

Official Journal of the MG Car Club of Queensland Inc.



The

ctagon

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



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President's Report

What a year we have had so far, with lots of activities to keep all interested, ongoing saga of shoring up the club for the future and the odd fire to keep us on our toes.

It really has been an interesting year, not to mention the new friends we have made and the challenges we have all set for ourselves during the year, some successful and some not so.

It truly has been a year of change and regrowth for our volunteers and supporters.

As a club we have rebounded in our membership numbers significantly and hopefully this indicates an element of trust and belief in what has been done to set the club back on the correct set of rails.

We have welcomed our new committee members from the chapters to better bring the thoughts and concerns from chapter members and also to take to the chapters the information they may not have felt was being shared in the past.

My message is please don't 'shoot the messenger'. Wayne and myself will be visiting with the chapters in the early part of 2024, hopefully to meet with as many members as is possible, good or bad please come along and voice your opinion.

I must take this opportunity to remind everyone who participates in day runs or club events that it is important that you sign on for these events and that everyone involved (day run in

particular) is a club member of some description, as the insurance on a permit only covers club members.

Hopefully this coming year the number of club events - and in particular day runs - increases to get more people together more often.

On a sad note for the club and those who have competed at our Mt Cotton facility, we had an unfortunate incident at the last round for the year.

The administration building and generator shed burnt early on the Sunday morning and unfortunately we lost quite an amount of club assets in this fire.

While we were able to continue with the meeting, it will take some time to rectify the issue and we are looking for any assistance we can get from members.

Congratulations to everyone who competed this year and hopefully we will see you back next year .

Everybody have a safe and prosperous holiday season, recharge the batteries and see all back to enjoy another year of interesting times within the MG Car Club of Queensland.

- Neil Lewis



Octagon Submissions

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

Next publication deadline for submissions is January 30

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

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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From PEKING to

THE JOURNEY OF A LIFETIME

For 36 days over 14 thousand kilometres, Rhys Timms cajoled his MG across dirt paths, rivers and mountains in the 'Peking to Paris'. The MG Victoria Club Director and Treasurer owns a ZS EV, and has just bought a XPOWER but the Asia and Europe trip was carried out in his 1936 MG Saloon.

After 25 years with the Victorian club, Rhys said he has no plans of slowing down and is excited to see how the club continues to grow and change as we head into a new era of electric MG vehicles.

Growing up in rural NSW, Rhys moved to the city for career opportunities as a Chartered's Accountant, but no matter where he moved, he said he has always loved being able to return to the country and get his hands dirty.

"The farm life, working with my hands, working on older cars, I just like messing around with old things," he said.

THE COLLECTION

Rhys is the proud owner of an extensive MG collection that brings together both the past and the future of automotive technology.

In his collection is a 1936 MG SA Saloon, 1938 MG SA Saloon (unrestored), 1951 MG TD Roadster, 1958 MG ZB Saloon (On a rotisserie) and a 2022 MG ZS EV.

Rhys also has plans to also be one of the first order takers of the MG Cyberster earmarked for Aussie shores in 2024.

"I've been in the MG Car Club in Victoria for 25 years. We believe that we are the biggest MG club in the Southern



Hemisphere."

JOURNEY TO EV

While Rhys is a fan of the historic MG models, he said the past several years has him very excited about the future of MG and EV's.

"I absolutely love it, I've come from sitting on the fence about it, to now having it as my daily driver" – Rhys said of his MG ZS EV.

"People are still very new to EV's (Electric Vehicles), it's still finding its way out from being a niche thing."

"We've had it (MG ZS EV) for three years now, we've done two long interstate trips, and never had any issues with battery or finding a charger."

The great impression the car has left on Rhys had him immediately interested when MG released the MG4, and now with the release of the powerful XPower model right around the corner, the car enthusiast knew it was a must have for his collection.

"I'm very excited about the XPower, especially to give it a run on the track, I

PARIS in an MG



think it's going to be a lot of fun."

"It's exciting, EV's are an evolution in technology and motoring."

TRAVELLING THE WORLD WITH MG
Rhys and his MG's have travelled the world, and been on many different adventures, none greater than the Peking to Paris motor race, twice.

The Peking to Paris was originally held in 1907 and is a race between Beijing and Paris which covers a distance of almost a tad less than 15 thousand kilometres, making it one of the world's hardest endurance races that people can be a part of.

To emulate the challenge of motorists before him, Rhys undertook the journey in his 1936 MG SA Saloon.

"The greatest adventure I've been on with MG would have to be the Peking to Paris."

"We put a roll cage in the car, long-range tanks, new suspension and re-built the motor ahead of the trip."

Rhys called it the trip of a lifetime and an absolute blur at the same time.

"The rally was a blur. 16 countries in 2010, 10 countries in 2013, and two continents in one month."

With the trip providing many a challenge along the way, Rhys got to see firsthand the international connectivity of the MG family.

Throughout his trip he visited clubs and dealerships from China Ukraine, Iran, Italy, France and many more.

