

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

We are now approaching the half way point of this year, so far it has been a relatively successful year for the Club.

Most of the organised events so far have gone off without much reason for concern. We have had a come and try day as well as two rounds of hillclimb for the year and over the first weekend of June the Queensland Hillclimb Championship was held at the Mt Cotton venue.

During the first half of the year many chapters have undertaken day runs and social events, all of which lead up to the chapter meeting being organised by the Downs Chapter.

We're looking forward to seeing many of the Chapter members at the event.

We have been slowly progressing with the rebuild of the administration building at our Mt Cotton venue.

This is a somewhat slow process as we need to rely on donated time and materials to achieve this goal. A massive thank you to all the people and businesses who have assisted us in pulling together most of the required materials. When finished this should give us more usable area for different activities within the complex.

I ask all members to support the upcoming chapter meeting; it is always hard to put together a meeting of people from different areas and as a result we all need to support those organising these events.

I also wish to touch on the need for all

participants in any club organised event to sign on at the start of the event. It is the only way that you will be covered in case of an accident.

The QHC held on the 1-2 June was a successful event given the uncertainty of the weather in the lead up days,

Saturday was overcast and yet the rain held off for practise; Sunday dawned fine but the track was damp early in the day.

All competitors had 8 runs for the day during competition and we had a good roll up of cars with at least 10 Formula Libre cars present .

At the end of the day it was Dean Amos who was victorious.

Thank you to all the volunteers who make it possible for us to run these events and thank you to all who attended the working bee in the lead-up weeks; the venue looked an absolute treat for the many spectators who attended.

Once again thank you all for your support and happy motoring to one and all.

- Neil Lewis



Octagon Submissions

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

Next publication deadline for submissions is July 26th

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

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

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

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

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

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

NO CAPTIONS WRITTEN OVER PHOTOS

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

GENERAL NOTES

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

IDEAL ARTICLE SIZE

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

PHOTOS ARE ALWAYS BETTER THAN WORDS

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

ADVERTISING IN THE OCTAGON

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

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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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MG MARKS CE DEBUT AT THE

MG has a long-standing history of prioritizing speed, from its early success on race tracks and setting speed records in the 1920s and 30s, to defining the Roadster in the 1950s and 60s, and inspiring innovation with its mid-rear engine roadsters at the century's turn.

The global debut of the brand-new electric concept supercar, the EXE181, served as a nod to humanity's quest for speed in the 20th century, bridging past and future in a dialogue across time.

Additionally, the "Cyberster Global Journey" across the Eurasian continent beautifully concluded, wrapping up nine months of global romance and adventure into the final chapter.



ANNIVERSARY WITH CONCEPT CAR AT BEIJING AUTO SHOW

The legendary “Roaring Raindrop” MG EXE181. This iconic vehicle, known for setting an unparalleled speed record of 410.5kph in 1959, held its ground until 2014 before the record was surpassed.

Commemorating its historical achievements in “land speed” records, the launch of the electric supercar MG EXE181 by MG’s London Advanced Design Center represents both a monumental tribute and a pivotal step into the electrified frontier, embodying the brand’s enduring pursuit of speed and marking a new chapter in its legacy.

Engineered to defy limits, the EXE181 aims for a top speed of 415km/hr, coupled with a drag coefficient (Cd) of 0.181, underscoring MG’s commitment to redefine velocity in the electric era.

This ambition catapults the EXE181 into the elite “Sub-1 second 0-100 km/hr Club”, bridging MG’s storied history with the promise of a future where innovation and speed converge.

With its cutting edge technology and aerodynamic prowess, this electric supercar is primed to make a mark at its global debut at the Beijing Auto Show, followed by an anticipated appearance at the Goodwood Festival of Speed in July 2024.





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MARCH Club Midweek Run

March 27

Our March midweek run participation was quite small due to a clash with the MG National Meeting in Tamworth and also not helped by illness and bad weather.

However in true midweek run tradition, 15 of our members turned up in nine cars.

John Davidson had the distinction of being the only "real MG" starter in his MGB GT. We met at Woodford and after morning tea and plenty of talk, we departed at around 10:30.

The weather was reasonably kind to us, but still made it difficult to appreciate the beautiful country scenery on the back roads west and north of Kilcoy.

After arriving at Linville, we had a wander around the old railway station which is opposite the historic Linville Hotel.

The decision was taken not to proceed further along Linville Road as there had been a lot of rain in the area and there was a risk of flooded roads.

We headed back to our lunch stop at the Moore Café in the tiny township of the same name, where David & Meryl Miles were waiting for us.

New owners Barbara & Darren provided tasty lunches for all, and we hope to return there in the future.

It was suggested that we use this route again, maybe next year, when we would have better participant numbers and hopefully better weather.

All things considered it was still an enjoyable day, made possible by the typical happy attitude of our group.

PARTICIPANTS: Jeff Heslewood - Hyundai,

Greg & Rhonda Hannant - MG5, Kay Hawley & Michael Garratty - MX5, Allan & Joyce Tebbutt - Audi, Mark Lacy & Sharon Hill - Subaru, John Davidson- MGB GT, Kerry & Val Horgan - Lexus, Kevin Trower - Audi, David & Meryl Miles - Subaru.





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APRIL Club Midweek Run

By Sue Panuccio & Trevor Penson

A busy start at Springfield Lakes with the carpark full to overflowing with plenty of catching up to do over a cuppa before we headed off. A good number of MGs on this run.

Trevor Jones kindly offered to lead the run but a combination of road works and creative interpretation saw some of us take a more scenic route.

Most of us enjoyed a stop at the Café Lovett at Kalbar and a look at the old buildings in town, followed by a lovely diversion to look at the sunflowers.

Fred Haigh Park at Lake Moogerah was a lovely spot to lunch looking out across the dam to the mountains beyond. Another great midweek run enjoyed by all.

PARTICIPANTS

Lloyd & Karen Thomson - MGB, Sue Panuccio & Trevor Penson - Audi, Val Horgan - MX5, Jamie Massano - MGB, John & Pat Walker - MG, Brian & John Cranley - Fiat, Dennis & Diana Kelly - MX3, Allan & Joyce Tebbutt - Audi, Mark Lacy & Sharon Hall - MGB, Paul Hartley & Linda Blackburn - MGA, Barry Lutwyche - MGB, Jan Burke - MGB, Michael Garratty & Kay Hawley - MX5 Trevor & Joy Jones - Camaro, Michael Salt & John Mulhal - MGB, Jeff Heslewood & Neil Taylor - Hyundai, John Davidson - MGB

GT, Greg & Rhonda Hannant - MG5, Robyn Jenvey & Evan - Honda, Neil & Kate Robson - Jaguar, Kevin Trower - Corvette.



MAY Club Midweek Run

By Mark Lacy and Sharon Hill

May 22

A grand total of 21 cars met up at the Ferny Grove Water Park on a rather grey and chilly May morning; it was great to see some new faces and welcome others not seen for a while.

We had 3 MG TD's, a Magnette, 2 Midgets and 8 MGB's of various types, along with MX5's, a Hyundai, a VW, a Subaru, a Corvette and last but not least a rather grand Rolls Royce.

We set off in convoy with the MGs to the fore, through Samford and then up to Dayboro where some of the group paused to patronise the bakery.

We then headed up Mt Mee towards the morning tea stop at The Gantry in the D'Aguilar National Park.

As the leaders turned left towards Mt Mee we were greeted by a short, light and fortunately short lived sprinkling of rain, much to the consternation of those

travelling topless!

Unluckily we were stuck behind an extremely slow BMW on the way up so had probably the slowest ever ascent...

Behind us two of the MG TDs had misfortune; one blew a clutch and one lost a wallet out of the glove box.

The clutch necessitated an early exit and a tow home; the wallet was picked up by a cyclist and returned to the owner before day's end. Nice to see that there are still good, honest people out there!

The sun had decided to come out by the time we reached The Gantry so we had a pleasant and warm morning tea in the clearing in the middle of the rainforest.

The two remaining MGTDs left us here and returned home.

