

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 1

January 2024



This fine MGB belonging to Wide Bay Chapter member John Grimes was spotted at a recent car show in Maryborough. See page 9 for more.



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



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President's Report

Welcome to the new year for the MGCCQ!

Our social events have already begun for the year with the club rooms open Friday nights and many day runs being planned for all of our Chapters.

Please remember that everyone on a day run needs to sign on to the correct sign-on sheet so you are covered by our insurance for the run.

As a club we are still working through the unfortunate loss of the admin building at the mount Cotton Hillclimb facility.

With the loss of so much club property it will take some time to rebuild to the same state or better than we had before.

Many donations from willing club members and businesses will be required for the forth coming rebuild.

We would like to make the building a little bigger to enable more functions to be carried out and equipment stored within so any assistance or donations are always gratefully accepted by the club.

Unlike previous years, in 2024 we will not have the chance to promote a state round of racing as the two tracks involved have decided to promote the events themselves.

This will affect us financially as we have always made a profit on these events in the past, which has always been returned to club funds to help with the

ever increasing outgoings associated with the running of the club.

On this point I feel it should be pointed out that no member of committee or and person holding a title for a job within the club receives any remuneration for what they do.

In fact most put in from their own pocket to keep the club in the form it is now.

As for anyone suggesting that they should be paid for performing duties to help the club then I think they may very well be in the wrong club.

While our club numbers have come back up slightly with some previous members rejoining, we still have the issue of not being able to attract the younger people to the club.

Without new members and younger ones at that, we will become a dying club in the not to distant future.

This is a problem for all members to consider .

- Neil Lewis



Octagon Submissions

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

Next publication deadline for submissions is March 22

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	Wayne Kirwan	0488 700 350	MGC	Mark Wellard	0413 227 319
T Type	Wayne Kirwan	0488 700 350	MGBGTV8, RV8	Barry Evans	07 3425 1695
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MGZA/ZB	David Robinson	0417 731 455	MGZR, ZS, ZT	Ken Wasley	0423 152 723
MGB	Graeme Walker	0431 678 319			

Bits N Pieces

CHANGES AT ABINGDON

No doubt you have all read the item in the Weekly News regarding the change in business structure with Abingdon Motors.

Over the years, since Matt's purchase from the Hiley family, he has been a constant supporter of our Club in many ways, from National Meeting sponsorship, Club events, a regular Octagon Advertiser, and a regalia supplier including ABD badges.

We wish him ongoing success with Abingdon Motors and thank him for his continued support.

Don't forget to check the online calendar on the website for information on events.



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MG's electric Cyberster

MG's highly-anticipated Cyberster EV roadster has just finished an 8,500 mile European tour, successfully completing the opening leg of the Charging into the Future adventure which will see the MG EV make its way to Shanghai.

The pre-production Cyberster is being piloted by British adventurers and brothers Ross and Hugo Turner, who covered more miles than originally planned due to the car's popularity with MG and EV enthusiasts in Europe. To date the MG has visited France, Belgium, the Netherlands, Germany, Czech Republic, Slovakia, Hungary, Austria, Spain and Italy, and pretty much the whole of MG's home market, the UK.

The ambitious Charging into the Future tour will see Ross and Hugo travel along parts of the historic Silk Road route with their MG EV visiting the Middle East, India, and the Far

East, en-route to Shanghai.

"Like all major projects Hugo and I have undertaken not everything has gone quite to plan. A good few thousand extra miles have already been added to the trip because MG fans and EV enthusiasts have heard about the tour and want to see the car, so we've been asked to several extra events." comments Ross Turner.

Both Hugo and Ross have shared the driving duties and, although they're driving an early prototype vehicle, they have been impressed by the driving experience.

Hugo Turner said: "All of our experience has been with a pre-production car, but it's been amazing. The car is very responsive as you would expect from an EV, but also it sticks like glue when you throw it into a corner. We've also really enjoyed discovering the Cyberster's abilities in ever changing environments. It's hugely capable, powering down an autobahn or taking in hairpin turns up



r's European adventure

a mountain.”

Talking about the Cyberster's comfort, the twins were not simply describing the ride quality. The MG Cyberster has proved to be a practical convertible, more than capable of being driven the long distances found on legs of the Charging into the Future adventure.

Hugo continued: “Most people would expect a head-turning convertible like the Cyberster to have no luggage space, but I can fit in the boot! And there's plenty of room in the cabin. We've spent most of the time with the roof down too, and there hasn't been wind noise or buffeting, despite both of us being over six feet tall.”