"My favourite memory is the friendships made along the way."

"The fleeting interactions with people at races, on the roadside, at petrol stations, at end of day displays, mechanics, and of course MG enthusiasts and MG car clubs all across the globe."

"We were always welcomed, fed – often payment was refused, and these people were just like you or me."

"The trip was just how I had hoped it would be. It's the most extreme form of endurance racing and I was able to continue to build on our club's global MG connections."

THE EXCITING FUTURE

With the automotive industry continuing to embrace electric technology, Rhys said he's excited to see how it will find its way into the broader car club mainstream.

"We (MG Car Club Victoria) are working on an all-electric motor vehicle competition."

"Whether you're into race, rally, concours, pub runs, early morning runs, touring or weekends away – the EV's are well on



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their way to doing all of this.”

With the release of the MG Cyberster for the company’s centenary year, Rhys said he’s excited to see the brand channelling their roots while continuing to embrace new technology.

“After years of hoping, I’m really excited to see the brand paying homage to its roots with the Cyberster.”

“Every MG enthusiast has been waiting for a sportscar.”

“It’s something exciting that is also more affordable than others in the sportscar market. These cars are thrilling, and I think

the passion comes into it when you have a car that has this type of image.

“The brand is channelling its fun side and MG has always been about fun motoring at reasonable price and this is just that.”



October Midweek Run

ORGANISED BY SUE PANUCCIO & TREVOR PENSON

We had a new starting point for the October run, Oxley Creek Common.

16 cars including 8 MG's and Brian Cranley's superb McLaren departed at 9:30 am.

A bit of a tricky direction led most of us to a shopping centre but all managed to get back on track and arrive at Canungra Picnic Area where Trevor & Joy Jones and Robyn Jenvey joined the group for morning tea.

A quick run then up to Binna Burra and while the views were spoiled by the smoke haze, we all enjoyed a nice meal and a natter.

For those who attended the following talk, it was really interesting to hear the history, about the devastating fire, the impact on the staff and other homes lost, but also about the work already completed with the café and the cabins and the plans for the future. We wish them all the very best.

Not having been to Binna Burra for many years, the run was enjoyed by all, not to mention the usual tall stories and



Kerry's jokes.

PARTICIPANTS: Sue Panuccio & Trevor Penson - RAV 4, Mark Lacy & Sharon Hill - MGB, Kay Hawley & Michael Garratty - MX5, Neil & Margaret Taylor - Subaru, Jeff Heslewood - Hyundai, Gary & Dawn Lawrence - MGB GT, David & Meryl Miles - MG Magnette, Val & Kerry Horgan - Lexus, Barry Lutwyche - MGB, Jan Bur, Michael & Aaron Salt - MGB, Kevin Trower - Corvette, Ross & Shez Letten - MGB, Paul & Virginia Young - MGB GT, Boyd Rayment - Subaru, Trevor & Joy Jones and Robyn Jenvey - Maserati



November Midweek Run

CHRISTMAS RUN 22/24 NOVEMBER By JEFF HESLEWOOD

To finish the year, the midweek group headed off for 2 nights at the Centre Point Mid City Motel in Warwick.

The weather was a concern but 24 members & friends arrived at the Splash 'n' Play Adventure Park at Springfield (South Ripley) for a 10:00 am meet and morning tea.

Unfortunately three of our regular couples had to pull out due to illness and we wish them a speedy recovery.

Thanks to Neil Taylor who put in a lot of time assisting with setting this run but was one of those unable to join us.

There were only three MGB's plus a couple of the newer versions, possibly due to the threat of rain and possible hail. After the usual round of chit chat and tall tales, we headed off at 11:00 am, passing through Rosewood, Glamorganvale and Lake Clarendon regions, encountering a brief period of heavy rain around Walloon.

After that the weather gods were kind and

we were able to enjoy the drive through country and farming areas that are already reaping the benefit of recent rain, arriving at our lunch destination, Lake Apex Park in Gatton at 12:30, where we were joined by Ray & Susanne and Michael & Judith.

We departed at 1:30 pm & had a very pleasant drive along the Gatton Clifton Road, through Ma Ma Creek, Fordsdale & Pilton before joining the New England Highway and passing by Allora on the way to Warwick to check into our home for the next 2 nights.

Here Allan & Joyce joined us bringing our group up to a total of 30. Happy hour commenced in fine style until interrupted by a heavy downpour, but most were able to ignore the rain and continue socialising.

By 6:30 pm the rain had almost stopped and we were able to wander down the road to the RSL for our Christmas celebrations. Some of the ladies had done a great job with table decorations & we certainly looked the part.

The RSL had raffles and musical Bingo which made conversation difficult at times, but as usual, our group almost matched





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them in the noise department. It was still a good evening with great company and good food. It had again been decided to ask for donations from the group instead of swapping cheap gifts and we raised a total of \$465 which Lloyd Thomson will pass on to the CWA Bushfire Appeal. Lloyd's Rotary group is adding \$535 to bring the total to \$1000.