After our break we came down on the quite steep and sinuous Campbells Pocket Road; fun in the MG's but quite a challenge for the 2000kg Silver Cloud with drum brakes!



We then wound through the Glass House Mountain area before heading up to Peachester and then up to Mary Cairncross Park in Maleny.

Here we were met by Joy and Trevor in their MGA, Peter in his KIA and Robyn in her Honda.

We were very fortunate that they got there before us as the park was incredibly busy, but they had managed to snaffle a couple of picnic tables - parking was another story!

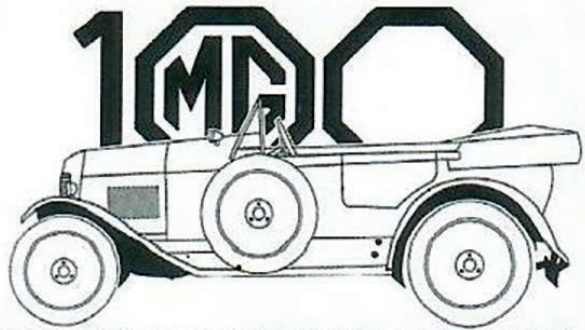
After a pleasant and sunny lunch we made our own ways home. Roll on next month's run to the Brisbane Motor Museum.

PARTICIPANTS: Brad Hart & Sonia McPherson - Ivory MG TD, Ross & Shez Letton - Blue MG TD, Marc Alderding & Henry Patraci - Silver MG TD, Ian Fettes & George Diggles - White MG Magnette, Suzanne Doyle & Bev Clydesdale - White MG Midget, Chris Hood - Blue MG Midget, Lloyd Thomson - Red MGB, John & Pat Walker - Red MGB GT V8, Allan & Joyce Tebbutt - Blue MGB, Gary & Dawn Laurem - Black MGB GT, Michael Salt & John - White MGB, Jan Burke - Red MG, Barry Lutwyche - Red MGB, Mark Lacy & Sharon Hill - Primrose MGB, David & Meryl Miles - Green Subaru Forester, Michael Garratty & Kay Hawley - Red MX5, Val & Kerry Morgan - Blue MX5, B & Anne Hill - Grey Golf R, Kevin Trower - White Corvette, Steve & Kate Redford - Silver Rolls Royce Silver Cloud 2, Jeff Heslewood - Grey Hyundai, Trevor & Joy Jones - Red MGA, Robyn Jenvey - Gold Honda, Peter Walker - Blue KIA

Note from the author: Please excuse any misspelt names and write more clearly in future!



CLUB REPORT



The 53rd National Meeting was recently hosted by MG Car Club Sydney and centred at Tamworth.

The predicted rain did not eventuate except heavy downpour west of Brisbane city which did cease once past Warwick.

Cathy Bartley again selected good motels, the Econo Lodge and Town and Country both in South Tamworth.

Those in the Econo Lodge had adequate car and trailer parking for our members as well as the members from Newcastle and Hunter MG clubs thus a good time was guaranteed.

The planned numbers from MGCCQ dwindled due to a number of issues and those going commenced to make their way.

Some incidents occurred on the travels such as the couple who almost made their journey to the top of Cunninghams Gap before a broken wire in the alternator stopped the progress necessitating recovery by a tow, repair said wire and restart the journey.

A member carrying out some maintenance ended with the MGB not wanting to start. Someone had some medical issues at Warwick requiring an air lift to hospital whilst the MG was securely located in the

showroom at a local Motor Dealer.

A member towing his MG encountered issues with the trailer at Uralla. The towing car, trailer and spare wheels were to remain in town over the Easter period with the MG being driven to the meeting. There was assistance given to an MG driver with repairs to the fuel pump.

Friday at Tamworth the registration and scrutineering process went smoothly for most of the 253 attendees.

The evening presented the Noggin N Natter with Rocker Cover Racing at Dungowan Station located 30 minutes outside the town. First three places in the Rocker Cover Racers went to the Novocastrians with Darren Fraser claiming the win from Bruce Fraser and John Collins.

Saturday was the Concours at Cross Park which was within walking distance from the town centre.

Class places for Queensland members were Barry Evans (Class B, Pre War All MGs Under 1000 ccs including supercharged cars and not in class A, MGPB, first place); Peter Rayment (Class D, MGTC, fifth place); Trevor Jones (Class G, MGA Roadster Single Cam, second), Megan Perrett (Class G, third); David Hall (Class I, MGA Coupe Single Cam, first); Jim Vanderkyle (Class K,



MGB Mk 1 with Push button door handles, fourth), Graeme Walker (Class K, fifth); Michael Salt (Class N, MGB Rubber bumper Roadster, second); Paul Young (Class P, MGB GT BL and Later, third); Malcolm Spiden (Class Q MGB GT Rubber Bumper, first); Graham Hoyle (Class R, MGB GT V8 and Costellos, third); Wayne Kirwan (Class X, MG Special Pre MGA, first); Matt Johnson (Class Y, MG Specials post MGTF, MGB roadster, first), Steve Riley (Class Y, MGB V8 Supercharged, fifth), Ian Fettes (Class Y, Magnette, sixth); Ken Wasley (Class ZC, MG F/TF, first); Cathy Bartley (Class ZE, MG SAIC manufactured after 2010, MG ZS, fourth).

Alternate to the Concours was the social Ladies Lunch held at the Deco Café just a short walk from Cross Park.

Saturday night being party night at the Mercure Hotel with the theme of an original style Country Ball. Plenty of those dressed in leather, fringing, denim clothing and maybe items rescued from the discount rack at the op-shop.

Sunday choice of either a motorkhana or a social Kimber Run.

The motorkhana was held at the Gunnedah Regional Airport the only licenced airstrip available for drag racing and motor sport events.

With the assistance of the Gunnedah Motoring Enthusiasts Car Club the three tests (Multiple Loop, Straight Slalom, and Arrowhead) were held.

Class places for MGCCQ members were Class D, Delia Rayment (second), Peter Rayment (fourth); Class G, Megan Perrett (fourth); Class K, Graeme Walker (first), Ally Walker (second); Class Q, Malcolm Spiden (first); Class X, Wayne Kirwan (first); Class Y, Matt Johnson (first), Steve Riley (fourth), Ian Fetter (fifth); Class ZC, Ken Wasley (sixth).

For those participating in the Kimber Run, their run commenced from the Mercure Hotel car park for a 79 km or 49 miles journey through Nemingha, Piallamore, Dungowan, and Woolomin before arriving at the Chifley Dam lookout.

Followed by a run to Nundle and return to Tamworth. Sunday evening was free so an impromptu party at the Econo Lodge within walking distance from the motel rooms.

Monday choice of Lap dash or the Discovery Run which replaced the Touring Assembly and Observation runs. The Oakland Park Motorsport Complex is the venue for a round of the New South Wales State hillclimb championship series as well as Karting State Championship events. Each vehicle was to complete 3 consecutive laps of the

764 metre circuit.

Class places for MGCCQ members were Class D, Delia Rayment (second), Peter Rayment (third); Class K, Graeme Walker (first), Ally Walker (fourth); Class Q, Malcolm Spiden (first); Class Y, Steve Riley (third), Matt Johnson (fourth), Ian Fettes (fifth); Class ZC, Ken Wasley (fourth).

The Discovery Run which was not a navigation run commenced from the Mercure Hotel car park. Participants would follow the instructions (tulip diagrams with cumulative and intermediate mileages) to follow the main roads to the designate places for the observations on route.

From the car park through North Tamworth to visit Daruka, Moore Creek, Manilla, onto Fossickers Way to Attunga, Somerton then onto the Oxley Highway to finish at Oakland Park.

There was no time limit apart from the conclusion at the lap dash at Oakland Park. A short tie breaker exercise was held prior to the run in the Mercure car park.

Group 1 Pre MGA for MG classes A to F plus U and X. Wayne Kirwan/Megan Perrett (third place) with follow placegetters Barry Evans/Julie Evans.

Group 2 for MGA/Magnette classes G to I and V. Trevor Jones/Joy Jones finish second in the group.