“We've driven more than 8,500 miles, and I have a bad back having broken my neck many years ago, but it's been outrageously comfortable. At no stage have I got out the car in any pain, and there were days when it covered more than 250 miles between legs.”



With many people curious about electric vehicles, including questions about driving range and charging, the Charging into the Future project is showcasing what an electric car can really achieve.

David Allison, MG Motor UK Head of Product and Planning, said: “Hugo and Ross are giving the Cyberster the ultimate engineering shakedown and we're very pleased with how it is performing over such long distances.”

<https://chargingintothefuture.com/the-journey>



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Charity Car Show

A couple of Wide Bay Chapter members attended the recent Souths Juniors Rugby League car show to show off their vehicles.

The event raised funds to support Fraser Coast Mates, a local suicide prevention charity (headed by Octagon editor Craig Winter), as well as the Football Club's junior development program.

Our front cover this edition features the MGB of John Grimes.

Originally a Canberra car, the immaculate B was fully restored in 1999, and has just 600 miles on the clock since an engine rebuild.

John won a prize on the day, so was suitably chuffed with the effort.

Seen also was Sylvia and Trevor Collin's beautiful Rover P5.



Pre-Australia Day Run

The Pre Australia Day social day run commenced from the car park at Mowbray Park with a short trip over the Story Bridge (Bradfield Highway) past the Valley Swimming Pool, a famous meeting place at 620 Wickham Street before joining Kingsford Smith Drive to join the Southern Cross Way and unleash the power along the motorways.

The turnoff via exit 120B to travel along the Northern Moreton Bay Tourist Drive, down Flinders Drive to pass some expensive looking houses, Eventide then over the Houghton Highway Bridge onto Hornibrook Esplanade to Pelican Park to enjoy the breeze off the Bay.

Not a long run, but one to bring the marque vehicles together and given the wet days

we've had recently, werre fortunate that the threatened rain did not eventuate.

Those enjoying the bay breeze: Don Webster (MGTD), Andrew Mansfield & Rosemary Rucinski (MGA Roadster), Chris Walker with father Graeme Walker (MGB) Paul & Virginia Young with Harold (MGB GT), Jaime Massang (MGB V8), John & Pat Walker (MGB GT V8), Kevin Thrower (Alfa 159 V6), Graham Kidd (MGB) joining the group from Redcliffe.

During this year there will be some social events including to Bribie Classic Boat Regatta on 25 and 26 May, All Chapter Meeting held by the Darling Downs Chapter centred at Toowoomba on 23 to 26 August and the MG at Yamba Jacaranda Festival 2 to 4 November.







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MG SERVES UP A STORM AT BRISBANE INTERNATIONAL 2024



MG made a 'racquet' at the 2024 Brisbane International and left their mark on and off the court.

A fleet of 25 MG vehicles tore up the streets of Queensland throughout the exciting end-of-year tennis tournament.

Brisbane International Tournament Director Cam Pearson said they were "delighted" to have MG as the event's official partner.

"It's wonderful to see the MG cars emerge across the streets of Brisbane as they transport players and officials, and we look forward to building on this partnership in years to come," Mr Pearson said.

"Our world-class players have had a first-class experience in MG vehicles on their

journey to and from the court."

MG Motor Australia CEO Peter Ciao said partnering with the Brisbane International was a natural fit for the brand.

"It was an honour to be involved in our own backyard with a world-class event like the Brisbane International," Mr Ciao said.

"Fans know the Brisbane International well and we've been excited that they have been able to meet the MG range across the streets of Brisbane as our cars got players and officials to and from the precinct."

"Sport and recreation build stronger, healthier, happier and safer communities which is why MG supports events like the Brisbane International alongside our 90-plus dealership network."

THE THIN BLUE LINE

By Colin Grant with photos by Colin Grant and Andy Knott
Originally published in the October 2019 issue of Safety Fast!

Metropolitan Police MGC WGJ 208G

Back in 1967, as a young 16 year old, I was employed as a Police Cadet, stationed at the then-Berkshire Constabulary's Abingdon Police station.

Being a keen motorcyclist and having a passion for cars, especially MGs, (well, my Dad was working at the MG factory) I befriended the traffic patrol officers and was fascinated by their stories of fast chases in pursuit of law-breakers.

There were two Police motorcyclists riding Triumph Saints and the car-based patrolmen, two of whom were very big, burly guys who drove the Police-equipped Austin A110 Westminster.

