

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

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AFFILIATED WITH
MG Car Club UK & Motorsport Australia



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President's Report

Welcome to the second quarter of 2025, the first quarter seems to have flown by this year, with the onset of cyclones and many activities taking up more time for the committee to handle.

Given the cyclonic ways of Alfred we were expecting some damage to club property, mainly at the club rooms as floods do affect them, but thankfully all properties survived very well with only some tree damage at the hillclimb facility.

Unfortunately we had to abandon the first hillclimb meeting of the year due to Alfred, this meeting will be rescheduled later in the year.

The national meeting was held at Easter and we had a fair contingent of vehicles attending from Queensland, once again organised by Cathy Bartley and supported by Wayne Kirwin from committee.

As I write this I believe they will be travelling through NSW on their way.

A test run for the motorkhanas was had early in the month so everyone had a chance to be up to speed with the various courses and we look forward to some good results coming home.

As the year progresses we have various events which take place, some bring income in for the club and some are club events which are for the good of all members.

All of these events require input to make them happen and run smoothly and we are slowly getting to the stage

where we are running out of volunteers to organise and run these events.

Yes, I do understand that we are an aging club, but that shouldn't stop people from offering some assistance be it in organising or simply working at an event...after all these events are for you, the club members benefit.

So please stand up and offer some assistance if you can to the organising committees as we too are volunteers, and we need some support.

I would also like to commend all of our members who have been affected by the current weather circumstances here in QLD which have surely tested the will and patience of many members, I hope all have managed to get through the weather with the least possible damage and hopefully those that have sustained damage have had assistance from other club members to help them.

On a sad note we lost a great friend of the club in John French on the March 12.

He will be sadly missed by many.

- Neil Lewis



Octagon Submissions

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

Next publication deadline for submissions is May 31st

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!

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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
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February Midweek Run

February 26

From Jan Burke

Our first run for 2025 started from the Bullocky Rest Recreation Park on the eastern shore of Lake Samsonvale. This comfortable location was also our morning tea venue.

The weather was warm and overcast as the participants arrived full of enthusiasm to catch up after the long Christmas break – it was a full-on talkfest.

Once assembled our run coordinator Jeff Heslewood reminded members that there are still vacancies to be filled for runs later in the year.

After an introduction to the group of our new member Greg Jorgensen (and his red MGA 1600) Barry gave a brief on the run. Following this, Greg and Paul & Virginia with their dog Harry left for other engagements and so the remaining 16 cars were on their way.

The run took us to Dayboro where Brad and Sonia left us, through Mt Mee, D'Aguiar, Woodford, Neurum and to Kilcoy where we had a brief rest stop. Several road works we encountered on the Mt Mee road were not significant enough to impede our progress.

From Kilcoy we continued through the picturesque rural community of Hazeldean overlooking Lake Somerset.

This last leg to lunch provided a great driving experience for the MG drivers and our other enthusiasts.

On arrival at The Spit we were greeted with clapping and cheering by the group who had made their own way to the lunch venue from the south.

They had even set the tables with their table clothes in anticipation of our arrival. This group of cheerleaders consisted of Trevor and Joy, Val and Kerry, David and Meryl, Ray and Sue and Robyn.

After lunch the chatting ringleaders were called to order as Meryl took the floor and



addressed us on details about the March run starting at the Mt Cotton Hillclimb venue. To conclude Jeff thanked participants and reminded all again of the vacant run dates. Once again thank you everyone for your special companionship.

PARTICIPANTS: Barry Lutwyche & Jan Burke - Red MGB, Michael Salt & John Mulhal - White MGB, Dennis & Diana Kelly - Red Mazda 3, Greg Jorgensen - Red MGA, Kay Hawley & Michael Garratty - Red Mazda MX5, Lloyd Thomson - Red MGB, Suzanne Doyle & Bev Clydsdale - White MG Midget, John & Pat Walker - Red MGBGTV8, Brad Hart & Sonia McPherson - Cream MGTD, Mark Lacy - Primrose MGB, Paul & Virginia Young - Blue MGBGT, Allan & Joyce Tebbut - Blue MGB, Sue Panuccio & Trevor Penson - Red VW, Brian Cranley - White Arbarth, John Davidson - Blue MGBGT, Jeff Heslewood - Grey Hyundai, Neil & Kate Robso - Black BMW, Kevin Trower - White Corvette, Ray Edwards & Sue - Grey Mitsubishi, Val & Kerry Horgan - Red Mazda CX5, Meryl & David Miles - Green Subaru, Trevor & Joy Jones - Red MGA, Robyn Jenvey - White Kia



March Midweek Run

March 26

Morning Tea held at the Hillclimb at Mount Cotton included: Michael Salt & John Cotton - MGB, John & Pat Walker - MGB GT V8, Meryl & David Miles - Subaru Forrester, Val & Kerry Horgan - Mazda CX-5, Jaime Massang - MGB V8, Lloyd & Karen Thomson - Triton Ute, Paul & Virginia Young - MGB GT, Andrew Mansfield & Rosemary Rucinski - MGB GT, Jeff Heslewood - Hyundai, Brian Cranley - Abarth, Ray Edwards - Mitsubishi Kay Hawley & Michael Garratty - Integra Type R.

During the morning, we were entertained by the Walkers, Kaye Hawley, Kerry Horgan and David Miles who all expressed their beginning days at the HillClimb and it's construction.

At the conclusion of Morning Tea, John Walker led all drivers on a drive round the circuit to see how well the repairs have

been completed. We were surprised at the amount of debris on the track after the windy and wet weather we have been experiencing. However, the track will be thoroughly cleared before this weekend's HillClimb.

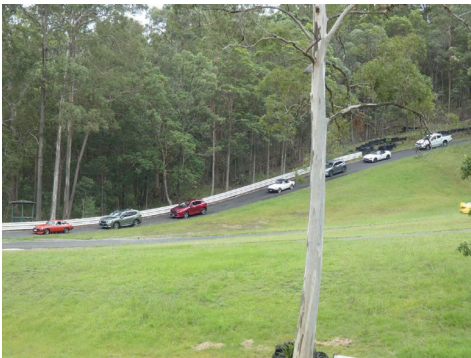
Only a handful of drivers completed the set run - apologies for the starting glitch - but we did meet at the Captain's Parrot Cafe at the Wynnum Manly Yacht Club where we were joined by several

Members: Alan & Joyce Tebbet Wendy Hoger, Dennis & Vicki Thomas (great to see you, Dennis!) Trevor & Joy Jones.

