a Toyota 86, an MX5 and a Pajero.

After the morning tea we had a short drive from Burrum to the Torbanlea Miners Arms Hotel, where lunch was served (which was very good BTW despite the service being a touch slow due to having a Chef shortage) but the staff were very obliging.

March 11

The first up being a visit to the Maryborough Aviation Museum on Wednesday 11th March. The day started with a sunny morning with blue skies for a nice drive to the venue.

The staff and members of the Museum are all volunteers and they made us very welcome.

We started with a meeting in the information building for a short explanation of the Museum before taking a guided tour starting of the location including a walk site to get an idea of the size of the place during

the war years. The venue has so much to take in! The tour ended with a look at the work garages where the aircraft model construction and restoration work continues to this day.

After the visit we travelled to the Maryborough Sporties Club for lunch.

This is a great venue with a good menu at reasonable prices! A big thanks to all those who attended making it a great day.

March 21

A number of club members attended the annual Pioneer Day at Broweena Museum and Historical Village with their prized MG's. The group met at Wookoo Park, in Tinana on a very pleasant sunny day and took a casual drive out to Brooweena.

As usual the organising committee of the event was very welcoming with numerous displays and exhibitions.

March 25

Our last catchup for March was for our

Coffee Morning at River Heads Café. With 19 attendees this activity is becoming very popular for the chapter. The venue has some very picturesque views and complemented by nice weather to great company, food and great coffee it's something not to be missed!

Well, That's all folks .. onwards and upwards and keep those MG's Polished! ... until next time!

Ian Andrew, Wide Bay Chapter





Competition Corner

Mount Cotton March Hillclimb

Second hillclimb for the year at Mount Cotton was held on 21-22 March. Apart from a very short and light period of rain the predicted heavy rain did not eventuate.

Fastest fifteen times set on Saturday were Warwick Hutchinson with a best run of 39.23 seconds, then Ross Mackay (39.92), Connor Tebble (41.31), Matt Read (43.17), Greg Tebble (43.73), Jim Milliner (43.55), Paul Van Wijk (44.03), Mick Harders (44.28), Camm Morris (44.93) all in the Formula Libre classes.

Next and fastest sedan was Doug Anable (45.32 seconds), Scott Anable (45.55), Jim Heymer (best of the Sports Cars, 46.92), Tyson Cowie (47.26), Steve Hampton (48.52), Michael Bird (48.53).

REGULARITY

Shaun Rankin was ahead from the first run in his BMW Z4 from Chris Lake (Toyota 86) and Stephen Callaghan (MGB). After the second run Chris slipped to third spot.

The run after a very short and light sprinkle Chris regained second spot with this order holding.

HISTORIC

Class wins in the Historic classes went to Ross Rundle (Group F, Formula Ford, Reynard FF82, 49.40) and Glenn Wesener (Group N) recording a 50.73 second time in his Holden Torana GTR XU1.

SPORTS CARS

Jason McGarry was the faster in the Clubman car class with a 47.61 in his Caterham R300 followed by Jon Young recording a 51.31 in his Caterham Super 7.

Andrei Shinkarenko was having a better event in his Saker SV1 as he ran a best time of 53.52 some 2 seconds quicker than Jeff Graham in the Nissan 370Z in 55.32.

Jeff 's MX5 is currently receiving some engine maintenance and hopes the Mazda will soon return.

Other class winners were Ian Power in the Production Sports car class with a 55.47 time in his Mazda MX5 whilst Jim Heymer was the fastest in the Sports 1300/Supersports with a best run of 46.92 seconds in his Farrel L Clubman.

Best time from the sports cars was set by Jim Heymer (Farrel L 1300 ccs clubman, 46.92) then Jason McGarry (Caterham R300, 47.61), Jon Young (Caterham Super 7, 51.31), Andrei Shinkarenko (Saker SV1, 53.52), Ian Power (Mazda MX5, 55.47), Jeff Graham (Nissan 370Z, 55.52).

SEDAN CARS

Don Milner took the Road Registered under 2 litres in his Triumph Dolomite Sprint with a 51.46 time with Lily Schofield in her Toyota Celica in a best run of 56.53 seconds.

David Youd captured the over 2001 ccs class with a 48.29 time in the Honda Civic Type R turbo just 0.66 of a second from Hannah Youd (Honda Civic Type R turbo, 48.65), Chris Balhatchet (Renault Megane turbo, 49.87), Ray Balhatchet (Nissan Skyline turbo, 53.06), Barrie Hurst (Ford FPV Pursuit, 57.05).

Chris Balhatchet had been ahead on Saturday with a 50.01 time before the Honda drivers produced faster runs. Hannah was ahead in the class until run nine when David recorded his best run.