This was a large black saloon with a six-cylinder engine and large armchair-style front seats, being aptly suitable for their large bulk.

After one fast pursuit the poor old Westminster expired and the car had to go away to the Police garages for a lengthy repair. This meant they had to be equipped with a loan car.

They were hoping it would be another

Westminster, so you can imagine their surprise, and my delight, when an MGB GT turned up in full Police trim. Watching these two big guys trying to get into the GT had the whole staff at the station rocking with laughter. After much disquiet and constant moaning they eventually got their beloved Westminster back.

But that GT had always stuck in my mind as for the time it looked amazing in its Police trim, being white in colour with Police written on the doors, front spotlight, Pye FM radio that was fitted into the glove box, blue flashing light fitted on the roof and, if memory serves me well, it had a Winkworth bell fitted.

The rear seats had been removed at the Police garages as this enabled most of the necessary equipment to be carried that could be needed when they were called upon to attend an incident.

This included reflective traffic cones, folding accident signs, first aid kit, blankets, a spade, broom, and on occasions radar speed detection equipment.

So with these memories in the back of my mind it was a pleasant surprise for me when Nigel Guild, of MG Specialist Former Glory, rang and asked if we would like to drive a





special Police MG that he had in stock.

The car in question was an MGC, registration WGJ 208G. In 1969 the Metropolitan Police ordered this car, together with 18 others, over a three-year period, to be actively used as unmarked traffic cars, utilising their powerful engines to catch and surprise those not obeying the law on our roads.

This car has been completely restored to a high standard, with excellent attention to detail, and has been fully verified by the Historic Police Vehicles Register and also has a Heritage Certificate.

Inside, the Pye radio and handset are contained in the glove box, a switch for the

Winkworth bell is located on the dashboard and the car's only outside marking to make you aware it was a Police vehicle is a black plate above the rear number plate with the wording Police.

This, of course, was only seen by the unsuspecting law breakers when their car was overtaken and they were signalled to pull over with the Winkworth bell sounding in their ears!

The cars were sometimes known by the patrolmen as "roller skates" because of their ability to break away if accelerated quickly in the wet. The cars were equipped with calibrated speedos which were checked after each shift on a rolling road for accuracy, and if out it would mean the



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speeding tickets handed out that day would be cancelled. Most of the MGCs supplied had manual gearboxes, but some were equipped with automatics.

The cars had a two-man crew, so in the event of arresting a drunken motorist they would have to radio for back-up and wait for a patrol car or van to pick up the arrested suspect.

The cars were loved by the young patrolmen who would drive with the hood down. Older patrolmen preferred driving with the hood up!

Sadly, with the advent of performance cars coming onto the market which were better suited for the Police role, having the ability to easily carry the equipment required and being able to transport a suspect, the MGs were phased out.

WGJ 208G looks like any other sixties MGC. That is until you go to the rear of the car and see the Police sign. So you can understand people's surprise when they had given that MGC in their rear view mirror a run for its money, only to be pulled over and booked.

The interior also looks very standard until, of course, you open the glove box. Underneath the bonnet it again looks standard, albeit with a chrome rocker cover and pancake air filters.

The car comes with steel wheels fitted with chrome hubcaps.

Out on the road the first thing that strikes you is its smoothness and its ability to pull away, seemingly in any gear at any speed. The torque from the six cylinder engine is just amazing.

We took the car around some of the picturesque country roads that surround Former Glory's premises at Postcombe, near Thame, in Oxfordshire.

There was a mixture of sweeping bends and a few long straights which were ideal for

getting a feel for the car.

As I own a modern MG TF, I found the steering to be on the heavy side but soon got used to it.

The understeer did take a bit of getting used to and I did have a couple of minor moments when going into bends and can understand the criticism given by the testers of the day.

But once you were aware you made allowances and drove accordingly, and I found it became a joy to drive.

Of course this car is about power, which is why the Metropolitan Police chose it, and it doesn't disappoint. With its 145bhp, 2912cc six-cylinder engine capable of 120mph it was ideally suited to its task.

I found overtaking slower traffic was a breeze, although being used to modern brakes I had to increase my normal brake pedal pressure to gain the same effect.

The car's ride was excellent even over uneven surfaces and undulations in the road.

The gearbox I found to be a pleasure to use, with the overdrive operating incredibly smoothly.

My test drive came to an all too soon end and I reluctantly handed the keys back to Nigel.

He informed me that the car was now sold but he had just taken in a Police MGBGTV8 that was up for sale, tempting!!