After breakfast on Thursday morning it was off to the "Downs Explorer" for a guided tour of the Steam Rail Museum followed by tea, coffee and scones. The whole show is manned and operated by volunteers who are doing an excellent job running & restoring the old trains. If you are interested in having a look or doing a rail journey in the region, jump onto their website to see what they can offer. Thanks to Kevin and his team for a great morning.

We then headed back to the motel to regroup before taking off again, this time travelling along the "Sprint Route" to the historic Leyburn Pub for lunch. This was yet another really enjoyable and pretty drive, passing through farming communities and the small towns of Pratten and Wheatvale.

The pub had largely done a great job with pre-ordered lunches, but there were a couple of glitches with lost orders and late lunches. Overall it was good & we were also given a short talk on the history of the area. Michael & Marilyn from the Toowoomba Chapter drove down in their very nice MGB GT to join us for lunch.

It was hardly surprising that after another happy hour (or 2) on returning to our motel, there was little interest in going out for dinner again. A couple of takeaways and plenty of nibbles pretty much took care of things.

Friday morning some met up for breakfast just down the road at the Warwick Gardens Galore Nursery & Café while others headed for home.

It finished off another great year for our midweek group and I am sure that we are all



looking forward to February 2024, when we will resume our driving and socialising with this wonderful group of members.

PARTICIPANTS: Dennis & Diana Kelly - Mazda 3, Trevor & Joy Jones & Robyn Jenvey - Mustang, Jeff Heslewood - Hyundai, Kevin Trower - Alfa, Barry Lutwyche & Jan Burke - MG HS, Brian & John Cranley - Fiat Abarth, Val Horgan, MX5 Mark Lacy & Sharon Hill - MGB, Lloyd & Karen Thomson - MGB, John & Pat Walker - Toyota Camry, Michael Garratty & Kay Hawley - MX5, Vicki Kocsis & Denis Thomas - MG XST, Ross & Shez Letten - MGB, Ray & Susanne Edwards and Michael & Judith Salt - Eclipse Cross, Allan & Joyce Tebbutt - Audi



VALE ERROL HOGER

On the 4/01/2023 MGCCQ member Errol Hoger passed away leaving wife Wendy, three children and seven grandchildren.

Born in Brisbane Errol got his interest in cars working in and around his father's garage. His first cars were Holdens, but after buying his first Ford, he became a devout Ford Fan.

He married his wife Wendy in 1970, then in 1981 he bought his first MG, a red MGB Mk1 and then he promptly joined the MGCCQ. In time he restored another MGB Mk1.

After a while like all MG owners, he needed to upgrade so in 1991 Errol bought a MGB Mk2 which is still in the family today.

Errol had two stints on the MGCCQ committees during the 80s and 90s as Secretary. He was an active member of the Club participating in many National Meetings all over Australia.

From helping set up theme nights for Nationals, Errol was also a very astute concours judge. If you wanted to know anything about MGBs, all you had to do was ask Errol.

He was very passionate about day runs, and not a year would go by that he did not set at least one run and often multiple runs for all to enjoy.

He worked many working bees at the hillclimb in the 90s and also race Vince Appleby's little race car with his son Evan.



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.

IMPORTANT: NATIONAL MEETING ACCOMMODATION BOOKINGS

Hi all,

I have made hotel bookings for the 2024 National meeting at Tamworth.

To date I have had a good number of participants book a room.

The two hotels that I have bookings in are as follows

**Econo Lodge Gateway (formerly Redhill Tamworth Motor Inn)
236 Goonoo Goonoo Road Tamworth**

Total number of rooms booked is 19

Rooms still available are 3 as below

2 x twin rooms with the total cost for 5 nights is \$730

1 x family room with the total cost for 5 nights is \$865

**Town and Country Motor Inn
217 Goonoo Goonoo Road Tamworth**

Total number of rooms booked is 17

Rooms still available are 10 as below

5 x twin rooms with the total cost for 5 nights is \$600

3 x double rooms with the total cost for 5 nights is \$600

2 x family rooms with the total cost for 5 nights is to be confirmed if required

Please if you are intending to attend, let me know to reserve a room for you. I will not be able to keep these bookings for all the remaining rooms much longer. It's not fair to the motel.

I will be closing the booking window from the 1st of January 2024.

I need the final numbers so that I can arrange for buses to take us to and from the venues.

The reservation date is from, checking in on Thursday 28th March and checking out on Tuesday the 2nd of April. You can change your start date and finish date. You just must let me know at the time of reserving a room.

Please let me know if you require one of the rooms.

If so please pay a deposit of \$100 per room, into the accommodation bank account.

MG National Accommodation

BSB# 734640

ACC# 792002

and email me the conformation of payment.