Group 3 MGB/MGV8 classes J and R with placegetters Graham Hoyle/Robert Wood, Paul Young/Virginia Young, Jim Vanderkyle/Raye Vanderkyle, Michael Salt/Ray Edwards.

Group 6 MG s Post TF (classes ZA, ZD, ZE, S, Y and Z) Cathy Bartlett/Alan Quinan finishing fourth in this group.

The Presentation dinner was held at the Tamworth War Memorial Town Hall on Monday evening where outright awards were presented.

A special presentation was made to Peter and Delia Rayment to acknowledge the 50 National Meetings which Peter has attended.

Outright awards presented on the evening
Photographic entries: Carol Cook (best still photograph); Delia Rayment (best Novelty photograph); Lyn Hayward (best action photograph); David McNabb (best Digitally Manipulated photograph).

Rocker Cover Racing: Darren Fraser (first), Bruce Fraser (second), John Collins (third).
Hard Luck: Rob Wilson.



National Website: South Australia (first) with equal second New South Wales and Western Australia.

National Magazine: Canberra (first), Tasmania (second), New South Wales (third).

Outright Concours: Pre MGA: Jason Edwards, MGTD; Post MG TF and Pre 1980: Alan Nolan, 1968 MGC; Post 1980: Rob Gibb, 2023 MG SAIC.

Outright Speed: Tony Vollebregt (MG Super Special, first), Craig Ballinger (MG Midget, second), Stephen Jones (MG Super Special, third).

Outright Motorkhana: Matt Johnson (first), Tim Edmonds (second), Graeme Walker (third).

Outright Discovery Run: Grant Leddie/Louise Leddie (first), Syd Reinhardt (second), Wes Bray/Chris Bray (third). Jean Kimber-Cook for Junior Driver awarded to the best score by a Junior driver in the motorkhana: no Junior drivers competed in 2024.

Joan Richmond Trophy for the female entrant who achieves the highest aggregate score over all competition events: Jane Vollebregt, MGB GT.

Chris Dodds Memorial Trophy awarded to the entrant with a MGB GT V8 scoring the highest aggregate points over the National Meeting weekend: Tim Edmonds.

New Zealand Plate awarded to the entrant with a T Type with the best aggregate points score in classes D, E, F and X: Jason Edwards.

Golden Gudgeon Trophy awarded to the entrant with a T Type achieving the highest aggregate score in classes D, E, F and X: Jason Edwards.

Cecil Kimber Centennial Trophy awarded to the individual competitor attaining the highest points in all events: Darren



Hodgson, MGR V8.

TC Owners Club Perpetual Pre War Plate awarded to the driver of the Pre War MG attaining the highest point score in competition: Harry Hickling., MG SA. Ian Curwen-Walker Trophy awarded to the male competitor who achieves the highest aggregate score over all competition events: Darren Hodgson MGR V8.

Nuffield Oceania Trophy: Newcastle (13.2 points); Queensland (12.57); Hunter Region (7.2); New South Wales (6.45); Victoria (6.15); South Australia (4.07); Wagga Wagga (3); Gold Coast (2.6); Tasmania (2.4); Geelong (2); Canberra (2); Sunshine Coast (0.8).

John Wratten Memorial Trophy: Victoria (629.09); New South Wales (476.28); Queensland (437.34); Newcastle (402.31); South Australia (332.63); Hunter Region (280.26); Sunshine Coast (138.51); Wagga Wagga (119.45); Gold Coast (105.35); Canberra (88.91); Tasmania (69.29); Geelong (61.79); MG Restorers (10.07).

Tuesday morning provided the attendees with the Farewell Breakfast at the Mercure Hotel and followed by the delegates meeting.

The 2025 National Meeting is scheduled for at Albury Wodonga promoted by MGCC Victoria. At present the 2026 event is to be centred at Glenelg with the event after Easter from Monday 27 April to Friday 1 May.





FOR SALE

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Regular Mt Cotton car for more than ten years, 2015 Hillclimb State Champion (Production Sports <2000cc), second in Nationals, this vehicle has been on the podium in almost every event for 10 years in Mt Cotton, Gatton, Maryborough, Newcastle, Mt Morgan, Rockhampton, Leyburn, Qld Raceway, Oakey and beyond. Hillclimbs, sprints, super-sprints, anything on tarmac. Beats Porches, MR2s, most MX5s and all the other nasties :)

Easy vehicle to drive fast, handles like an angel, < 50 seconds at Mt Cotton with current driver, an organic upgrade will achieve much more! Located Hervey Bay. \$8,500 or make me an offer I can't refuse. **Craig Winter**, Ph 0405 003 837 or craig@wintergroup.com.au



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The story of TC No 9728

From Richard Croston

We started the restoration in 2018 after buying a pile of bits supposedly enough to rebuild the car.

The TC was sold to its first owner who lived in Newcastle in 1950.

She led a hard life and suffered badly from rust.

With help from my friends, including Chris (with his magic hammers) we have started the final fit of the bonnet.

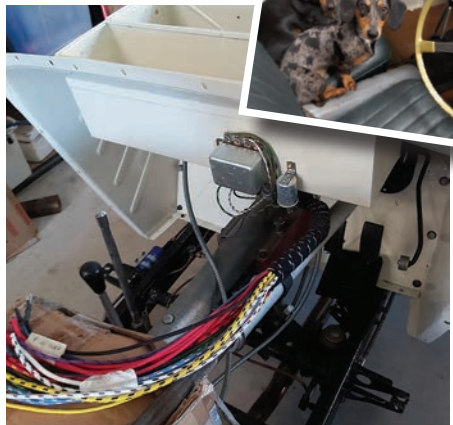
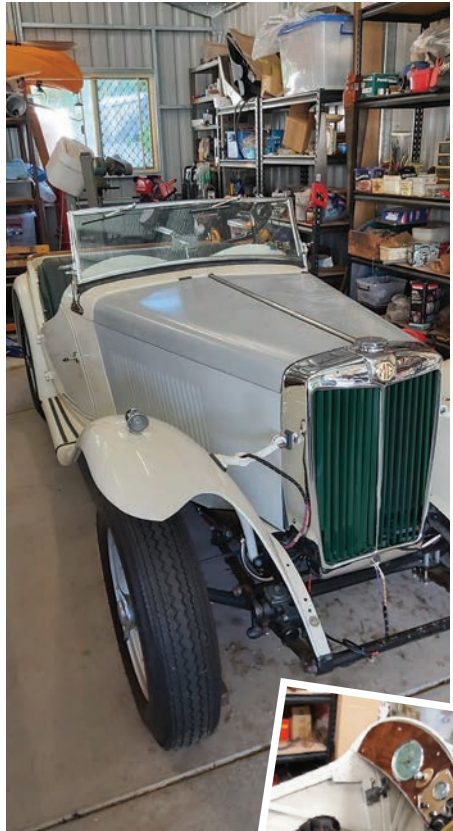
The wiring required a lot of lateral thinking.

The harness was purchased from the USA with the stop light system having a dual roll lighting up when braking and flashing when turning.

We fitted extra rear turn signal lights, just to make life interesting.

The car should be ready to be registered for road use later this year.

My four leg friends help mostly by keeping the seat warm.



Chapter Chatter

DARLING DOWNS CHAPTER

By Gary and Janis Lawrence

Sunday April 28

A slightly chilly morning saw 13 cars meet up at Mt Kynoch for an 8.20am departure and we only left a couple minutes late (most unusual for our group to leave on time).

We headed off down Murphy's Creek Road and connected with the Warrego Highway for a short time, then turned off at Helidon Rest Area and into Helidon. Crossed the railway line and travelled along Lawler's Road into Grantham.

Floating Café at Grantham was our breakfast venue and we had 3 more cars join us there for breakfast and the run. Breakfast was enjoyed by all and Gary lived up to his reputation of getting his meal last.

Some of our participants did not continue on the run as they had other commitments; it was lovely to have their company for breakfast.

We departed the Floating Cafe around 10.30am. The next section of the run we travelled on various roads heading up to Mt Sylvia.

The scenery was spectacular with the paddocks either just ploughed and the other ones with beautiful green crops in (a bit like a patchwork quilt) and then the beautiful blue green hills in the background.