My experience had been one of nostalgia, bringing back memories from another era. I didn't pursue my career in the Police and left after three years, deciding it wasn't for me, taking up a career in office equipment. But the experience of driving a well-sorted MGC, particularly with the history of this one, really made my day and one I won't forget in a hurry.

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

FEBRUARY	
2	MG Clubrooms Noggin N Natter
4	Working bee at Mt Cotton hillclimb
7	Working bee at Mt Cotton hillclimb
11	Come N Try with Test N Tune at Mt Cotton hillclimb
16	MG Clubrooms Noggin N Natter
17-18	Historic Racing Car Club Training day and Sprints weekend at Morgan Park
21	Working bee at Mt Cotton hillclimb
28	Mid Week Day Run set by Barry Lutwyche / working bee at Mt Cotton hillclimb
MARCH	
1	MG Clubrooms Noggin N Natter
2-3	Bathurst hillclimb NSW State Championship rounds 1 and 2
6	Working bee at Mt Cotton hillclimb
7 to 10	Phillip Island Historic Races
9 and 10	Mt Cotton hillclimb round 1 (C/P)
13	Working bee at Mt Cotton hillclimb
15 to 17	State Championship Race Meeting round 1 at Morgan Park (C/P)
20	Working bee at Mt Cotton hillclimb
21 to 24	Australian Grand Prix at Albert Park Melbourne
27	Mid Week Run / working bee at Mt Cotton hillclimb
29	March to 2 April M.G. National Meeting at Tamworth
APRIL	
29	March to 2 April M.G. National Meeting at Tamworth
3	Working bee at Mt Cotton hillclimb
5	MG Clubrooms Noggin N Natter
10	Working bee at Mt Cotton hillclimb
13 and 14	Mt Cotton hillclimb round 2 (C/P)
17	Working bee at Mt Cotton hillclimb
19	MG Clubrooms Noggin N Natter
19 to 21	State Championship Race Meeting round 2 at Queensland Raceway (C/P)
24	Mid Week Day Run / working bee at Mt Cotton hillclimb
25	Public Holiday ANZAC Day
26 to 28	Historic Racing Car Club Autumn Historic races at Morgan Park

MAY	
1	Working bee at Mt Cotton hillclimb
3	MG Clubrooms Noggin N Natter
4	Come N Try with Test N Tune at Mt Cotton hillclimb
6	Public Holiday Labour Day
8	Working bee at Mt Cotton hillclimb
12	Mothers' Day
15	Working bee at Mt Cotton hillclimb
17	MG Clubrooms Noggin N Natter
22	Mid Week Day Run set by Mark Lacy and Sharon Hill
25 and 26	MGCCQ invited to Bribie Classic Boat Regatta (S/P)
29	Working bee at Mt Cotton hillclimb
JUNE	
1 and 2	Queensland Hillclimb Championships at Mt Cotton
5	Working bee at Mt Cotton
7	MG Clubrooms Noggin N Natter
8 and 9	Grafton NSW State Championship hillclimb round
12	Working bee at Mt Cotton
13 to 16	State Championship Race Meeting round 3 at Morgan Park (C/P)
19	Working bee at Mt Cotton hillclimb
21	MG Clubrooms Noggin N Natter
22 and 23	Mt Cotton hillclimb round 3 (C/P)
26	Mid Week Day Run / working bee at Mt Cotton hillclimb



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MG CAR CLUB OF QUEENSLAND

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Membership Application Form

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

Name in full:

Residential Address:

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

Date of Birth:

PROPOSED BY: Member No: Phone:

REFEREE: Member No: Phone:

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

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

Manufacturer: Models: Years:

Registration Numbers: Engine No: Capacity:

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

Date: Signed:

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

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

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

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SAVE THE DATE



MGCCQ – DARLING DOWNS

ALL CHAPTER GATHERING



TOOWOOMBA - 23rd to 26th AUGUST 2024



We invite you to join us in our beautiful city of Toowoomba for the MGCCQ All Chapter Gathering in 2024. The programme will be as follows:

- 🌸 Friday evening – Registration, Noggin N’ Natter at Picnic Point
- 🌸 Saturday - Your choice of 1 of 4 guided Kimber Runs around the Toowoomba region
- 🌸 Sunday morning - Show & Shine at Cobb & Co Museum
- 🌸 Sunday afternoon - Your choice of self-guided runs throughout the city.
- 🌸 A formal dinner will be held in the evening at Picnic Point. Themed “Flower Power”
- 🌸 Monday – Farewell breakfast at Cobb & Co Museum



A list of accommodation has been provided to your Chapter Co-ordinator. This is a very busy period for Toowoomba, as the Carnival of Flowers commences 1st September and continues for the entire month. Accommodation bookings **MUST BE MADE NOW** to ensure availability. Registration for this event will be available in March, 2024.