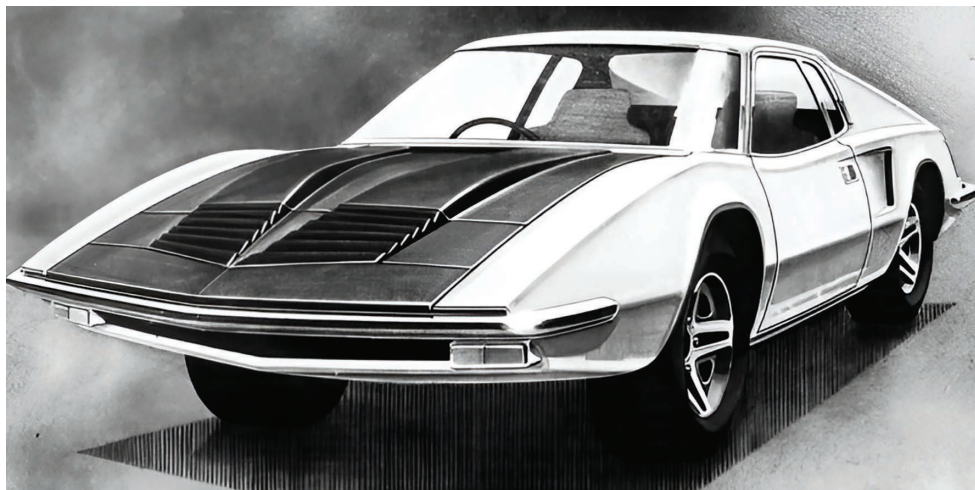
The forecast was promising a very wet day, causing many Members to stay home in the dry.

However, once again BOM proved to be inaccurate but the spirit of MGCCQ friends assured a great day was had by all, judging by the noisy chatter and laughter at lunch.





Whatever happened



Work on the promising MG ADO21 began in Abingdon in 1968, following the formation of BLMC.

The E-Series powered mid-engined sports car had the looks of a Ferrari, but was passed over in favour of the Triumph Bullet. MG ADO21: The MGF, some 20 years too soon.

The MG ADO21 came about following the formation of BLMC in 1968. The reasoning was clear: the MG EX234 had been consigned to history, and the MG range was rapidly ageing. There was also, of course, the small matter of where MG would fit in the new empire given that Triumph was now a part of that same corporation, and offered a range of competing models...

The Engineers at Abingdon were keen to move on from the EX234 and develop a sports car to replace the MG Midget (and

Triumph Spitfire). In mid-1969, Abingdon began work on a car that would eventually result in the MG ADO21. The idea that the new sports car would be mid-engined fell into that brief, as it was a layout that the Italians had embraced.

Very quickly, the mechanical package was defined: an E-Series engine/transmission package would be mounted amidships, and the suspension system would be a semi-independent layout employing Hydrolastic displacers, a set-up used in the ill-fated EX234.

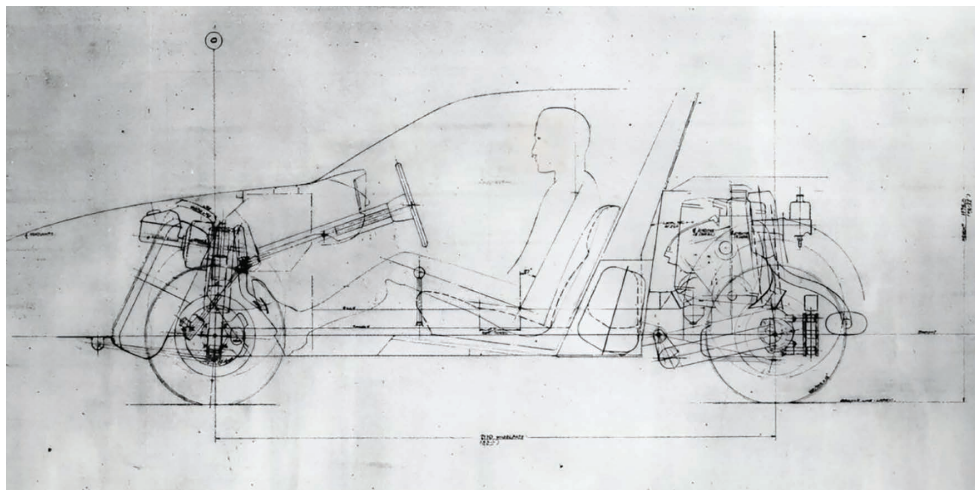
MG ADO21: suspension of disbelief

According to David Knowles' book, *MG: The Untold Story*, the rear suspension was particularly sophisticated: it was a 'de Dion suspension arrangement, a sophisticated semi-independent system well-suited to mid- and rear-engined cars...'

Under lead Engineer, Roy Brocklehurst, the ADO21 took shape at Abingdon and, although there were some packaging problems inherent with the tall E-Series

led to the MG ADO21?

by Keith Adams



engine, the project moved along quickly.

It was not lost on anyone that these engine capacity options struck into the heart of the MGB's market sector – and, therefore, the ADO21 was moving away from its original brief as the corporation's smallest sports car. MG ADO21: packaging problems.

The E4 Maxi engine's height meant that the rear deck lid was on the high side, leading to a narrow rear window, flanked by a pair of buttresses. Looking at the styling sketches and subsequent clay model, the height of the rear deck was cunningly disguised, and the clean lines at the front of the ADO21 were maintained at the rear.

Another problem was the transmission. Not so much the gearbox, but the change linkage – the 1968 Austin Maxi used a three-cable arrangement, which resulted in the famously poor change action.

In the ADO21, this arrangement would also be used, but with even longer cables, necessitated by the mid-engined layout. One can only imagine what the change quality

would have been like!

Like the Triumph Lynx/Bullet projects that were concurrently being worked on at Canley, the Abingdon/Cowley ADO21's existence was well documented. There was the pressing matter of how best to serve the needs of the corporation as a whole and, because the ADO21 had become a MGB replacement, it was emerging as a direct competitor with Triumph's Bullet. By late 1970, the full-size ADO21 model had been prepared and decisions about its future needed to be made.