We got a bit separated at a roadworks stop light at Mt Sylvia but fortunately we had excellent instructions (haha) so everyone caught up.

Onto Ma Ma Creek but we had a 1km gravel section just before we got there (didn't hear any grumbles from the MGTD or MGA drivers about the gravel section).

From Ma Ma Creek we travelled back through Helidon, onto the Warrego Highway for 5kms, then up Murphy's Creek Road again to Spring Bluff Railway Station for a very late morning tea or lunch.

The weather was perfect, not too cold and not too hot. Everyone seemed to enjoy the scenery and roads.

We even managed to have a coal train come through when we arrived at Spring Bluff.



PARTICIPANTS

Gary & Janis Lawrence (MGB), Ian & Jen Roberts (MGB), Suzanne & Ray Edwards (MGB), Mel & Barb Campbell (PT Cruiser), Marilyn & Michael Keating (MGBGT), Rob Fraser (MGTD), Narelle Fraser (Mitsubishi Outlander), Gaye Hawkshaw & Debbie Schier (Camry), Trevor Martin (MGB), June & Brian Phillips (MGBGT), Gene & Faye Lucas (MGTD), Andrew & Susan Willesden (MGB), Owen & Kay Douglas (MGB), Ben Jewel (MGA), Jim Carstens (Falcon), Trevor & Joy Jones (MGA).



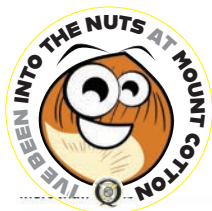
Social & Motorsport Calendar

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

JUNE	
1-2	Queensland Hillclimb Championship at Mt Cotton
5	Working bee at hillclimb
7	MGCCQ Noggin N Natter at clubrooms
8-9	Grafton hillclimb NSW State Hillclimb Championship round 5
12	Working bee at hillclimb
14-16	Betr Darwin Triple Crown Supercar
14-16	Motorsport Australia State Championship Race meeting round 3 at Morgan Park (C/P)
19	Working bee at hillclimb
20	GEAR day at Morgan Park
21	MGCCQ Noggin N Natter at clubrooms
22-23	MGCCQ multi club hillclimb at Mount Cotton round 3 (C/P)
26	Mid Week Day Run / working bee at hillclimb
28-30	Rally Queensland at Gympie Australian Rally Championship round 3 and Queensland Rally Championship round 3
JULY	
3	Working bee at hillclimb
5	MGCCQ Noggin N Natter at clubrooms
6-7	NTI Townsville Supercars
6-7	Historic Racing Car Club race meeting with Inter Club Challenge Regularity (ICC points) event at Queensland Raceway
10	Working bee at hillclimb
12-14	Shannons Speed Series round 5 at Queensland Raceway
13	Noosa Concours
13-14	Gold Rush hillclimb at Mount Morgan
14	Inter Club Challenge MacLeans Bridge Classic Car and Aircraft Car Show Festival at Caboolture Aero Club (ICC points)
17	Working bee at hillclimb
19	MGCCQ Noggin N Natter at clubrooms
20	Inter Club Challenge Porsche Supersprint at Morgan Park (ICC points)
20-21	Jazz and Jumpers at Warwick
20-21	Shannons Speed Series round 6 at Queensland Raceway

24	Working bee at hillclimb
24-26	Mid Week Day Run Christmas In July set by Allan Tebbutt
27	KCF Short Course Rally at Benarkin
27-28	MGCCQ multi club hillclimb at Mount Cotton (C/P)
31	Working bee at hillclimb
AUGUST	
2	MGCCQ Noggin N Natter at clubrooms
4	MGCCQ Geary Sports Cars Concours with Club Display at Rocks Riverside Park River View Seventeen Mile Rocks entry off Counihan Road
7	Working bee at hillclimb
9-11	Motorsport Australia State Championship Races Meeting round 4 at Queensland Raceway (C/P)
11	HSCCQ Inter Club Challenge Khanacross at drift area at Queensland Raceway (ICC points)
14	RNA Ekka Public Holiday Brisbane area / working bee at hillclimb
16	MGCCQ Noggin N Natter at clubrooms
17-18	Leyburn Historic Street Sprints
21	Working bee at hillclimb
22	GEAR day at Morgan Park



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Have you been into the nuts?

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





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

Credit Card: Mastercard Visa (Circle)

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Expiry Date:CCV: Signature:

Cardholder's Name (please print):

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The Registration form outlines the program and what is included
in the \$230 per person registration fee.

By registering, you enable easier planning and administration.

8 April Registrations are open via the online form (<https://form.jotform.com/MGCCDDC/2024AllChapterMeeting>)
Payment of \$230 per person is to be made to MG Car Club Qld Inc
BSB: 084 255 Account No: 464938785
Reference: YOUR SURNAME, MG CLUB MEMBER NUMBER, DDC
For example: SMITH 1234 DDC

12 July Registrations close.
Event Shirt orders due.
Refer to the registration form.

31 July Final payment due.

Updates will be advertised via the MG Web Page (<https://www.mgccq.org.au/darlingdownsallchapter24>), Octagon, and MG Car Club of Qld Inc and Mt Cotton Hillclimb Facebook Page (www.facebook.com/MGCCQld/).

You are encouraged to make accommodation bookings as soon as possible as this is a peak period around the Carnival of Flowers in Toowoomba. Contact your Club Coordinator for accommodation details of venues that are providing group rates for attendees.

If you have any questions or concerns please email ddc.mgccq@mgccq.org.au

May 26

By Gaye Hawkshaw

Oh, what a glorious day to bring in the end of Autumn with a lovely sunny Sunday drive. Especially after yesterday which was cold and wet and miserable. It was a big one today driving well over 200 kilometres.

We drove on through to the Hampton range to Esk for morning tea and then we headed onto the back roads that brought us into Toogoolawah township.

After a quick toilet stop, we headed onto the Brisbane Valley Highway to Gregors Creek Road which then took us to Somerset Dam and into the Spit.

Everyone seemed to have a lovely relaxed Sunday picnic lunch with lots of chatting going on. There were also a lot of water activities with jet ski competitions and people enjoying water skiing.

It was a very lovely day and I would like to thank everyone for their participation.

PARTICIPANTS: Gene & Faye Lucas - MGTD, Jim Carstens Falcon, Ian & Jenny Roberts - VW, Gaye Hawkshaw, Debbie Schier & Debbie Colins - Camry, Owen &

Kay Douglas - MGB, Ron & Judy Gillis - MGB, Trevor & Karen Martin - MGB, Mal & Barb Campbell - BT50, Janis Lawrence - CX8, Andrew & Susan Willesden - MGB, Michael & Marilyn Keating - E-Type Jaguar



Chapter Chatter

WIDE BAY CHAPTER

by Ian Andrew

The Wide Bay Chapter had some mixed happenings over the past month mainly due to the inclement weather we have all been having recently.

We had a number of activities planned but some sadly had to be called off (and who could blame us) why would we want to get our pride and joys covered in mud?

So looking at what we would have done as opposed to what we actually did which by the way those event's that did take place were an outstanding success.

The Poona Easter Festival on the 30th March had to be cancelled due to wet weather conditions.

The Hervey Bay Boat Club trip on the 10th April went ahead as planned.

The trip that was organised by members Peter and Renate. We met at the United service station and travelled together to the



Boat Club via the Hervey Bay Esplanade.

We had a large turn up of Club members and all had a wonderful time of catching up and enjoying each other's company with a morning tea of great coffee/tea, cakes and endless talking on the deck at the Boat Club.

The Club Sausage Sizzle at Bauple Historic Museum on the 21st April had to be cancelled due to wet weather conditions., however the organisers, Club members Rodger and Loraine are hoping to hold this event at a later date to be advised very soon.

The Show'N'Shine at the Sports and Recreation Precinct in Hervey Bay on the 5th of May had a great deal of uncertainty about it because there were doubts that the event would be held due to the wet weather, however, thankfully the weather was kind to us and it proceeded as planned and was an outstanding success.