Please direct any enquiries to ddc.mgccq@mgccq.org.au

PLEASE NOTE: Accommodation bookings must be made now to ensure availability.

Richard Worland makes a splash in this archive pic by John Lemm. Any idea what year this was taken?



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MG QUICK QUIZ

What year was the MG Car Company Limited founded?

What year did the MGB Roadster feature split rear bumpers with the number-plate in between?

Why was production of the MG TF paused in 2005?

Which MG model is this?



In what country was the MG XPower SV sports car produced?

Which company owned the MG brand from 1994-2000?

How much horsepower does the 2001-2005 MG ZT 120 have?

What does “MG” stand for?

What is the 0-60 time for the 2014 MG MG 3 Form Sport 1.5?

Which layout do 1962-1980 MG MGB cars have?

Which aerospace company owned the MG brand from 1988-1994?

ANSWERS: 1924, 1970, MG Rover went into receivership, Midget, Italy, BMW, 120, Morris Garages, 10.2, Front engine, rear wheel drive, British Aerospace.



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Chapter Chatter

WIDE BAY CHAPTER

by David Hall & Lyn Hayward

December 10

The Wide Bay Chapter took the advantage of having a Twilight Run to the Urangan Pier.

A large group of members assembled at the United Service Station Eli Waters for a 4pm start. There were predominantly MG cars in the line up with some MX5s and a BMW or two.

We took a short run to Gataker's Bay and along the Esplanade to the Urangan Pier Park where we met up with members David and Dily's and their Puppy "Molly".

The place was buzzing and everyone was planning their Christmas Festivities.

The fish and chips purchased from Migaloo's were delicious with some new members going all out with the special wine and cheese platters that they brought in a hamper strapped to the boot rack of their MGB.

A lovely evening was had by all, just 15 days before Christmas Day.



December 20

We organised a morning tea at Bamboo Land in Howard and a BYO lunch at Burrum Heads Lion's Park by the water.

A large group of members enjoyed morning tea in the tropical setting of Bamboo Land.

They never disappoint and are always changing displays with their exotic plants and flowers that they propagate and sell to the public.

After morning tea we crossed the Bruce Highway with a nice drive down to Burrum Heads Lions Park.

It was a beautiful day to be out in our MG's and to park by the turquoise water of the Bay was an ideal place for relaxing and to have our final lunch for 2023 together.

After everyone wishing seasons greetings to one another we headed for home after another enjoyable run with friends and fellow car enthusiasts.





The Wide Bay Chapter continues to grow with new activities happening every month.

January saw the members assembling at the Hervey Bay RSL to discuss the chapters future and it was agreed that our full time chapter co-ordinators David and Lyn deserved a well-earned break after coordinating the chapter for many years and other members would take on some of the chapter responsibilities.

As such the chapter now has a 'run organising' group who have started 2024 with a bang!

A run organised for Australia Day at Tiaro - which was to have been the MG Chapter of Wide Bay's 19th birthday - to attend a car rally was in the end called off due to the weather conditions in the area which was a shame but it was a good call on the part of the run organisers because the weather forecast was right on the money for once and it would have been more of a "wash and rinse" than a "show and shine"!

However, in true form the next scheduled event at the newly opened Hervey Bay Mini Golf in Truro Street took place as planned on Wednesday 7th February.

This particular event organised by long time



chapter members David & Dilys Bradbury, had 27 members attend for the chapters "alternative" birthday party!

Members played the initial nine holes with lots of laughter and cheering before taking a break to enjoy a scrumptious birthday cake donated by members David & Marge Roberts

Members then played the "Back Nine Holes" with more laughter and cheers with congratulations to the players who got a hole in one with rowdy applause.

The group then settled in for a well-earned coffee break at the end of the full on fun day marathon event.

Our winners were Richard, Dave and Jo with a score of 149. Each received a trophy box of chocolates.



Chapter Chatter

CAPRICORN CHAPTER

October 15

By Phil Henry, MG Car Club of Queensland

The Capricorn Chapter of the MG Car Club of Queensland held its Christmas party on Friday 1 December at Thai Restaurant on Norman Road.