Political intrigue and in-fighting take their toll

According to David Knowles, the ADO21's situation was somewhat bizarre: initially, there was a great deal of pressure to complete the ADO21 in the early days, but then that pressure, 'simply evaporated'.

In his book, he goes further: 'After nine months of concentrated effort on the project, Rod Lyne says that work on the ADO21 simply petered out: "I never got told it had

definitely been canned: I was simply told to leave it on the side in order to get on with other urgent work.”

‘The sole prototype languished in a corner of the development shop, gathering dust, until Austin Morris Engineering Director Charles Griffin – who had supported the venture in the first place – paid one of his occasional visits, about 12 months after work had stopped on the vehicle. “You might as well chop it up”, was his instruction, so the entire car was destroyed.’

The MG ADO21 is viewed by management

A full-sized clay model of the Paul Hughes and Harris Mann-styled ADO21 was viewed by BLMC management on 3 November 1970. By this time, Spen King and Mike Carver had visited the USA in order to find out what it was that the Americans wanted in the company’s upcoming sports cars.

They were told that the Americans wanted simplicity and reliability and so it is easy to see why management decided to favour the conventional Triumph Bullet over the more advanced ADO21.

Messrs King and Carver’s findings clearly

influenced British Leyland’s Corporate Sports Car Policy and so the ADO21 was effectively doomed...

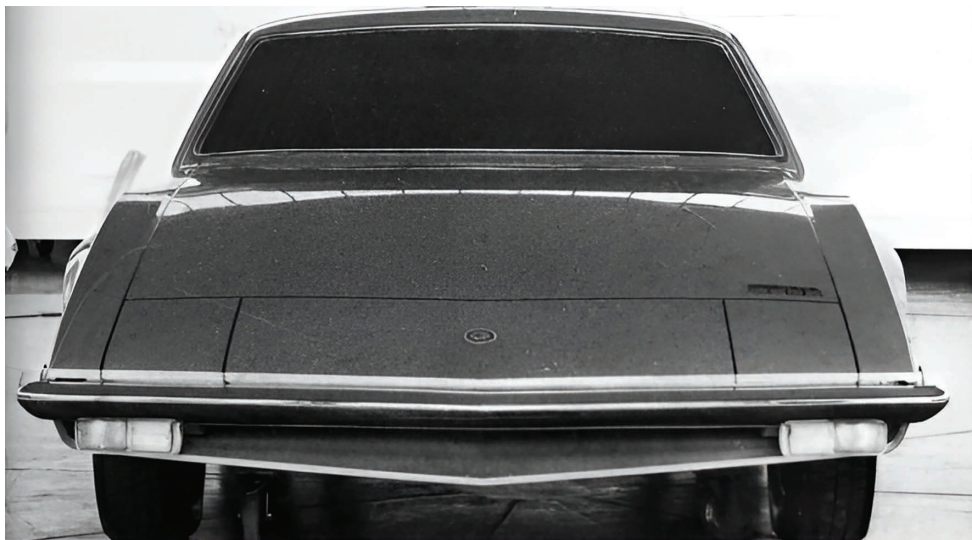
Indeed, formal confirmation of this can be found in the minutes of the management meeting to view the ADO21, which included this passage: ‘The wooden model of ADO21 was viewed in the studio. The front end was unanimously admired, but there were some reservations about the rear end. However, in view of the Corporate Sports Car Policy, it was decided that no more work is to be done on this programme.’

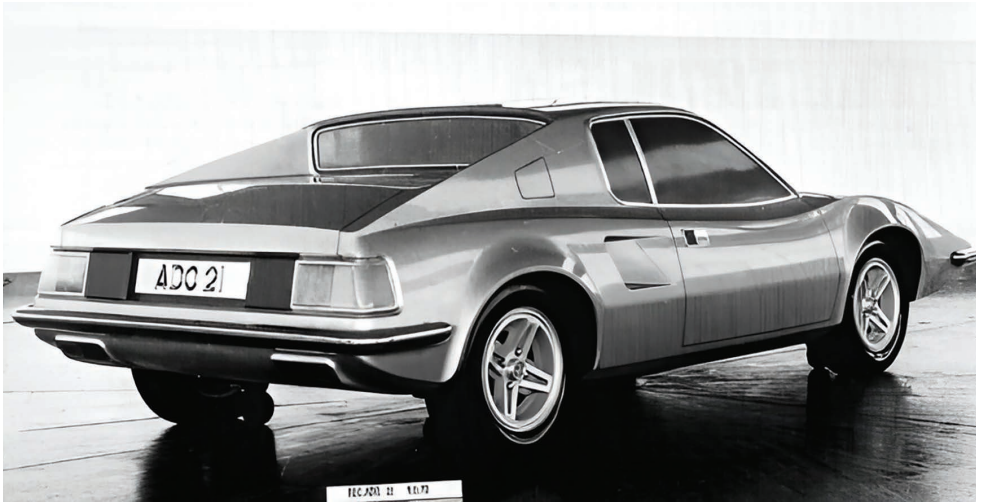
‘I never got told it had definitely been canned: I was simply told to leave it on the side in order to get on with other urgent work.’ – Rod Lyne

However, looking at the styling models, it is easy to see why BLMC management requested that the Triumph Bullet should be restyled by Harris Mann, and that car be injected with some of the ADO21’s dramatic style.

The spirit of the ADO21 lived on – it can be said – in the MGF, which shared that car’s engine layout and fluid suspension.

Yes, the ADO21 was far ahead of its time!







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Chapter Chatter

WIDE BAY CHAPTER

Well, what start to the year!

2025 is shaping up to be a big one for the Wide Bay Chapter. There have been some highs and lows already this year with it all beginning with a social gathering at the Hervey Bay Boat Club on the Tuesday 7 January.

Some 26 Club members met at the Boat Club and it was great catching up with past members and meeting new members.

During our time together there was a lot of talking over morning tea and coffee with some chatting about plans being made for other Club events during the year.

Because of the location (the Boat Club Bistro) some members stayed for lunch as well. This first of the year was a totally enjoyable time for all in attendance.