Thanks heaps and happy motoring

Cathy Bartley

Accommodation Co-ordinator

cathy_bartley@hotmail.com (preferred)

0417646747 (if I don't answer please leave a message for me to return your call)

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	
Wednesday 3	Working bee at hillclimb
Wednesday 10	Working bee at hillclimb
Wednesday 17	Working bee at hillclimb
Friday 19	MGCC clubrooms reopen for 2024 with a Noggin N Natter
Saturday 20	Pre Australia Day Day Run Mowbray Park to Woody Point Bring your coffee, lunch, chairs, camera etc, Meet at Mowbray Park Park Avenue East Brisbane 9.00 to 9.30 am
Wednesday 24	Working bee at hillclimb
Wednesday 31	Working bee at hillclimb
FEBRUARY	
Friday 2	MGCC Clubrooms Noggin N Natter
Sunday 4	Working bee at hillclimb pre Come N Try/Test N Tune
Wednesday 7	Working bee at hillclimb
Sunday 11	Come N Try and Test N Tune hillclimb at Mount Cotton
Wednesday 14	Working bee at hillclimb
Friday 16	MGCC Clubrooms Noggin N Natter
Saturday 17	Brisbane Sporting Car Club training day for their timing equipment
Wednesday 21	Working bee at hillclimb
Wednesday 28	Mid Week Day Run / working bee at hillclimb



Nuts decals are back!

Have you been into the nuts?

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

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

**THE MG CAR CLUB OF QUEENSLAND
COMMITTEE WISHES TO THANK EVERYONE
FOR THEIR CONTINUED SUPPORT IN 2023
AND HOPE THAT YOU ALL HAVE A GREAT,
SAFE, HAPPY CHRISTMAS!**



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:

..... Postcode:

Postal Address:

..... Postcode:

Trades/skills: Company:

Phone (W): (H):

(Mob): (Email):

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

Date of Birth:

PROPOSED BY: Member No: Phone:

REFeree: Member No: Phone:

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

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

Manufacturer: Models: Years:

Registration Numbers: Engine No: Capacity:

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

Date: Signed:

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

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

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

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

NAME TO BE PRINTED ON BADGE:

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

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

CREDIT CARD PAYMENT

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BLAZE AT THE HILL

No doubt most of our members would have heard that a fire at the Mt Cotton Hillclimb destroyed the Admin Room and the generator used to power the Hill.

This occurred at 3.30am-ish on a Sunday morning. It was certainly a small but impressive blaze as you can see from the photographs.

At this stage, there is no suggestion of it being an intentional act of vandalism, but rather an unfortunate accidental occurrence.

Round 6 of the Hillclimb Series went ahead as planned, thanks to President Neil Lewis who brought in a couple of generators from his workshop so that the canteen was workable and the timing gear operational for the competitors to complete the final round of the year.

Going forward, the Club has lodged a claim and quotes are underway for a new Administration & Plant Room building.

A claim is being prepared for the ancillary equipment which, since most had been donated, were not covered.

This claim will not be enough to replace everything. Once the claims are paid, the Club will let you know about the state of play and what the Hillclimb will require.

Volunteers, experienced tradies and the necessary equipment will all be needed.

Please let your committee know about your skills and availability. Contact numbers are on Page 2 of the Octagon.

Thank you to everyone that has been involved with their offers of help so far.



Chapter Chatter

DARLING DOWNS CHAPTER

by Owen Douglas

November 26

After a wet week, our end of month run started with a beautiful day beginning with a breakfast at Café 63 Highfields.

An extremely extensive menu made mouth watering choices difficult and with such a big group the morning ran smoothly.

At this time of year, an early morning breakfast is proving popular in avoiding the heat in the middle of the day and will probably continue for our future November runs.

25 attendees in all – unfortunately not everyone was able to continue with our morning run to Bowenville Reserve for morning tea however we ended up with 11 vehicles of varying varieties travelling in convoy through some of the best farming country on the Downs.



However with the wheat and barley harvests just completed, some of the pot holes (wash outs) caused by the many grain trucks in the area tested our driving skills.

No mechanical mishaps this trip, Mal & Barb's PTCruiser issues seem to have now been resolved and Owen & Kay's fuel problems also fixed.

BYO morning tea was casual under the shelter of the parks covered area with a variety of home made and "shop" goodies enjoyed by all.

Rob Fraser had his new mini on display for the first time and Sally & Andrew changed from the "A" to give the Tesla a run.

Our new DDC co-ordinator, Marilyn Keating, took the opportunity to address the group to outline some plans for next year – in particular, planning is already under way for the hosting of the "All Chapter Gathering" in August next year and further details will appear in "The Octagon".

ATTENDEES: Owen & Kay Douglas MGB, Gene & Faye Lucas Honda, Andrew & Sally Sainsbury MGA, Mal & Barbara Campbell PTCruiser, Michael & Marilyn Keating MGBGT, Narelle Fraser & Janis Lawrence MGBGT, Rob Fraser Mini, Ray & Suzanne Edwards MGB, Trevor & Karen Martin MGB, Ron & Judy Gillis MGB, Gayle Hawkshaw & Debbie Schier Camry, Jim Carstens Falcon, Brian & June Phillips MGBGT, Kevin Wruck Mini.