With large numbers of members attending, the restaurant gave us full use of their side room, which we quickly filled with decorations, Secret Santa presents and people.

We have a couple of unique activities which we include in our Christmas celebrations. One is the Janelle Thomasson award for Club Member of the Year.

Janelle was a young member of the Chapter in its early days, taking great delight in driving her MG Midget.

Regrettably Janelle passed away too young from leukaemia, and so the annual award is named after her.

This year's most worthy recipient was Rae Cowie, who facilitated purchase of the defibrillator and comprehensive first aid kit which she now brings with her on monthly runs in her capacity as First Aid Officer.



Well done Rae!

The other, slightly more contentious one is the Broken MG Award.

This one also dates from early days of the Chapter, when breakdowns were a fairly frequent occurrence. While we were congratulating ourselves on there being only one contender last year, 2023 saw a plethora of unfortunate incidents in contention.

Electrical problems featured strongly in the list, along with tyre blowouts, mysterious loss of cylinders, and simple failure to start.

Chapter Coordinator Jim Armstrong made much of this situation, drawing out the announcement with lots of technical detail about how points are awarded and the gory details of each incident.

Eventually, he announced the winner which was Wayne Kirwan who, although residing in Gympie, has been a long term member of our Chapter and participants in our runs, especially the biennial long run. Although he is an electrician by trade, Wayne's daily electrical problems on the August long run made him the clear winner.

Our Christmas parties are always good fun and, as we all know, the ideal way to finish off a busy year.



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January 21

By Jim Armstrong

Despite the usual heat wave conditions that we experience in Central Queensland this time of year 27 member made the trip up Mt Archer for our now traditional first run of the year and barbecue.

The Yeppoon group met at the Oaks and had an uneventful run up to Rockhampton where some of the Rocky group had started to gather along Frenchville Drive.

Joy and Daryl had already ventured to the top to save an area for us to enjoy.

It seems as there was no overheating of our cars up the very steep climb to the top of the mountain or at least none reported.

On reaching the top we experience a very cool change with gentle breezes, a perfect setting for our afternoon gathering.

Soon, barbecue plates started to sizzle

sending mouth watering aromas around the area whilst participants chatted and enjoyed a cool beverage or two.

The lucky rusty door prizes were drawn and won by Martin and Narelle, Phil W and Gordon Kelsey. Meantime Jo was busy organizing Gloria's poker run that was eventually won by yours-truly with a hand of four Jacks.

A quick briefing was held, and several issues were discussed; Rae has put together a first response sheet that she has asked to be filled out and placed in a sealed envelope and stored in the glove box of member's cars. In the event of an accident, this information is vital to the first responders like the QAS.

Rae has also done some investigatory work regarding First Aid training and the use of the defibrillator. If you are interested, please contact Rae.

The upcoming All Chapter Meeting in Toowoomba was discussed, and Phil Henry has been appointed the coordinator for this event as at this stage Sandra and I will not be attending.

The committee of the Darling Downs Chapter are still working out final costs but it would appear to be around \$200, accommodation not included.

Phil and Gordon have already carried out some work on this. Approximately six couples at the meeting indicated that they

would like to attend.

Soon the sun started to set, the mosquitoes started to rise so one by one the participants made their way back down the mountain to their respective homes.



Chapter Chatter

BUNDABERG CHAPTER

By Dave & Jenny Cook

December 9

Ian & Tracy Ninnes organised the Christmas Party at the Rowers Club next to the Burnett River in Bundaberg.

It was very well attended by new and old members, the meals were excellent and the predinner nibbles and drinks were enjoyed by all.

We had a raffle which was won by Marilyn and door prizes which were all appreciated by the winners.

The next get together is at the Burnett Heads Pub for our annual meeting and calendar planning followed by lunch.

Attendees: Ian & Tracy Ninnes, Steve & Teena Johnson, Graham Leacock & Marilyn Kerrigan, Allan & Joy Kruger, Daryl & Laura Copithorne, Bob & Sue Murray, Graeme & Paula Brown, Larry & Brenda Lipscombe, Brian Crossley, Steve & Lesley Bugg, Peter & Michelle O'Brien, John & Maria Learbuch, Steve & Karen Dunn, Keith & Di Charman, Colin Gibbs, Les Stevens & Peter & Val Walkington.





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

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

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



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

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



Hillclimbs



Concours



Day Runs

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

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

Please submit your contributions to the Editor
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Race Meetings