On Australia Day 26th January 2025 the Wide Bay Chapter celebrated its 20th Birthday.

A large number of members of the Chapter

enjoyed a lovely Birthday Cake made by Dilys. The picturesque Woo Koo Park seemed like an ideal spot to celebrate this milestone. We remembered Ian Bryant and David Miles signing up for the first Chapter for the MGCCQ 20 years ago today.

After morning tea we headed down the Old Gympie road through Mungar and Antigua meeting up with the Bruce Highway through the busy town of Tiaro turning off to the old Gympie road.

These trips down the country roads are very suited to our MG cars and the weather was kind and so most had their tops down to enjoy the fresh air. We arrived at the Theebine Hotel for their Sunday BBQ lunch which was available, there were two large tables of MG enthusiasts all enjoying the day out in the little country town of Theebine.

After lunch a quick trip to the Dikabram Bridge The oldest Rail Road Bridge in Queensland It was a rough ride over the bridge however we all survived back to the road safely and from there a trip up the Bruce Highway back to Hervey Bay.



February 16

Next came a trip to Goody's On The Beach at Toogoom on Sunday 16 February. This event was very well organised by Erich and Jenny Mayer. Everyone met at the Information Centre car park on the corner of Maryborough and Urraween Road in Hervey Bay where we had a short drive to Brennan Park which is right on the beach for BYO morning tea. Being High tide there was a bunch of folk enjoying the ocean.

From the beach we got a beautiful view of Burrum Heads in the distance. At approximately 11am the convoy left for Toogoom via Burrum Heads Road and duly arrived at "Goodies on the Beach" which has a perfect location with a beautiful venue overlooking the ocean.

Car parking was a premium that day and there was something of a bit of a squeeze in the restaurant as there were 49 in attendance. The food at the venue was delicious. The best part was the socialising with friends and enjoying each other's company. A BIG thank you, Erich and Jenny for organising this one, we will do it again for sure!

February 26

We had a short but very memorable run to honour our valued club member our Ken Bossom. Ken was a great member of our Wide Bay Chapter and he loved all of its members His Passion was all the old cars he has owned over the years from his MGB GT to his Rolls Royce and everything in between.

This was a fitting way to have a small remembrance service for all of us to say goodbye. We met at our normal start RV1 point on the corner of Urraween Rd and Maryborough /Hervey Bay Rd in Hervey Bay at 9.00 AM and had a short run the Botanical Gardens in Urangan and gathered in the Car Park and BBQ area near the Orchid House. Our own driving force for the Wide Bay Chapter, David Hall was kind enough to say a few words of remembrance on behalf of



all of us and his wife Val scattered his ashes under a tree at the edge of the lake.

The event was well attended and this was truly a most fitting way to say goodbye. Our last and most recent activity was for the Saint Patrick's Day Celebration at Burrum Heads Lions' Park on Monday 17 March 2025.

We had Met 28 people attended with 16 cars who at the Information Centre car park at the corner of Maryborough and Urraween Road in Hervey Bay. It was a beautiful sunny day, and those in attendance enjoyed a BYO morning tea under the trees. We then had a visit to the Information Centre itself which had some very interesting historical books about Hervey Bay and the Fraser Coast. Souvenirs were also on sale. The group then travelled in Convoy trip to Burrum Heads where we were met with beautiful weather with calm waters.

There was a great display of St Patrick's shirts and decorations. And we had a wonderful social time with some people eating fish n' chips from the local shop while others had pies from the bakery or BYO.



VALE Ken Bossom 14th April 1935 - 22nd November 2024



The following was written by Ken just two weeks before he passed.

Ken was born at Oxford, UK to Char & Bill Bossom, and sister Pam who was aged 4.

After school in 1950 he had many jobs, including motorcycle mechanic-assistant timber mill sawyer (making coffin boards), assistant groundsman, brewers mate delivering beer and wines, boiler lagging (working with asbestos), a fodder delivery driver, delivery driver country supplies fruit and veg, 1953 to 1955 Royal Air Force, local trucking company, collecting potatoes from Lincolnshire, daily long distance trucking, Oxford Bus Co driving buses...this is when he met Valerie.

Not long after this he was able to acquire the position of chauffeur to the Duke and Duchess of Marlborough, at Blenheim palace Woodstock Oxon with beautiful accommodation.

This is where they married and had two children Anita, and Deborah.



During his time there he met many Royals, and Sir Winston Churchill. In 1960 Ken was offered the position as 2nd chauffeur to HM the Queen, but after an extensive interview turned it down as it included half a year away at times, the pay was less and the flat offered was a 'disgrace'.

He was told no one had ever turned down such a position. (Ken often tells people that he was then thrown into the tower of London, and ended up in Australia).

After leaving Blenheim, Ken was on the loose again not being able to settle in a permanent job, until he found he was suited to crane driving, and that became his future employment.

In 1969 Ken and family came to Australia, (Adelaide) and made a new life, the 'best decision he made'.

From then on cranes became his expertise, and was made supervisor to a large company and responsible for the erection and dismantling of tower cranes on high rise buildings, and training operators in the south and east of Australia.

Ken and Val's life was caravanning, and their first caravan was in 1958.



Ken had a passion for vintage and classic cars, and spent many hours restoring them.

He built their first motorhome, and this they left Adelaide in 2000, and after two years on the road settled in Hervey Bay, through the pearly gates-Golden Shores.

Ken and Val have been long time members of the Wide Bay Chapter of the MGCCQ.

They have had many collectable cars in their lives, MGs included.

The Morris Minor Woody got sold early this year as Ken was unable to get in and out of it very easily so this was going to be their last classic car they owned; Ken's health was failing and Val said to us on many occasions that she didn't think they would ever buy another collectable car.

However, Ken was searching the Web one day and found this Rolls for sale in Melbourne.

He was EXCITED and after photos and correspondence were exchanged, they came to an agreement with the seller and Ken made the decision to purchase the Rolls.

He got it brought by transport to Hervey Bay and Ken and Val now had a new lease on life...surprising what a car can do for your health and well-being especially when you love them as much as Ken and Val.

This car has brought back so many memories of times when they were young and newly married.