Chapter Chatter

CAPRICORN CHAPTER

by Jim Armstrong

October 22

It was a lazy Sunday afternoon with cool breezes blowing across the bay when we gathered at the South Kemp beach picnic area. The tide was in which added to the ambience.

It started at Rockhampton when Jo mustered up the group from Rocky at the Govt Buildings car park on the corner of Norman and Yeppoon Roads, Parkhurst. Paul Lynam bought along potential new members Mick and Barb who I think settled in well to our group.

They, the Rocky crew, had a leisurely and uneventful drive to the coast where the Yeppoon group were now starting gather. Given the time of day we virtually had the area to ourselves and...the barbeques were working! Thats a first for some time for our little MG Capricorn Chapter forays.

The group were contented to chat amongst themselves for quite a while whilst Jo conducted "Gloria's" Poker run and the lucky rusty door prizes.

Soon and the barbeques started to sizzle and sent out the pleasant aroma that barbeques do which signalled time to start cooking. Several members who, being familiar with our experience with barbeques, bought their own portable units which lessened the cooking time.

As time marched on and the daylight dwindled it meant it was time for the happy group to pack up and head for home. A short but well attended outing by our chapter. Paul Lynam bought along potential new members Mick and Barb who I think settled in well to our group.

ATTENDEES: Jack & Ray Cowie - Bentley, Laurie Chetter & Beth Dunlop - MGBGT, Paul & Joanne Davey- MGB, Gary Whight & Doris Lyle -Triumph 2.5 TC, John Sheppard & Henryka Mitchell - Jaguar MK11, Jo Emmert - MGB (Paddy), Richard Hughes - Triumph TR8, Ewan & Meridith Sutherland - BMW Z, John & Gail Newton - Jaguar E Type, Nev & Barbarba Funch - MGB, Trevor Andersen & Sue - MG TF (early), Paul Lynam - MG, Martin & Narelle Adamson-MGB, John Rowe - MGB, Gary & Julie Kunst- Land Rover Series 3, Wayne Bergman - MGA, Sandra & yours truly- MGB GT V8, Mick & Barb (potential new members) - Mini Cooper convertible





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November 26

The planned run for last week to Cawarral and on to Kepple Sands was postponed due to the heavy rain in the district that fell over that weekend to Sunday 26th November.

However, the rain persisted all the following week but had eased a little by the weekend so despite heavy skies, our two groups departed from Rockhampton and Yeppoon to meet in Cawarral for smoko and then our annual elections.

Luckily, despite the tables being covered by dust because of the previous lengthy dry period, the venue chosen for the smoko and election meeting was under cover because the rain poured down during this time.

We welcome new member Neil Campion and first timer Heather Richards with her Husband Phillip who recently joined our Chapter. Good to see Bruce and Wendy in their Mustang join us again as well.

Jo organised the Lucky Rusty Door Prize and Gloria's poker run which was won by Rae Cowie and the rusty door prizes by Joy Penridge, Terry Dwyer, and Sandra Armstrong.

The election was really a non-event as no new candidates had been nominated so the existing coordinator and committee were re-elected unopposed. In thanking the membership for their support though, I asked that the membership to consider a new coordinator and committee for 2024-2025 as we will have held these positions for five years by the time the next elections are called.

of Kangaroos decided to come out to say hello to Gordon who was in his brilliant recently restored E-Type Jaguar but Gordon being the diligent driver that he is and with the Jags very effective brakes, all escaped unharmed.

On our arrival to the Pub, our table was set out and our meals arrived exceptionally quickly after placing our orders. There were local sporting organisations conducting raffles in the bar and our Henryka won a nicely presented meat tray after supporting them. Well done, Henryka.

ATTENDEES: Jo Emmert - MGB, John Rowe, Joy & Daryl Penridge, John Sheppard & Henryka Mitchell - '67 VC Valiant, Jack & Rae Cowie - MGBGT Phil White, Bob & Wendy Schoevaart - '67 Mustang convertible, Meridith & Ewen Sutherland - BMW Z3, Gordon Kelsey - E Type Jaguar, Pat & Lyle Fielding - Audi TT Richard Hughes - V12 Series 111 Jaguar Sovereign, Gary Whight & Doris Lisle - Triumph 2.5 TC, Terry Dwyer & Anne Burbidge, Tony & Rosa Austen, Kev & Yvonne Carr, Phillip & Heather Richards - BMW Z3, Neil Campion, (new member who bought Bruce Acheon's MGB) Sandra & myself - MGB GT.

Because of the weather some elected to drive their everyday road car and others elected to stay at home.



December 1 by Phil Henry

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.

A Merry Christmas to all, and on to 2024!



Chapter Chatter

BUNDABERG CHAPTER

By Dave & Jenny Cook

We all met at Quay Street as usual, leaving at 9am heading out the Gin Gin Road then turning of past Wallaville to the Bruce Hwy right on to Booyal Road before turning right down the twisty road to Paradise Dam.