The event which was organised by the Wide Bay Rodders of Hervey Bay had five MGCCQ Wide Bay Club stalwart members cars on display - Peter Dory's Cobra, Gavin Trigger's Benz, Jo Seeger's Porsche and two MGs owned by Slav Stefaniun and John Grimes.

Sadly, due to the uncertain weather conditions, a number of other members also attended but without their cars for display.

There was an estimated number of 400 cars on display of a range of types which included hot rods, vintage, classic, Australian and American muscle cars and vintage motor cycles.

One particular car of interest was a 1950s Goggomobil. This really interesting vehicle had no doors and a 2 cylinder engine.

The Day was a great success with the public



coming out in force for the day.

Fortunately, all display cars were parked on bitumen which reduced the problem of muddy conditions.



All money raised went to charity.

Well, as they say "that's all folks" for now 'till next time....keep those MGs motoring.



Chapter Chatter

CAPRICORN CHAPTER

April 28

By Phil Henry, Photos by Clare Lynam, Kylie Lindley and Phil Henry

Put back by a week because of bad weather, Sunday's run dawned clear and sunny. With coordinator Jim Armstrong busy elsewhere, Clare Lynam stepped up to conduct a mystery run. Not so mysterious was the onset of various uncertainties about time and location of the start but eventually all participants, including new members Kylie and Darryl Lindley in their MGF, had arrived at the carpark at the end of Norman Road. Google maps does not identify the occupants of the buildings, I think it's something environmental. There is, however, one unresolved mystery. Read on.

Clare then advised everyone that the first stop would be Mt Archer, where we would have morning tea. It's been a while since the climb up had caused any

vehicular malfunctions, but even the crisp temperature didn't prevent some cooling system problems, expansion tank lids and hoses in this case. As a result, with both bonnets up, Bob Schoevar's Mustang and John Newton's E Type are now in the running for the Broken MG award at this year's Christmas party. Thankfully, after brief running repairs both cars proceeded satisfactorily for the rest of the day.

While everyone was enjoying their morning tea, Gordon advised that his Hobart-based sister would be visiting and they would be staying over an extra night at Agnes Water to do the LARC tour which will not be operating on the Sunday. He suggested that anyone wishing to do likewise should book accommodation quickly, as it's peak tourist season. Yours truly also gave a brief update on arrangements for those traveling to the All Chapter Meeting in Toowoomba in August.

After far too much fun, Clare announced that the next stop was St Christopher's





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Chapel, just past JB Swift on the Emu Park Road. We all arrived and soaked in some of Rockhampton's history as represented at this serene place.

With lunch time beckoning, there was one last drive-by visit to Glenmore Homestead before a quick dash up Belmont Road to the Caves Pub. They were well prepared for our group and soon everyone was tucking in or enjoying a cold refreshment, some managing to do both at once.

Gloria's poker run was won by Gordon and – the other winner is still a mystery! Do let us know if you are that person.

And with that, another successful run was done and dusted.

Participants: Clare Lynam - MGA, Paul Lynam - MGTC, Gary Whight & Doris Lisle - Camry, Richard Hughes - Triumph TR8, Meredith Sutherland & son Ed – Lexus, Rick & Michele Taylor – Corvette, Ian & Judy Hamilton – Commodore, Rae and Jack Cowie- Bentley, Darryl & Kylie Lindley – MGF, John & Gail Newton – Jaguar E Type, Bob & Wendy Schoevart – Ford Mustang, Phil White – MGB, Gordon Kelsey – Subaru, Phil Henry – MGTF (late model).



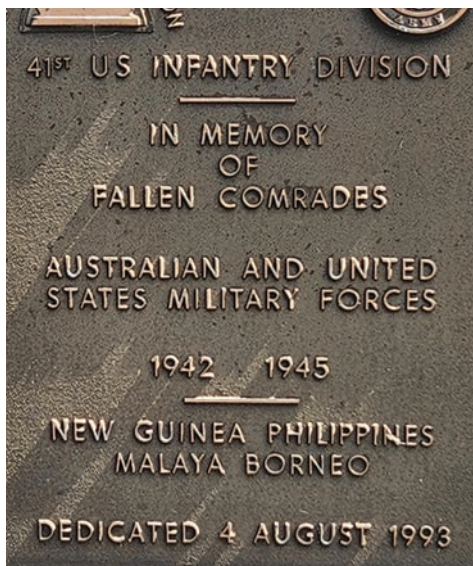
May 26
Classics by the Dawson Baralaba 2024.
- combined run with Jaguar Drivers
Capricornia register

Well, this run was planned as far back as late 2023 when the Jag Drivers register approached us to join them on a run during 2024.

They proposed the “Classics by the Dawson” car show which is held in Baralaba every two years. We promptly agreed and it made our annual proposed run calendar. Unlike some previous runs this year, the weather was very kind to us and so the run was held as scheduled.

It was a relatively early start for the Yeppoon contingent who met as planned at the Oaks Service Station before heading up to Rockhampton to meet up with the rest of our group and the Rockhampton contingent of the Jaguar Drivers Register.

All was good and after a brief pre run talk



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from both John Large, president of the Jag group, and myself we headed off bang on time to Baralaba via the Mount Morgan Golden Mile Road where each two years the now famous hill climb is held.

From Mt Morgan to Dululu, Wowan and eventually turning onto the Rannies Baralaba road.

As John was not familiar with this road, he asked me to lead.
So far so good except that the road had just be resealed and there were a few stones ejected from passing cars on of course hitting my windscreen. Never mind, only a very small chip.

We reached Baralaba show ground just a little late, but the officials were keen and waiting to show us where to park and soon had us all parked where they wanted us. One of our Biloela members, Clem Hill, had asked me previously to help judge the vehicles and promptly handed me a score sheet as I stepped out of my car. The rest of our group had their smoko and then mingled around the showgrounds to take in the ambience of the day.

In the meantime, Clem another judge and

myself had the arduous task of judging so many well-prepared vehicles from baby Austins to Rolls Royces, 48-215 Hoden (FX) to Cadillacs, Falcons, Zephyrs and Mustangs, early Chevys and Fords and many other marques too many to name. Crikey, how do you compare a baby Austin to a XYGT Falcon????

Then there were motorbikes! Harleys, Nortons and smaller rare ag bikes including a military parachuter's minibike.

Anyway, after a couple of hours we got on top of it and handed our individual scoresheets into the show officials.

By now a barbeque lunch was on the go and so we all rejoined and tucked into a typical bush sized steak and salad. Soon after lunch, the awards were given out and in our group John & Gail Newton picked up a trophy for one of the top five best cars of the show with their E type Jaguar and Paul Lynam picked up Best Motorcycle with his newly acquired Norton 750 Commando.

Time was marching on by now and so we held a brief meeting and decided to go home via the Baralaba -Duringa Road.



All was going well until, at the Capricorn Highway T Junction we had a rather nasty incident where somehow during braking, Phil W clipped the tail of Paul's new Norton sending him off his bike and on to the roadway and then when trying to avoid Paul, Phil crashed into the post of a cattle grid.

Thankfully although quite shaken, Phil and Paul seemed relatively unhurt at first, something that was confirmed by, as luck would have it, a passing ambulance driver. Our Jo was quick to grab our first aid kit and dressed and cleaned Paul's wounds that were bleeding and settled both Phil and Paul down who by now had consoled each other in true Aussie mate-ship ways.

Next drama was how were we going to get the drivers and vehicles home? The RACQ didn't want to know us and neither did any towing companies that were relatively local. That's when we contacted Wayne Kirwan, our Chapter Liaison Officer who was also at the show with his lovely partner, Megan Perritt. Neither of them hesitated to offer us a loan of their Car Trailer and Hi Lux to recover the damaged vehicles.

They drove straight over from Baralaba with the Toyota and trailer. In the meantime, Neville, Gurney and Ewan went to work to remove Phil's MGB from the grid and bend the left side mudguard back enough so as the tyre wasn't jammed hard up against the body work which allowed us to move and later load the MGB with relative ease. As this occurred on a relatively tight bend, Phil Henry assumed Traffic controller to avoid further mishaps.