*- David & Lyn,
Wide Bay Chapter MGCCQ*



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

MAY	
2	MGCCQ Noggin N Natter at clubrooms
3	Mount Cotton Test N Tune pre Queensland Hillclimb Championship
5	Labour Day Public Holiday
10-11	HRRC Autumn Historic Races at Morgan Park
11	Mothers' Day
14	Hillclimb working bee
16	MGCCQ Noggin N Natter at clubrooms
17-18	Bribie Classic Regatta Car Show
17-18	David Hack Festival in Toowoomba
21	Hillclimb working bee
24-25	Queensland Hillclimb Championship Mount Cotton an event in Redlands AdventureFest
25	Mini Owners Club Queensland London to Brighton run
28	Mid Week run set by Mark Lacy / hillclimb working bee
JUNE	
4	Hillclimb working bee
6	MGCCQ Noggin N Natter at clubrooms
7-8	State Championship race meeting round 3 Morgan Park
8	Grafton hillclimb
11	Hillclimb working bee
15	Possible RACQ Motorfest TO BE CONFIRMED
18	Hillclimb working bee
20	MGCCQ Noggin N Natter at clubrooms
21-22	Mount Cotton hillclimb round 3
22	HSCCQ Khanacross at Queensland Raceway
25	Mid Week run / hillclimb working bee
28-29	HRCC Historic Winter Races at Morgan Park
JULY	
4	MGCCQ Noggin N Natter at clubrooms
4-6	Australian Rally Championship round 4 at Gympie
5-6	Queensland Super Sprint Championship at Morgan Park
6	Inter Club event Mac Bridge Classic Car and Aircraft Festival at Caboolture Aero Club

9	Hillclimb working bee
12-13	V/8 races in Townsville
13	HSSCQ Queensland Motorkhana Championship with Inter Club at Queensland Raceway
16	Hillclimb working bee
18	MGCCQ Noggin N Natter at clubrooms
19	Inter Club event Porsche Club Sprint at Morgan Park
19-20	Jumpers and Jazz at Warwick
19-20	CQMSC Gold Rush Hill sprint at Mount Morgan
23 – 25	Mid Week run Christmas in July in Chinchilla set by Lloyd and Karen
23	Hillclimb working bee
26-27	Mount Cotton hillclimb round 4
30	Hillclimb working bee
AUGUST	
1	MGCCQ Noggin N Natter at clubrooms
2-3	Shannon races at Queensland Raceway
3	Geary Sports Car Concours and Club display at Seventeen Miles Rocks Park TO BE CONFIRMED
6	Hillclimb working bee
9-10	V/8 races at Queensland Raceway
13	RNA EKKA Show Day Public Holiday in Greater Brisbane area / hillclimb working bee
15	MGCCQ Noggin N Natter at clubrooms
20	Hillclimb working bee
23-	24 Leyburn Historic Street Sprints
27	Mid Week run / hillclimb working bee
31	HSSCQ Queensland Khanacross Championship with Inter Club at Queensland Raceway

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!



Chapter Chatter

CAPRICORN CHAPTER

February 16

From Phil Henry

Photos by Kylie Lindley & Phil Henry

The week leading up to run day had been characterised by unstable weather, including a couple of massive storms.

This, combined with the Coordinator's inexplicable failure to put a run sheet out until the prior Wednesday, led to varying amounts of uncertainty amongst the membership. The end result was a brunch run, rather than lunch, and a choice of meeting points.

All was forgotten, however, as everyone arrived – eventually – at the Woodbury Rural Fire Station. Those with air-conditioning seemed quite calm and composed, not to say smug. Everyone else was covered in sweat and looking decidedly uncomfortable, particularly knowing that our brunch venue was similarly not air-conditioned.

However, what it lacks in air conditioning the Byfield Store makes up for in friendly, highly efficient service and yummy food and drink. The Store regularly services various groups of motor cyclists every Sunday, along with the occasional group such as our Chapter as well as individual customers. So, the staff's ability to get lots of food and drink out in very short order is little short of

amazing. Especially when aided by one of our members – see photo. They did it again today – full marks!

All that aside, it was a quite uneventful run. Some cloud cover helped the transit sections and it's always a pretty drive. Wayne Bergan took out the rusty door prize and Paul Lynam again snagged the poker run.

An update on Richard Hughes (Mercedes A45AMG) who a few months ago had an unfortunate accident with – or perhaps without – a ladder, breaking his ankle in two places. Currently the doctors have his right leg in a brace to prevent movement so the tendon hopefully will reattach to the ankle joint. Once this happens there will be a lot of physio as the ankle is frozen from lack of use, it will be a few months before he will be fully back to his old self. He's hoping to join us on next month's run, albeit as a passenger.

PARTICIPANTS: Jim & Sandra Armstrong - MGA, Gary Whight & Doris Lisle - Triumph 2500TC, Martin & Narelle Adamson - MGB, Darryl & Kylie Lindley - MGF, Paul & Joanne Davey - MGB, Gordon Kelsey - Jaguar E-type, Wayne Bergan - MGA, Meredith & Ewen Sutherland - BMW Z3, Rick & Michele Taylor - Chevrolet Corvette, Ian & Judy Hamilton - Toyota, Phil White - MGB, Pat & Lyle Fielding - Audi TT, Yvonne & Kev Carr - BMW Z3, Clare & Paul Lynam - MGA, John Rowe - MGA, Nev Funch - MGB, Phil





Henry - MGTF (late model).

March 16

From Phil Henry

Photos by Phil Henry & Gordon Kelsey

After a few weeks of rain, storms and a passing cyclone, the weather gods relented for run day, with overcast skies making it a pleasant drive with the hood down. Leaving from Yeppoon it was smooth sailing until we got to the Rockhampton meeting point. What was this?

Thousands of 'mamils' (middle aged men in Lycra) and their cars taking up the designated area. Not to worry, Gary Whight called to say there was plenty (well, enough) parking around the corner and so, eventually, everyone was present and accounted for.

After the usual initial pleasantries, it was time to head off. As this was a kind of navigation run with specific distances between turns, the change in route could have been disastrous but in fact the difference between the designated first sector and the actual route taken was insignificant.

Not so insignificant was what happened at the first turn where lead car Paul and Joanne turned one roundabout offtake too early. Now, subsequent discussions did not fully explain how this – yes, alright, quite minor – mistake occurred. Wiser heads would say it should be left buried in the mists of time, so that's what we'll do. Until



it inevitably pops up again sometime in the future. You know it's true.