We arrive there to find we had it all to ourselves although a group of motorcyclists stopped for a short while.

We had a relaxing morning tea taking in the information and views from the observation lookout. We headed of to the Grand Hotel Biggenden where we were told our meals would be over an hour, we decided to wait as they gave us a free round of drinks and garlic bread for starters, we had quite a good chat as the meals took around 2 hrs to arrive.

Still the publican was very apologetic and the meals were of a good standard. Just as well we had plenty to talk about.

A good day with a very good group of people.

ATTENDEES: Dave & Jenny Cook - Audi Q7 (lost the keys for the MGF), Brian

Crossley - Mercedes ML500, Larry & Brenda Lipscombe - Porsche Boxster, Bob & Sue Murray - Porsche 911, Colin Gibbs - MGTF, Les Stevens - MGB, Graeme & Paula Brown - Mercedes CLK, Denis & Imelda Logan - Dodge Ram, Darryl Copithorne - Subaru BRZ, Keith Irwin - Ford Capri, Michael Dempsey - MGBGT



Chapter Chatter

WIDE BAY CHAPTER

by David Hall & Lyn Hayward

October 15

A fine group of 40 members of the Wide Bay Chapter assembled at the Brendan Hansen Park Granville for a drive down the Cooloola Coast road for morning tea at Poona.

Everyone was having such a nice time chatting and enjoying themselves. It was a beautiful open top down day to enjoy wind in the hair motoring and while we were enjoying ourselves one of our members had a problem with their award winning MGB Jubilee.

Engine oil on the inside of the cab is not a good sign.

The pipe to the oil pressure gauge was leaking and you couldn't get anywhere near it without pulling the console and dash apart. We tried to block off the oil flow at the flexible hose however that didn't work and so Mark and Jan decided to call the RACQ for a tow back to Burrum Heads.

Some of our members also headed for home for various reasons; they could only fit in the morning tea part of the run, with the rest of us driving the Cooloola Coast Road to Tin Can Bay.

On the way down we saw three brumbies having their lunch at the side of the road enjoying the lush green grass that was adorning the pine forest plantations. On arriving at the Tin Can Bay Country Club we were greeted by old friends and members of the Chapter that live down this way Rick and Jan who were driving their immaculate MGTf 1500 and Peter and Delia came up from Mt Tinbeerwah. Another nice surprise was to have my old mates from the Service Garage at GMH Dandenong where we all did our apprenticeships together back in the early 60's, mind you we all look a little older these days.

Everybody enjoyed the day out with only 6 MG's out of the 18 cars in the parking lot and unfortunately one had to retire unwell however everyone returned home safely.

October 29

We were fortunate to have a combined run with the Wide Bay and Bundy and District Chapters.

We meet at the Spotted Dog North Bundaberg for a nice lunch, a lot of catching up and conversation and solving the world's problems as we normally do when we are together.

After lunch a trip out to the Hummock to visit Barry and Coral Hoskings display





everything to do with the petrol and diesel engines.

They have a massive collection of Cars, trucks, tractors, stationary engines and even an MGB ute which I pointed out to many has been made from an MGB GT body shell, cut at the back of the doors to make the ute tray "Very Interesting indeed". After having a good look around the two massive sheds, Coral had made us a lovely afternoon tea which was very much appreciated by everyone.

The plan was to take the Goodwood Road home however due to a massive bush fire the road was closed and so a longer trip home via the Isis Highway.

A great day had by all good to catch up with the Bundy Crew again.

November 5

A run to Maryborough picking up some more members there and enjoying morning tea together at the Teddington Weir Park. We had a great number of MG's on the run which was great to see.

After morning tea a trip across the weir and driving the beautiful countryside through Bidwell. Since the closure of the Maryborough Sugar Mill a lot of the sugar cane farms have now been planted out with Macadamia nut trees and they are looking very healthy indeed there must be millions of them. This will be a great new industry for the Maryborough area.

Shaun and Dinni led us down to Boonooroo in their Mazda MX5 "Red of course" with a slight detour to Big Tuan, a little fishing town forgotten in time but with a new revival and some nice homes being built along the Esplanade looking out over the Sandy Strait to Fraser Island.

We arrived at the Boonooroo Bowls Club and had a wonderful meal and a few cold drinks a lot of chatter and some planning for the Christmas party ahead

On the way home a few showers however we left the top down and didn't get too wet.

At least we know the wipers still work .



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gives them confidence to serve the general public using their skills in the coffee shop stands them in good stead to gain employment when they graduate from the school.

Talking about graduating, 11 students graduated this year at the Hervey Bay Special School and Richard and myself both drove our cars for two of the girls for their arrival at the school.



We have been doing this for a few years now and the children get a real kick out of riding in our special cars for their 'red carpet' arrival. Amongst all the cheers from families and friends their photos are taken. These are times to remember for all the students as they leave the School and start their new life in the outside world.