It wasn't long before Wayne and Megan turned up and then it was all hands-on deck to first load Paul's Bike up the front and still had enough room for Phil's MGB.

At this stage in the story, I must commend all our members who were on the run and stopped without a second thought to help with the situation. I also must commend the members of the Jaguar drivers register who were present and stopped to help.

Once loaded we resumed our journey back to our homes but with a reshuffle of cars and drivers. Lyle drove my MGA home, Paul went home in with Clare in her MGA via the Rockhampton Hospital for a check over at Clare and Jo's insistence, whilst I drove Wayne's Toyota Phil W as a passenger with the two Damaged vehicles in the Trailer. Paul and Clare spent considerable time in the Rockhampton Hospital while Paul had a scan and X-rays of his suspected damaged limbs. It turns out he had a broken right leg and two broken bones in his right hand yet at the scene he was walking about albeit with a little limp; talk about tough!

On a brighter note, it has been sixteen (16) years last Sunday since our Chapter was first welcomed into the Greater MGCC of Qld Inc. A lot of water under the bridge and kilometers on the road has passed since then and sadly a few original members have passed away. Unfortunately, the above incident is the first after many years and kilometers of organised runs with our MGCC and in particular our chapter, The Capricorn Chapter.





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Chapter Chatter

BUNDABERG CHAPTER

By Dave & Jenny Cook

March 25

With the inclement weather we were unsure whether to hold the Noggin & Natter or not, but being the tough outdoor types that we are we persevered, the weather waited until we were cleaning up before giving us a cooling shower.

We had a small but congenial group of members, as quite a few of the members are away, the usual banter about various dramas with our cars including a certain Porsche with a starter motor that is quite happy where it is.

The food was cooked beautifully by Larry who has much better cooking skills than I, plenty of nibbles and sweets to finish made it a very enjoyable day.

Thanks to all who attended.

Attendees: Steve & Tracy Gable, Bob & Sue Murray, Larry & Brenda Lipscombe, Bryan Crossley, Stuart & Trish Hargraves, Graham Leacock & Marillyn Kerrigan, Graeme & Paula Brown, Ian & Tracy Nannes, Denis & Imelda Logan & Jenny & I.





May 22

Allan & Joy organised a bowls morning at the Palm lakes Resort in Bargara, only 6 of us turned up at the Hummock Lookout so we headed down to the Resort to be shown around and a cup of coffee before the competition started.

We had 2 games before enough was called' all I can remember is that I was last and I think Tracy won. We sat outside for an extended BBQ lunch before heading home.

A very enjoyable morning we must do it again, thanks to Allan & Joy.

Attendees: Allan & Joy Kruger, Ian & Tracy Nannes & Jenny & I.

May 26

We had a small turn out at Quay st for the run to 1770 Agnes Waters to visit the festival, after a comfort stop at Rosedale, we continued on to 1770 where we it was quiet and lots of food vans, we perused the event for a while and had a coffee then headed for lunch at the tavern where Graeme had booked us a table. The food was of a good standard and the place has had a lot of work done very pleasant atmosphere. After a longer than usual chin wag, we all headed for home.

Thanks to Graeme & Paula for organising the run. Thanks to all who attended.

Attendees: Bob & Sue Murray, Larry & Brenda Lipscombe, Graeme & Paula Brown, Keith & Di Charmaine & Jenny & I.



Competition Corner

SEQ TOWING SERVICES/COTTONS CREATIONS/FLY ENGINES 2024 QUEENSLAND HILLCLIMB CHAMPIONSHIP

Practice on Saturday was held under cold cloudy skies therefore no record times were predicted.

Fastest times by the Formula Libre drivers were set by Dean Amos (38.45 seconds), Brett Bull (39.83), Warwick Hutchinson (40.58), Jim Milliner (43.43), Mick Harders (44.24), Doug Daniels (44.27), David Quelch (44.72), Ed McCane (48.22), Luke Weiks (49.80).

Quickest Sports cars were Ross Mackay (44.18), Jim Heymer (46.35), Terry Sprotson (49.04)

Adrian Purcell was the fastest time for Sedan cars with a 47.22, Jeff Daniels (47.44), Ken Graham (47.49), Brendan Merrick (48.63), Richard Marken (49.04), Jeff Watson (49.46), Phillip Rowen (49.48), Rhys Ellison parked the Renault in the Queensland nutshells causing only embarrassment.

Stephen Edwards had troubles changing from first to second gear in his GS Yamaha R6FL. He believes he has a bent selector fork in the Yamaha motorcycle engine and gearbox. As the gears are in a sequential pattern Stephen could not by pass using second gear. He would attempt to launch in third gear on Sunday to overcome this issue.

Just as Saturday was overcast Sunday was brilliant even if a little chilly. A good crowd occupied the seating in the spectator area and kept the poor canteen volunteers busy throughout the day.

SEDAN CARS

Road Registered Non Log Booked Up to 2000 ccs class went to Harry Doling (Toyota Celica, 48.12) with second spot to Mark Cunningham (orange coloured Toyota Celica, 50.72), Rhys

Ellison (Renault Cilo RS197, 52.03), Krystal Cunningham (green coloured Toyota Celica, 55.81), Peter Edwards (Ford Focus, 56.69) with junior driver Ebonee Edwards recording a 56.77 time in the Ford Focus. Rhys had competed in the Queensland Motorkhana Championship with the Inter Club Challenge in the Renault the weekend before.

Krystal and Ebonee swapped class places throughout the day with Ebonee ahead for the first and second runs, Krystal ahead for runs three and four, Ebonee ahead by 0.32 of a second for the next three runs until Krystal ran her best time of 55.81 seconds on the last run.

Brendan Merrick won the 2001 ccs and over class with a 47.73 run in his turbocharged Datsun 120Y with a 0.75 second gap to Phillip Rowen (Renault RS 250 Megane turbo, 48.48), then 0.64 second to Jeff Watson in his newly acquired Honda Civic type R with a 49.12 run, the Ford Focus XR5 turbo of Andrew Pearce with a best run of 50.58, Cecil Morgan (Hyundai i30N turbo, 52.00), Cam Morris (Leyland Mini turbo, 52.52) with Gary Worrall in the Hyundai i30N turbo with his best run of 53.78. The gap between Jeff and Phillip was 0.07 seconds for the first two runs before Phillip moved into second spot with the gap changing from 0.04 to a final 0.64 seconds. All Wheel Drive Forced Induction class went to Adrian Purcell (Subaru WRX turbo, 48.46) with John Stuckey recording his best run of 49.98 seconds in his Subaru WRX CSE2.

The Improved Production 1601 to 2000 ccs class went to Troy Mavin Ford Escort Mk 1 with a best run of 52.30 seconds whilst the larger engine capacity class went to Ken Graham in his Datsun 1600 SSS in 46.39 seconds. Troy Mavin had competed at Mount Cotton from December 1998 to October 1999 in the Escort. At that time had the 2 litre Pinto engine with a Sierra gearbox. Currently is powered by a Ford Duratec engine with a 5 speed Holinger gearbox and Toyota Hi Lux

differential.

Class win in the Sports Sedans went to Ben Everson (Subaru Impreza, 53.39) in the under 2 litre class and Michael Larymore (Toyota MR2 turbo, 45.40) in the over 2 litre class. Michael Larymore (Toyota MR2 turbo, 45.40) which was 0.30 of a second to Alex Daniels (Ford Escort, 45.70), Richard Marken (Peugeot 405 Mi16, 49.68) with Daryl Small in the Holden Commodore VL with only one run of 59.85 before suspension worries meant the Commodore was on the trailer.

Michael and Alex swapped the class lead several times with Alex ahead by 0.57 seconds on the second run, Michael ahead by 0.19 on the third run, Alex ahead again on the fourth run by 0.15 , before Michael claimed the first spot by the 0.30 of a second. The Escort is powered by a Toyota Supra turbo engine with the Supra gearbox and Toyota Hi-Lux differential.