Anyway, from then on it was very pleasant driving through green woodland and pastures all the way to the Mt Morgan Big Dam. I hear it was also a good motorbike road. On the approach road to the dam Wayne Bergin, who had previously reported his MGA had been reluctant to start that morning, let us know he was heading into the town centre for petrol.

The big dam was full and being used actively by some families with a jetski and a power boat, but the picnic tables were vacant so in no time everyone was tucking into their morning tea and coffees, and the conversation level and enjoyment rose. Gary Whight and Doris Lisle conducted the poker run, won by Gordon Kelsey who donated his bottle of shiraz back into the prize pot. Let the record show that this was the first time in history that Gordon has been known to refuse a bottle of red. The rusty door prize was won by Ian Hamilton who generously did the rounds to offer everyone some chocolates.

We then had a group chat about the April run. With Easter coming, a couple of the committee about to leave on long scheduled holidays, and Gordon advising he would not around for the whole weekend, the original destination of overnight to Theodore could be problematic. We canvassed options and agreed upon a short run to the Keppel Sands pub. Details will be advised as usual.

Around this time Wayne Bergin called to say that he was stuck in Mt Morgan with his recurrent engine problem. RACQ were on the scene and had diagnosed a dead battery. Wayne advised that he would get himself back home. Points have been awarded, Wayne.

Eventually it was time to leave and so the group moseyed on down the hill, with most heading for the Kabra Pub. Wayne called again to say he was mobile and heading home.

The Kabra does a pretty good job with their food but as some of us learnt, you do have to stand in the right place to order a beer. So after a good feed and a shandy or two it was time to head home after another successful and enjoyable Capricorn Chapter run.

PARTICIPANTS: Gordon Kelsey - Jaguar E-type, Paul & Joanne Davey - MGB
Gary Whight & Doris Lisl - Triumph 2500 TC, Nev Funch - MGB, Kev & Yvonne Carr - BMW Z3, Ian & Judy Hamilton - Holden Calais, Clare Lynam - MGA, Paul Lynam - Norton Commando 750, Ewen Sutherland - BMW Z3, Wayne Bergin - MGA
John Rowe - MGA, Rae & Jack Cowie - MGBGT, Phil Henry - MGTF (late model).



Chapter Chatter

DARLING DOWNS CHAPTER

January 19

From Brian & June Phillips

A nice clear sunny day greeted us as we prepared to kick off the run season for 2025. A record number of people and cars turned up for the occasion, 35 members and guests and 18 cars.

As we had so many cars, we had to choose a route with the least amount of traffic lights to get out of the city. We met at the Great Southern Hotel in Ruthven St, Toowoomba, where a lavish breakfast was enjoyed by all.

There were only two traffic lights to negotiate, so we all managed to stay together as a group. The route took us down the steep Flagstone Creek Road, testing our brakes and gears, then back up the range to the top camp testing our gears, clutch and engines.

We then travelled along the escarpment near Preston Peak winery before we again descended towards Flagstone creek via another steep hill. The road then followed the meandering Flagstone creek for several miles as it twisted and turned with many creek crossings, then through the vegetable growing area of the Lockyer Valley with a flat run through the tunnel, under the

highway to finish up at Soldiers Memorial Park in Helidon township where we indulged in morning tea and great chatter. We then returned up the range again and home.

PARTICIPANTS: Brian & June Phillips - MGBGT, Narelle Fraser - MGB, Rob Fraser - Mini, Trevor & Karen Martin - Nissan, Bill Fischer - MGA, Helen Goodfellow & Del Jensen - Corolla, Andrew & Susan Willesden - Passat, Gaye Hawkshaw & Debbie Schier - Camry, Gene & Faye Lucas - MGTD, Ian & Jenny Roberts - VW, Ben, Hayley, Nick & Harry Jewell - Porsche, Ray & Susanne Edwards - MGB, Peter & Jenny Wild - Daimler, Owen & Kay Douglas - MGB, Malcolm & Barbara Campbell - PT Cruiser, Pat Bermingham & Peter - MGB, Michael & Marilyn Keating - MGBGT, Andrew & Sally Sainsbury - Tesla.

February 12

What better place is there to meet for a BYO lunch than the Japanese Gardens in Toowoomba?

Parking is easy and a new pavilion has been erected beside the lake which made for a beautiful cool place to have lunch. There is something special about Japanese gardens, they are scenic, peaceful and tranquil and the running water and lakes





makes for a great place to relax.

If you have never visited a Japanese Garden, it is well worth the time to take a look next time you come across one in your travels. The ducks and turtles in the lake were quick to realise they might get a tit bit if they hung around the edges of the pavilion.

We had 17 people attend the lunch, and it wasn't long before the pavilion was filled with the usual meet and greets, and the lunches were produced and eaten. We welcomed new members to the Darling Downs Chapter, Gary and Judy Tucker, who have moved to Toowoomba. It was great to have you join us, Gary and Judy, and we hope you enjoyed your first meet with our Chapter. We look forward to seeing you at

many more of our events.

Unfortunately, the organiser forgot to take some photos during the lunch but did manage to get one photo of 3 MGs just before we departed for home.

PARTICIPANTS: Michael & Marilyn Keating - MGBGT, Gene & Faye Lucas - Honda, Trevor & Joy Jones - MGA, Ron & Judy Gillis - MGB, Bill Fischer - MGA, Trevor & Karen Martin - Nissan, Andrew & Sally Sainsbury - Toyota, Gary & Judy Tucker - Mazda, Gaye Hawkshaw & Debbie Schier - Toyota.

February 23

Combined run - Gold Coast MG Car Club, MGCCQ Brisbane and Darling Downs Chapter to Wivenhoe Dam and Gatton

Our Darling Downs Chapter members had an early start from Toowoomba to meet at the John Norman Hedges Park in Helidon at 8.00am. We had a very good roll up of 9 MGs and 3 modern vehicles, and in all 20 people. We left the Park at 8.30am and travelled via Helidon township the back way to Grantham, due to road works on the Gatton Helidon Road. Our route then took us through Placid Hills and into Gatton and onto Eastern Drive, exiting at the Esk roundabout.