November 10

25 members met at the Hervey Bay Special School for coffee.

There the year 11 students served up their special coffee making skills and provided us with some lovely home made slices to enjoy with them .

We always enjoy coming to the school and we try to assist the students in their education when we can. Us being there



Competition Corner

NOVEMBER HILLCLIMB EVENT

Some wet weather leading up to the weekend and on Friday an advertised forecast was for about 1 millimetre of rain. However a little more and more and more did fall on Saturday. Thus a little caution was displayed by drivers who ran on Saturday.

The nominally quicker machines remained in their pit area with the more street vehicles venturing on the dampish surface.

At the end of the wet Saturday the fastest times were Chris Ryan (VW Golf, 50.97), Mick Harders (Esperi KZ, 51.11), Harry Doling (Toyota Celica, 51.83), Brendan Merrick (Datsun 120Y, 51.87), Richard Marken (Peugeot 406, 53.48), Jeff Graham (Mazda MX5, 54.49), Sean Wade (Nissan Pulsar, 55.95), Don Milner (Triumph Dolomite, 56.46), Brett Marsh (Honda Civic, 56.96), Chris Beahan (Formula Vee, 57.28), David Owen (Bulant Mk 7L, 57.41), Rhys Ellison (Renault Clio, 57.72), Robin Manning (Mitsubishi FTO, 58.15), Cameron Gorski (Hyundai, 58.48), Blair Jerdas (Honda Civic, 59.18).

Sunday arrived with the sunshine and after some issues were sorted the event continued on a much drier track surface than the previous day.

REGULARITY

This class was won by Rob Souter (Toyota Corolla) with a total of 8 points and did not lose any until his third run.

Rob was followed by Chris Lake (Toyota 86) with a loss of 11 points from Shaun Rankin (BMW Z4) and Robert Martin (Daihatsu

Handi) both down 18 points then Chrystelle Semple with a loss of 66 points in her MG T/TF.

HISTORIC

Class wins went to Barry Smith (Group K, Ford V8 Special, 58.01), David Owen (Group Q Sports, Bulant Mk 7L, 49.99) and James Hodgson (Group U, Morris Mini, 55.49) following some tinkering by the pit crew on Saturday.

SPORTS CARS

Ainsley Fitzgerald took the Clubman Sports Class in his Arrow Clubman with a best 48.06 from Connor Tebble in his Locost Roadster turbo.

Connor's roadster uses the Locost chassis with the vehicle body fashioned by father Greg.

Supersports/Sports 1300 class went to Jim Heymer with a 45.75 run in his Farrel L clubman.

Rod Thomas won the Production Sports Cars up to 2 litres with a 49.45 time driving his Mazda MX-5 followed by Ben Stevens (Lotus Elise, 50.63) then Harrison Waldron (Mazda MX5, 55.56).

On Sunday Ben recorded consistent times of 53.39, 51.71, 51.64, 50.78, and 50.63. Harrison commenced running at Mt Cotton this year in his Ford Falcon tray back utility before the Mazda.

His times in the Mazda in the drier conditions were 56.12, 55.56, 56.00, 55.57, 56.03 and 55.83.

The larger engine capacity class went to Michael Larymore (Toyota MR2 turbo, 44.92) with Dave Roberts in the MGB V8 recording a best run of 48.96.

Michael had competed at the Australian

Hillclimb Championship this year and was the quickest competitor in the Prod Sports 3001 ccs and over class.

Jeff Graham won the Sports Cars 2001 ccs and Over with a 50.47 time driving his Supercharged Mazda MX-5.

SEDAN CARS

Sean Wade was the fastest in the Modified Production Sedan Cars up to 2000 ccs class with a 48.94 time in his Nissan Pulsar whilst some 0.59 of a second between the next four competitors Shane Marsh (Honda Civic, 53.31), Darryn Huxham (Honda Civic, 53.62), Noel Dore (Volkswagen Beetle, 53.76), and Blair Jedras (Honda Civic, 53.90) with Gary Worrell (Honda Civic, 56.24).

From the first run on Sunday Shane was 0.06 of a second from Darryn with 0.43 to Blair with 1.06 to Noel.

Second run we saw Shane 0.46 from Blair with 0.23 to Darryn some 0.65 to Noel.

Run 3 with Shane 0.46 from Blair 0.17 to Noel and 0.06 to Darryn. Shane maintained his lead on run 4 of just 0.02 to Noel who was 0.30 ahead of Darryn and 0.46 to Blair.

Noel was quickest of this group being 0.18 from Shane with 0.04 to Darryn and 0.31 to Blair. After the final run Shane was back in second spot 0.31 from Darryn 0.14 to Noel and 0.14 to Blair.

Gary Worrell was another local driver to compete at the Australian Hillclimb Championship and was placed third in the Road Car 2001 to 4000 cc class in his Hyundai i30N.

Brendan Merrick won the Modified Production Sedan Cars 2001 ccs and Over with a best run of 48.98 seconds in his Datsun 120 Y turbo.