HISTORIC GROUPS

Group N covers the makes and models of Touring cars which competed from 1 January 1965 to 31 December 1972. Paul Shergold took the under 2 litre engine capacity class with a 54.64 time in his Ford Cortina Mk 2, with Greg Schildt recording a 55.76 time in the Ford Cortina Mk 1. David Malone won the over 2 litre class in his Holden Torana GTR XU1 with a best run of 51.81 seconds.

Group T Sports Cars is for production sports cars with a competition history between 1 January 1941 to 31 December 1981. Barry Campbell won this class in his Bolwell Mark 7 with a run of 59.22 seconds. Barry had competed at many circuits including Hume Weir, Phillip Island and Bathurst. The Bolwell which is Barry's second model runs all Holden parts with a 179 engine block, Holden 4 speed gearbox and differential.

SPORTS CARS

Sports Cars (Open and Closed) class went to Jeff Graham driving his Mazda MX 5 with a 49.05 time followed by Connor Tebble in the Locost Roadster with a best time of 51.08 seconds. Connor improved his times through the day with runs 60.11, 56.51, 54.86, 52.42,

51.23, 51.08 seconds.

Ian Power was the fastest in the 2B/2F Production Sports Car up to 2000 ccs with his best run of 58.43 in his Mazda MX-5 with a 0.70 seconds gap to Stephen Callaghan (MGB, 59.13) with Chrystellee Semple in her MG F/TF with a best run of 80.83 seconds. Mark Crespan won the over 2 litre class in his RMC Ford Cobra with a 44.53 time.

Ross Mackay won the Sports1300/ Supersports in his Williams Sports Racer in 43.28 seconds ahead of Jim Heymer (Farrel L Clubman, 45.64) and Terry Sproston (Aussie Race Car, 48.60). Ross Mackay Williams Sports Racer. Car built by Mark Williams in China powered by a 1340 cc Gen 2 Hayabusa.

FORMULA CARS

Chris Beahan recorded his best to date in the Allman Formula Vee with a 50.03 second time to take the Formula Vee class. Chris is searching for that 0.04 of a second to record a sub 50 second time.

Jeremy Mattea in his Spectrum 05c 1600 crossflow won the Formula Ford 1600 class with his best run of 46.54 seconds. Mick Harders won the Superkarts class in his Esprei KZ kart in 44.59 seconds. Stephen Edwards took the Formula Libre up to 750 ccs class in his 600 ccs GS Yamaha R6FL. From his issues on Saturday in selecting second gear Stephen commenced his climbs in third gear slipping the clutch off the line. Without second gear his speed up each climb was slower than usual as was the exit from the hairpin. Best run of 48.69 seconds.

The 751 to 1300 cc class went to Neil Lewis in his own design and built Fly 001 Hayabusa (40.90 seconds), 0.15 of a second from Jim Milliner (OMS 2000M GSXR Suzuki 999 ccs, 41.05), Luke Weiks (Empire 001 GSXR Suzuki, 42.49) just 0.23 second to David Quelch (his Homebuilt DPQ03 Gen 1 Hayabusa, 42.72) with a 0.02 second gap to Doug Daniels (nutec Formula Libre Kawasaki ZX10R, 42.74) with Ed McCane in his OMS CF04 Gen 1 Hayabusa with a 43.89 time. Jim

was in first place for the first four runs before Neil ran 0.15 of a second faster.

Luke was in second spot to run three then dropped to fifth spot before his 42.49 for third. David was in third spot to the fifth climb when Luke ran 0.23 faster. Doug lowered his times from 45.69 to 44.00, 42.93 and 42.74 for fifth spot and Ed ran 47.4, 45.74 and 43.89 seconds.

The 1301 to 2000 ccs went to Matt Read in his Readster MTR1 powered by a turbocharged Yamaha R1 engine for his best of 45.83 seconds. The Readster has grown wings and some body work which Matt said was scientifically designed and increased the weight by some 50 kilograms.

The larger engine capacity class win and therefore the Fastest Time of Day was won by Dean Amos (Gould GR55B Nicholson McLaren V8, 36.36) from Warwick Hutchinson (OMS28 RPV03, 37.51) with 0.01 of a second to Dean Tighe (Empire Wraith now Turbocharged, 37.52) with Brett Bull in his Van Diemen RF03K Kawasaki turbo in 38.63 seconds.

Dean Tighe had changed the induction from a supercharged setup to turbo. Dean and helpers completed the car 11.00 p.m. on Saturday evening and after each run were remapping the engine management system to gain better performance. His times improved from an initial 47.92 on his first run to 44.02, 40.77, 39.31, 39.11, 38.75, 37.70, 37.52.

Warwick (41.04) led the class after the second run by 0.06 of a second to Dean Amos (41.10) who was 0.79 second from Brett (41.89) and 2.13 seconds to Dean Tighe (44.02). Run three and Dean Amos gained the lead which he held to the end of competition. Warwick's times were 38.97, 38.09, 37.62, 37.57 and his best to date of 37.51 seconds. Brett's times were 39.04, and his best 38.63. Dean Tighe gained third place in class and for overall on his seventh run.

MAJOR AWARDS

Martin Tighe for best performance of a Formula Ford: Jeremy Mattea

Fastest MG: Stephen Callaghan
Cottons Creations Fast Ladies: Krystal Cunningham

Appleby trophy for fastest sedan: Michael Larymore

Hamilton trophy for best performance by a historic vehicle: David Malone

John English trophy for best time by a Queenslander: Warwick Hutchinson

Glyn Scott trophy for fastest time by a sports car: Ross Mackay

Paul Aitkin trophy for best aggregate time by a motorcycle engine vehicle: Dean Tighe

Tasman Building Society for Fastest Time of Day: Dean Amos

APRIL MOUNT COTTON HILLCLIMB ROUND TWO

No class records were broken during this round. Several drivers were close to the record in their class with Harry Doling being 0.12 second from his class record, Dean Amos 0.48 from his record and Ken Graham 0.66 outside his class record.

REGULARITY

Robert Martin (Daihatsu Handi) took the round down 12 points from Rob Souter (Toyota Corolla, loss of 22 points), Stephen Callaghan (MGB, 29 points), Shaun Rankin (BMW Z4, 36) Chris Lake (Toyota 86, 43), Lindsay Derriman (Toyota Yienta on 44 points) with Chrystellee Semple (MGF/TF, 76 points).

Shaun held the class lead for the first 3 runs from Robert Martin, Chris, Lindsay, Rob Souter, Stephen and Chrystellee. By the fourth run Robert gained the first position with Chris in second spot up to the fifth run before Rob moved into second place. Stephen improved his place from sixth spot to third position from Shaun then Chris just 1 point from Lindsay and Chrystellee.

HISTORIC

Barry Smith overcame the troublesome shift from first to second gear by commencing his

run in second gear from the start and using the torque of the Ford V8 Special. His best run was 56.58 seconds in Group K (Post Vintage Thoroughbred cars). In Group Nc for Historic Touring cars David Malone recorded a best run of 52.80 seconds in his Holden Torana GTR XU1.

SPORTS CARS

Clubman Sports Cars Connor Tebble won the Clubman Sports Cars class with a best time of 51.40 in the Locost Roadster. The clubman is powered by a Nissan Silvia SR20 turbo with the wick of the turbocharger monitored by his pit crew.

Production Sports cars up to 2 litres class was won by Ben Stevens (Lotus Elise, 49.80) with Harrison Waldron recording a 52.76 time in his Mazda MX-5. Dave Roberts took the over 2 litre class with a 49.70 run in his MGB V8 roadster.

Jeff Graham was the faster in the Sports Cars class with a 49.11 seconds run in his Supercharged Mazda MX-5 whilst Andrei Shinkarenko's weekend in the Saker SV-1 ceased with differential issues. Andrei had recorded a best run of 57.01 seconds prior to his issue.

Quickest sports car for the weekend and fastest in the Supersports/Sports 1300 class was Jim Heymer in his Farrel L Clubman with his personal best time of 44.64 seconds. Next in the class and seconds fastest sports car was Terry Sproston recording a 48.38 time in his Aussie Race Car.