We chose a route through the countryside to Coominya and then on to the Brisbane Valley Highway and eventually into Cormorant Bay picnic area at Lake Wivenhoe.

Unfortunately, the large shelter at the top of the car park had already been taken, so we made do with 2 smaller shelters. It wasn't long before everyone had their cuppa in hand and stories were being told. It was great to meet some familiar faces from the other clubs, as well as meeting new like-minded people.

As there were more than 26 cars involved in this run, and after discussion with the Gold Coast MG Club run organisers, it was agreed that the Darling Downs Chapter would return to Gatton the way we came, thus reducing the number of vehicles travelling in convoy on the Esk Gatton road.

Lunch was booked at the Colonial Café in the Cultural Centre at Gatton.

The café had asked that we pre-order our meals to make for easier and quicker delivery to the tables. Some people did this, others were a little bamboozled by technology and just ordered on arrival.

Whatever the case, everyone got their meal and I didn't hear any complaints about the food.

A big thank you to Ken Shead and Sue Craig for organising the run and to the Gold Coast MG Car Club for inviting us to join them. Our members had a very enjoyable day.

PARTICIPANTS: Michael & Marilyn Keating - MGBGT, Malcolm & Barbara Campbell - PT Cruiser, Delia Morey - MGB, Mike Green - MGB, Gene & Faye Lucas - MGTD, Gaye Hawkshaw & Debbie Schier - Camry, Ben Jewell - MGA, June Phillips - MGBGT, Owen & Kay Douglas - MGB, Ian & Jenny Roberts - MGB, Trevor & Karen Martin - MGB, Andrew & Susan Willesden - VW Passat, Bill Fischer - MGA, and Noel Cambell joined us for lunch.



4-6 JULY 2025 HRCC'S CLASSIC QLD

AT QUEENSLAND RACEWAY



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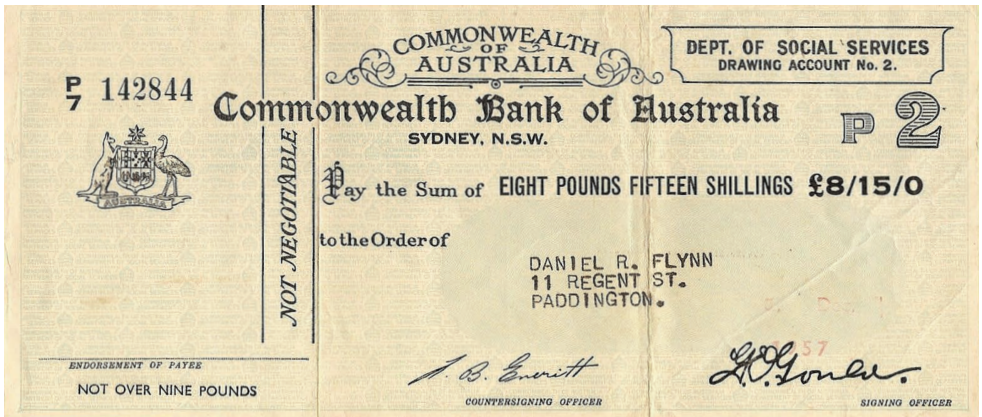
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- Sprint events and timed trials (Regularity) will be offered to non-logbooked classic and modern vehicles plus track laps for motorcycles.
- Track racing and car display will be open to HRCC members and the public.
- Race entry will open on 28th April via the [MSA event portal](#).
- Entry for Sunday Vehicle Display is now open, summary of terms are overleaf. Actual Entry Form is available on [HRCC website](#) or Facebook page.

info@hrcc.org.au 0424 321 072

facebook.com/groups/HRCCQ/

Photos: Trapnell Creations Photography & vehicle owners



CHANGES TO OUR BANK ACCOUNT

Due to government involvement, NAB are making changes and are closing all 'cheque' accounts in favour of 'card' accounts.

Unfortunately this means that the Club has had to open brand new accounts with different numbers and details. The old account will cease to operate after 27th April.

Our new Club account details are as follows:
MG Car Club of Queensland Incorporated.
NAB - BSB 084 034
Account Number 336203944



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Chapter Chatter

BUNDABERG CHAPTER

February 2

From Larry Lipscombe

Ten cars attended the Bundaberg Chapter run to Burrum Heads on Sunday 2 February. Special welcome to Rick (Red MGB) & Keith (Subaru BRZ) who came along on their first trip. After leaving Bundy we travelled down the Isis Highway and turned into Foleys Road towards Childers where we stopped for refreshments and caught up with Chris & Anne Murray from Woodgate.

After a hours break we stopped at Howard, looking forward to calling into the renowned bakery & cake shop, to my horror the bakery was closed, indefinitely. The custard donuts will have to wait another day. We had a nice cruise to Burrum Heads and managed to find a picnic table under the trees. Peace & tranquillity was disturbed when Ian Ninnes accidentally upended a plate of food over his wife's lap.

Thankfully the rain held off for our return journey.

Many thanks to all who came along. I almost forgot to mention Rick's little daughter, Isabella (cute as anything) who brought her special fluffy friend Teddy, unfortunately I forgot to take a photo of them together, next time.



ATTENDEES: Larry & Brenda - Alfa Romeo, Colin Gibb - MGTF, Chris & Ann Murray - MGTF, Ricky & Isabella - MGB, Graeme & Paula - Mini Cooper, Bob & Sue - Porsche 911, Ian & Tracy triumph - TR4A, Keith - Subaru BRZ, Graham & Marilyn - MGB, Dave & Jenny - MGF.

February 16

From Dave Cook

Ten cars attended the annual Noggin & Natter at Dave & Jenny's place on the 16th of February. We had a good turnout of 19 people with three people unable to make it on the day.

Everyone arrived by 11:30am and gave me a helping hand to assemble the shade, tables etc while the ladies organised the food. We had a very entertaining chat amongst ourselves solving many car issues of course.

There were sausage rolls made by Marilyn and very nice sushi supplied by Paula plus other nibbles. Eventually I got around to lighting the BBQ at 1pm and proceeded to overcook most things and undercook the rest, but being such a polite bunch, no one complained. A very enjoyable day with good people, the weather was even tolerable.