The Improved Production up to 2 litres went to Robin Manning driving his Mitsubishi FTO (53.60) with Ian Dalgiesh recording a 94.79 in the Volkswagen Type 3 Fastback.

Brad Smith took the Circuit Excel class with a best run of 52.72 seconds in his Hyundai Excel X3.

Class wins in the three engine capacity classes in the Road Registered Sedan group went to William Kelley (up to 1600), Harry Doling (1601 to 2000) and Chris Balhatchet (2001 and Over).

William Keeley (Volkswagen Beetle) recorded a 53.63 run from Jeff Watson (Suzuki Swift, 54.46); Harry Doling (Toyota Celica, 48.50) from Don Milner (Triumph Dolomite, 51.30) and Rhys Ellison (Renault Clio RS197, 52.52); Chris Balhatchet (Renault Megane turbo, 50.51), Cameron Gorski (Hyundai i30N, 53.43) just 0.07 of a second from Ray Balhatchet (Renault Megane, 53.50), Brett Marsh (Honda Civic Type R turbo, 56.96) with Winifred Marsh (Honda Civic turbo, 60.34).

The All Wheel Drive Forced Induction class went to Adrian Purcell (Subaru WRX turbo, 46.34) from Christopher Ryan (Volkswagen Golf R turbo, 50.97), Peter Martin (Subaru WRX turbo, 61.45) with Brendan Martin just 0.06 of a second next in the Subaru WRX turbo with a best run of 61.51 seconds Over the weekend the time gap between Brendan and Peter varied from 0.16 of a second to 0.72, 1.37, 1.90, 1.93, then 0.06 over the final 3 climbs.

Jeffrey Bird won the Sports Sedans class up to 2 litres with a run of 46.46 in his Morris Mini whilst in the Over 2 litre class went to Richard Marken (Peugeot 405 Mi 16, 48.94) from Geoffrey England (Ford Falcon EB, 51.98).

Richard being a fellow local competitor to run at the National Title placing second in the Sports Sedan 2001 to 3000 ccs class.

FORMULA CARS

Chris Beahan won the Formula Vee 1200 class with a best run of 50.67 in his Allman Formula Vee. In the Superkarts, Mick Harders steered his Esprei KZ around in 44.12 seconds.

Mick was another local to contest the National Title to place thirteenth overall and first in Formula Libre up to 750 ccs class.

The Formula Libre up to 1300 ccs class was won by Jim Milliner (OMS 2000M, 40.26) 0.16 of a second from Ross Mackay in his new Macspec 024 with a best run of 40.42, David Quelch (Homebuilt DPQ03 Suzuki Hayabusa, 41.39), Greg Tebble (Speads RM11, 43.66), Ed McCane in his newly acquired OMS CF04 52.31) with Ian Rennick having his first event in the Eliminator LC600 Mk11 recording a best run of 52.31 seconds.

Ross was the fastest in the class from his first run on Sunday with the gap to Jim being 0.36 of a second on their first run then 0.75 on their next, then 0.49, and 0.15 until Jim recorded his best on his final climb to take the class win.

The Macspec 024 commenced life as a Spectrum Formula Ford before modified to accept a Suzuki Hayabusa.

Times set by Ross were 40.49, 40.84, 40.73, and 40.42 seconds. Ross had his first competitive run in this car at the National Title placing twelfth overall and fourth in the 751 to 1300 ccs class.

Ed McCane's new OMS is a 2006 chassis powered by a Suzuki Hayabusa. Miles Hoare was the previous owner however the OMS did not come with an owner's manual however it does have paddle shifts for those gear changes.

This event was Ed's first competition run, ably assisted by the best-looking pit crew of Gail, Suzie and Warwick Ed run and progressed steadily with times of 54.55, 47.71, 47.10, 46.58 and 45.63 seconds. Ian's Eliminator which is powered by a 600 ccs Yamaha engine was first built by Michael Ciccotelli for Greg Bouwhuis in 2012.

The Eliminator sat in a shed for about 10 years before being restored by Michael for Ian to run.

Michael has won the 2023 Queensland Super Sprint Championship title during November at Morgan Park competing in his STOHR Formula 1000, Formula Libre 1301 and Over went to Matthew Read (Readster MTR 1, 43.72) with Stan Pobjoy (VW Special S/c, 58.19).

Stan unfortunately was only able to have one run as he reported the front of the crankshaft broke on his first run.

As he reported it is an old crankshaft and has been "rather flogged" for 6 years.

TOP SIX SHOOTOUT

From the top ten times recorded over the weekend the best six drivers are invited to run in the shootout.

Those who accepted the challenge were Jim Milliner recording a 41.21 time from David Quelch (42.34), Greg Tebble (43.28), Mick Harders (44.23), Adrian Purcell (46.37).

Fastest Time of Day: Jim Milliner

Best MG: Dave Roberts

Most Improved: Cameron Gorski



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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

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Race Meetings