SEDAN CARS

Dave Sidery was the faster in the Improved Production up to 2 litres (Volkswagen Beetle, 50.26) with Robin Manning recording a 55.04 time in his Mitsubishi FTO. The over 2 litre class went to Ken Graham (Datsun 1600 SSS, 46.27) ahead by 0.75 seconds from of Waco Hamlin Honda Civic (47.02).

Road Registered Sedans Cars up to 2 litres engine capacity was won by Harry Doling (Toyota Celica, 47.98) from Don Milner (Triumph Dolomite Sprint, 51.53), Peter Edwards (Ford Focus, 56.09) with junior

driver Ebonee Edwards in a best run of 58.84 seconds in the Ford Focus. The over 2000 ccs class went to Chris Balhatchet (Renault Megane turbo, 49.77) finishing a 0.40 seconds from Nicholas Arena (FIAT Abarth 595 Competizione turbo, 50.17), Ray Balhatchet Renault Megane turbo (52.48) with Camm Morris in his Leyland Mini turbo (54.53 seconds).

In the Modified Production Sedan Cars classes Sean Wade (Nissan Pulsar, 48.64) took the up to 2 litre engine capacity class from Jay Matsen (Honda Civic, 52.90) with Blair Jedras (Honda Civic, 54.07) just 0.28 second ahead of Noel Dore in his Volkswagen Beetle (54.35 seconds). Brendan Merrick was the faster in the over 2 litre class driving his Datsun 120Y turbo for a best run of 47.92 seconds with Lachlan Wyeth recording a 55.91 time in his Toyota 86.

Sports Sedans up to 2000 ccs went to Michael Green Hyundai Excel (50.57) 0.30 ahead of Jeffrey Bird Morris Mini (50.87) Mark Baker Alfa Romeo Alfetta, (58.98) with junior driver Miki Worrall Daihatsu Charade (60.12). Jeff held the class lead for the first eleven runs before Michael claimed the win on his final climb Had been improving his times from 57.43 to five runs recording times in the 51 second bracket before his best run. Alex Daniels took the larger engine capacity class in his Ford Escort turbo, (46.81) followed by Richard Marken (Peugeot 405 Mi16, 48.58), Mark Jackson (Alfa Romeo Giulia turbo, 51.24) and James Hodgson with only one run in his Ford Mustang for a 56.04 time.

Other class winners were Adrian Purcell in the All Wheel Drive Forced Induction with a best time of 46.39 in his Subaru WRX turbo whilst Brad Smith won the Circuit Hyundai X3 class.

Brad recorded only one run of 56.48 seconds as the engine had too much blowby so the Excel was wisely retired before any oil was sprayed onto the track surface. A busy week is ahead as an engine swap is necessary for the State Racing Championships round 2 at Queensland Raceway scheduled for the following weekend.

FORMULA CARS

Chris Beahan won the Formula Vee class with a 50.21 time driving his 1200 cc engine Allman Formula Vee car. Engine power with cars of this capacity could be possibly 50 bhp so need to be driven efficiently. Mick Harders took the Superkarts class in his Esprei KZ cart with a 43.45 time.

Formula Libre up to 1300 Jim Milliner (OMS 2000M) was in the lead position from his first run and his best of 40.47, David Quelch (Homebuilt DPQ03) who recorded all of his runs in the 42 second bracket with his best of 42.15, Ian Rennick (LC Eliminator, 45.29) only 0.19 of a second from Doug Daniels (nutec Formula Libre, 45.48 seconds).

Class win in the over 1301 cc class went to Dean Amos in his Gould GR55B Nicholson McLaren V8 with a best run of 36.64 with Warwick Hutchinson recording a best run of 38.35 in his OMS28 RPV03 turbocharged Rotary powered vehicle.

Fastest time for the Formula Libre cars and Fastest Time of Day was set by Dean Amos (Gould GR55B, 36.64) with Warwick Hutchinson (OMS28, 38.35), Jim Milliner (OMS, 40.47), David Quelch (Homebuilt, 42.15), Mick Harders (300 cc engine Esperri KZ, 43.45), Ian Rennick (600 cc Eliminator, 45.29), Doug Daniels (nutec Formula Libre, 45.48), Chris Beahan (Allman Formula Vee, 50.21 seconds).

Jim Heymer was the quickest of the Sports cars with a personal best run of 44.64 which was some 0.55 better than his previous best time. Next was Terry Sproston (Aussie Race Car, 48.38), Jeff Graham (supercharged Mazda MX 5, 49.11), Dave Roberts (MGB V8, 49.70), Ben Stevens (Lotus Elise, 49.80), Connor Tebble (Locost Clubman, 51.40), Harrison Waldron (Mazda MX 5, 52.76), Andrei Shinkarenko (Saker SV 1, 57.01).

Fastest of the Sedan cars was Ken Graham (46.27), with Adrian Purcell (46.39), Alex Daniels (46.81), Waco Hamlin (47.02), Brendan Merrick (47.92), Harry Doling (47.98), Richard Marken (48.58), Sean Wade (48.64), Chris Balhatchet (49.77).

TOP SIX SHOOTOUT

Dean Amos took this shootout round with a 37.95 time from Warwick Hutchinson (39.31), David Quelch (42.56), Adrian Purcell (46.64) whilst Jim Milliner's run ended in the Queensland nuts barrier in the hairpin when both the brake and accelerator pedals were pressed at the same time.

Best MG up to 2000 ccs: Stephen Callaghan

2001 ccs and Over: Dave Roberts

Best MG: Dave Roberts

Most Improved: Nicholas Arena

Next event is a Test and Tune on Saturday 4 May followed by the Queensland Hillclimb Championship on 1 and 2 June then club round three on 22 and 23 June with round 4 on 27 and 28 July.

MOTORKHANA

First motorkhana event for this year was held at the drift area at Queensland Raceway. The day was wet. Thus the opportunity for all to splash and slide around the test layouts, quite enjoyable.

Test layouts were Top Hat, Star, Twist and Fly on one area with Spiro Slalom, Bent Slalom, Serpentine and Pine Tree being on the second area. All test were run.

Those MG members slipping, sliding and smiling were Ally Walker, Graeme Walker, Brant Rayment and Malcolm Spiden. Next motorkhana is the Inter Club with the Queensland Motorkhana Championship on Sunday 26 May.

QUEENSLAND MOTORKHANA CHAMPIONSHIP WITH INTER CLUB CHALLENGE

The second motorkhana for this year was a dual event, a round of the Inter Club Challenge and the Queensland Championship.

A beautiful day in Autumn greeted the 37

competitors who arrived at the skid pan come drift section at Queensland Raceway.

Ten tests for the Inter Club part were Star, Straight Slalom, Top Hat, Gate Slalom, Bowler, Pine Tree, Pentagon, Arrowhead, Happy Birthday and World Tour.

For the 30 drivers contesting the Championship an extra two events being the Hopkirk and Paddy would be included in the time score.

Results for the Inter Club section were based on the handicap system as per the Queensland Motorkhana series appendix.

Visitors from Batemans Bay were the Wullemin family.

Aaron winner of the 2019 and 2022 Australian Motorkhana Championship as well as multiple Victorian titles plus South Australian and Queensland championships. Hamish current 2023 Junior Australian champion both driving rear wheel drive W 003 special with Lauren and daughter Shyla in the front wheel drive XL001 special both vehicles being automatic

transmission.

Local state champions competing were Noel Caplet, Brant Rayment, Dan Callan and Stewart Bell.

Results for the Championship were Aaron Wullemin claiming his second Queensland title with Hamish East-Wullemin in second spot, Stewart Bell, Gary Kotzur, Lauren East-Wullemin, Brett Davidson, Scott Longton, Simon Caplet, Noel Caplet Mark Anderson. Best Lady award went to East-Wullemin whilst the Best Junior competitor was Hamish Wullemin

First ten in the Inter Club Challenge section were Stewart Bell, Brett Davidson, Mark Anderson, Todd McGuire, Dan Callan, Christopher Rahmann, Malcolm Spiden, Rhys Ellison, Kent Kuscker, and Dick Reynolds.



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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

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



Race Meetings