Attendees: Colin Gibbs, Graeme & Paule Brown, Larry & Brenda Lipscombe, Graham Leacock & Marilyn Kerrigan, Darryl &





Laura Copithorne, Keith & Di Charman, Keith Ryan, Peter & Val Walkington, Eric & Janelle Beckmann & Dave & Jenny Cook.

March 16

From Larry & Brenda Lipscombe

Bundaberg MG Chapter met on Sunday 16 March on the Esplanade at Bargara for late afternoon refreshments and takeaway.

The weather was great and so was the attendance. Stuart & Trish Hargrave christened the new hard top on their lovely MGA 1500.

Apologies for not photographing some of the cars. Some members were unable to score a park where we were sitting, and I was unaware some of the vehicles were parked down the road.

The get-together was a great opportunity to talk rubbish (like we usually do) and to discuss past and future club runs. Thanks to our members for coming along.





MG CAR CLUB OF QUEENSLAND

Affiliated with Motorsport Australia ABN 17 363 680 667



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 Smith 1234)

CREDIT CARD PAYMENT

Credit Card: Mastercard Visa (Circle)

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Expiry Date:CCV: Signature:

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Competition Corner

MOUNT COTTON HILLCLIMB MARCH 29-30

After the rain during the Festive season plus cyclone Alfred it reminded those with long memories of the 1974 season when the first event that could be held was in June of that year.

This year the first possible event was to occur on 29-30 March. As the rain came down on Saturday the word was "it will be fine on Sunday" and thus this did occur. As the sun came out to warm the circuit so the drivers came out to play.

First class to be decided on Sunday went to Chris Lake in his Toyota 86 in the Regularity whilst David Malone took the Historic group N un his Holden Torana GTR XU1 with a 52.54 time.

SEDAN CARS

The Road Registered Sedan classes up to 2 litres went to Daniel Beahan with a best time of 49.91 seconds from Don Milner with a 52.29 second run in his Triumph Dolomite Sprint.

Joshua Brown was the quickest in the Over 2 litre engine cars with his best time of 49.91 driving his BMW M2 turbo from Chris Balhatchet running a 51.12 time in his Renault Megane turbo before the pipe came off the turbo for the second time this day and brother Ray declined to reattach said pipe.

Next in class was Anthony Loveridge in his Volkswagen Golf R32 with 55.35 with a gap of 0.14 seconds to Michael Bradtke (AUDI TT turbo, 55.49), Natalia Fossey having her first hillclimb event driving the Toyota Vienta got her best run of 61.11 seconds with 0.70 seconds ahead of Ray Balhatchet (Renault Megane turbo, 61.81), with junior competitor Micah Weiks having his first hillclimb event (Toyota Vienta, 64.88).

Micah made steady progress with times of 75.01, 74.70, 69.95, 67.91, 67.17, 65.04, and 64.88 seconds.

Both class winners in the Modified Production cars recorded their best run of 48.37 seconds. Sean Wade took the up to 2 litres in his Nissan Pulsar whilst Brendan Merrick won the Over 2 litre class in his Datsun 120Y turbo.

The Improved Production classes went to Dave Siderly (Volkswagen Beetle, 50.90 seconds) up to 2 litres and in the Over 2 litre class Waco Hamlin ran a 48.46 time in his Honda Civic.

Michael Bird set the quickest time in the Sport Sedans class recording a 50.37 time in his BMW E46 M3.

SPORTS CARS

Class wins to Ben Stevens in the under 2 litre Production cars with a 48.86 run in his Lotus Elise whilst Michael Larymore on the over 2 litre Production group recording a 52.14 in his Toyota MR2 turbo.

Jeff Graham took the Sports Car over 2 litre cars with a 50.89 run in his Supercharged Mazda MX5 whilst Jim Heymer was the quickest in the Supers 1300 cars with a 47.48 time in his Farrel L clubman.

FORMULA CARS

Mick Harders won the Superkarts class in his Esprei KZ kart with a 44.874 time. Ross Mackay took the up to 1300 ccs Formula libre class in a best run of 40.85 in his Macspec 024 from Connor Tebble replacing father Greg for this day in the Speads RM11 recording a 41.51 time a 0.45 of a second from Luke Weiks (Empire 001, 41.96) with a gap of 0.30 of a second to Jim Milliner (OMS 2000M, 42.26).

Had Saturday been fine as was thought back in October 2024 when the calendars need to be set father Greg would have competed

and Connor on Sunday. Connors times were 46.76, 44.82, 43.00, and his best 41.51 seconds.

David Quelch took the 1301 to 2000 ccs class in his Homebuilt DPQ03 now with a 1600 ccs Hayabusa engine recording a 44.26 time.

The over 2000 ccs class went to Dean Amos with his best of 38.00 seconds in the Gould GR55B V8 from Dean Tighe (Empire Wraith turbocharged Hayabusa) and with assistance from a chap at Mattea motorsport for a best run of 39.33 with Stan Pobjoy recording a 46.07 in the Supercharged Volkswagen Special.

Dean Tighe is having a busy year as he leads both the New South Wales and Victorian hillclimb state championships.

Fastest Time of Day was set by Dean Amos in 38.00 seconds.

Quickest twelve times were set by Dean Amos (38.00), Dean Tighe (39.33), Ross Mackay (40.85), Connor Tebble (41.51), Luke Weiks (41.96), Jim Milliner (42.26), David Quelch (44.26), Mick Harders (44.84), Stan Pobjoy (46.07), Jim Heymer (47.48) with Brendan Merrick and Sean Wade recording the same 48.37 time.

TOP SIX SHOOTOUT

Dean Amos was the fastest with a 39.22 time from Connor Tebble (40.90), Jim Milliner (41.75), Luke Weiks (44.13) and David Quelch (44.59).

Most improved was awarded to junior driver, Micah Weiks.

Next event scheduled is a Test N Tune on Saturday 3 May with the Queensland Hillclimb Championship on 24-25 May which has been included as an event in the Redlands Coast AdventureFest.





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MSA entry portal is now open until 28 April 2025 - Invitations will be sent to HRCC members, plus keep an eye out on <https://www.facebook.com/groups/HRCCO> and <https://hrcc.org.au/> for all event updates

Spectator gates open 8am, \$20/day or \$30 Sat/Sun - Free entry for HRCC members and children under 12yrs

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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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



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