Class wins in the Modified Production classes went to Warren Amos (Toyota Corolla, 55.86) from Daryll Searle (Suzuki Swift, 58.11) in the under 2 litres cars.

The over 2 litre class went to Brendan Merrick (Datsun 120Y turbo, 49.21) with Michael Bradtke in the Audi TT with a 50.75 time.

Fastest times in the Improved Production up to 2 litres class went to Ian Dalglesh with a 62.00 run in his Volkswagen Beetle with the larger engine capacity class going to Waco Hamlin (Honda Civic, 48.67) followed by Brendan Cowie running his Skoda Fabia for a best time of 50.23 seconds.

Max Erwin won the All Wheel Drive Forced Induction class in his Subaru WRX STi in 48.52 seconds with a 0.42 second gap to Steven Hampton (Mitsubishi Evo X, 48.94), Brendan Martin (Subaru WRX, 50.63) with Peter Martin (Subaru WRX, 51.38).

The Up to 2 litres engine class in the Sports Sedans went to Tyson Cowie in his Ford Escort in 47.26 seconds then Jason Martell (Ford Escort, 52.31).

The Anable family finished 1-2-3 in the larger engine class with Doug Anable (BMW E36 325i turbo, 45.32) 0.17 of a second from Scott Anable (BMW 325i turbo, 45.49) and Glenn Anable in his BMW 2002 turbo with a 48.19 time.

Next were Michael Bird (BMW E46 M3, 48.53), David Malone (Holden Torana GTR XU1, 51.85) and Geoff England (Ford Falcon EB, 52.20).

Scott was ahead for the first four runs with times of 47.41, 46.23 and 45.59 before Doug recording times of 49.98, 47.04, 46.95 then his best of 45.32 seconds.

The top ten of the Sedan type cars saw Doug Anable the quickest with a 45.32 in his BMW E30 325i just 0.17 of a second from Scott Anable (BMW 325i, 45.49), Tyson Cowie (Ford Escort, 47.26), Glenn Anable (BMW 2002 turbo, 48.19), Daniel Youd (Honda Civic Type R, 48.29), Max Erwin (Subaru WRX STi, 48.52), Michael Bird (BMW E46 M3, 48.53), Hannah Youd (Honda Civic Type R, 48.65), Waco Hamlin (Honda Civic, 48.67), with Steven Hampton (Mitsubishi Evo X, 48.94 seconds).

FORMULA CARS

Super Karts class went to Mick Harders (Esprei KZ, 43.77) with Mick Arnold having

his first event at Mt Cotton in his CRG Go Kart KZ175 with a best run of 48.13. His times recorded were 53.96, 50.10, 49.61, and then 48.13 seconds.

Under 1300 ccs class to Ross Mackay with a 39.52 run in his Macspec 024 with Connor Tebble (Speads RM11, 41.31), Jim Milliner (OMS 2000M, 42.32), Greg Tebble (Speads RM11, 43.37) with a gap of 0.40 seconds to Paul Van Wijk (OMS Hornet, 43.77), the La Base Crosskart driven by Camm Morris with a 44.31 time.

1301 to 2000 ccs class went to Matt Read in his Readster MTR1 turbo for his best run of 43.17 seconds.

2001 and over went to Dean Amos in his Gould GR55B Nicholson McLaren V8 in 37.52 seconds. Dean's first run looked quick until a 180 degree spin exiting the hairpin. Next was Warwick Hutchinson in his rotary powered turbo OMS 28 with his best for the weekend of 39.23 seconds.

Dean Amos scored the Fastest Time of Day with a 37.52 time followed by Warwick Hutchinson (39.23), with a gap of 0.29 of a second to Ross Mackay (39.52), Connor Tebble (41.31), Jim Milliner (42.32), Matt Read (43.17), with a gap of 0.20 to Greg Trebble (43.37), some 0.40 of a second to both Paul Van Wijk (43.77) and Mick Harders (43.77), Camm Morris (44.31) being the top 10 recorded times.

TOP SIX SHOOTOUT

Top Six Shoot out was won by Dean Amos in 37.52 seconds from Ross Mackay (39.65), Connor Tebble (41.02), Mick Harders (44.30), Paul Van Wijk (44.58) whilst Jim Milliner's run finished with a neat spin at the top of the second loop.

Next events are scheduled for 16-17 May (an event in the Redlands Coast AdventureFest programme) then the Queensland Hillclimb Championships on 30 and 31 May.

MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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



Hillclimbs



Concours



Day Runs

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

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

Please submit your contributions to the Editor
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by email to admin@artxdesign.com.au



Race Meetings