

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 6

November 2011



Ian Bryant's MGB GT at Vintners Secret Winery, Childers.

Patron: Dick Johnson

www.mgccq.org.au
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President's Report

It is said that life is like a wheel so, sometimes, you end up back where you started at some previous time. I always thought that I had done my time for the Club, but I seem to have rolled back to the same job after many years have passed.

For the many who don't know me, I started helping a competitor at Mt Cotton, joined the Club back in 1972 and soon the Mt Cotton Hillclimb had me as competitor in my 4 door HG Holden and then HQ station wagon. The exuberance of youth far out weighed my skill level and the wagon almost became a second loop victim. Discretion had me retire until I could compete in something other than my work vehicle.

It was not until 1986, after I purchased a Formula 2 car (Mk6 Cheetah open wheeler racing car) that I rejoined the club. Many of the same faces I knew from the seventies were still active. Many even remembered me. Back then as a bright young lad, the best and most useful Club adventure was the Lowood driver training day. This event was run by MGCCQ with instructors John Fraser, Kerry Horgan, Iain Corness, Vern Hamilton with many others, like Joan Appleby, there to help doing the paperwork check and a young Malcolm Spiden showing how to handbrake spin a Midget on the main straight. Lap after lap was run at Lowood (a farmer's grazing paddock then and, since the circuit was officially closed, now is a housing estate) past the long grass encroaching onto the once magnificent circuit with the ever so patient instructors sitting quietly coaching and fine tuning. Magnificent! The knowledge I gained from that Club event in just one day has been with me for a lifetime.

For those in recent years those of you who have gone to the Morgan Park Christmas in July MGCCQ track day can relate to the joy of driving well and improving your skill. It is not just about driving flat out, but quickly and smoothly to make your day to day driving more enjoyable. Watch for return of this event in 2012.

Sorry but I have digressed. I was back in 1986 and needed to join a Club for my CAMS licence. Where else but back to the Club that gave me companionship and skills. Where else could I go hillclimbing or racing, meet great people,

enjoy their company, enjoy the days out, and be accepted even if I didn't own an MG. Isn't this diversity what we all hope to get from joining our Club? Soon my "old Mate" Joan Appleby had me on the committee and working for our Club. Club life wasn't as busy as it has become today, but everybody seemed to help and the work was done.

We are all most fortunate to belong to a Club that is so diverse in the range of vehicles from Pre-war to current models, square riggers to sleek sports with activities to suit a wide range of vehicles and people. Why not jump out of your comfort zone and become involved in the other areas of the Club. You might even enjoy these adventures as well. I must have as well, as I too now own an MG or two.

Our Club is one of the few that own their Club rooms; a great facility, bar, extensive library, a place to catch up with old friends and perhaps make new ones. The Clubrooms are perhaps our most under-used asset. Currently it is only used 4-5 times a month. It is there to be used. Why not suggest something to your committee to involve your group or discipline? Retired folk enjoy the midweek runs. Why not an alternate week day at the clubrooms for a social get together?

I am not in the chair to reinvent the wheel but rather to continue the great tradition of the Club that has been built by many, many people over some fifty plus years. Your committee is not the Club but rather manages what our members could reasonably expect and require for the benefit of all.

I look forward to meeting and talking with all of you.

It is with regret that I learnt of the passing of Wide Bay Chapter founder Ian Bryant who, along with then President David Miles, was instrumental in the founding of the MGCCQ Chapters and the growth of our Club. My condolences to his family and friends.

David Robinson.

Some words from Elaine...

With this being the last issue for this year, it is an appropriate time to say a big 'Thank you' to a number of people.

Firstly, on behalf of you all, I wish to thank our wonderful graphic artist, Sylvia, at AllType Colour Printing where our Octagon is put together and printed. This is probably the last Octagon with Sylvia's magic touch as she is expecting a baby early in the new year. I have appreciated, and will miss, Sylvia's expertise and obliging manner and wish her every happiness for the future.

At this time every year I contact our Club Chaplain, Ken Trudgian, with the annual request for a Chaplain's message for the final issue of the year. Ken always responds promptly with a relevant and thoughtful message. Thank you, Ken.

Then we have our regular contributors. Ace Reporter has been reporting on competition events for longer than we can all remember. His reports are distinctive as he makes a point of commenting on every competitor's results and intersperses these with interesting snippets of information that he gleans on his trips through the pits in search of the good stories.

More recently we have had regular reports from our Chapter Coordinators giving us interesting summaries of the events available to our Club members in those four 'corners' of the State. It is with great sadness that we note the death of our first trailblazing Chapter Coordinator, Ian Bryant of the Wide Bay Chapter. Our sympathy goes to Helen and to all in the WBC. See their tribute to him on page 42.

Those who take on the task of organizing a day run or midweek run also assist by providing a report and photos so that we can all share in their experience. Our

new Club Captain (Social), Larry Ryan has provided his report of the first Club run he organized. Don't miss it; it's a bit different!

This year Tim the Techman offered his services and I am sure that his column has brought a smile to your face when you read his words of advice.

Finally, thanks to all of you who contribute to the Octagon by sending in a photo from an interesting location, a bit of MG related news, a report on an interesting event in which you have either participated or been a spectator etc. Please keep them coming as there always seems to be positive feedback on the quality of an issue when reports of this type are included.

As promised last issue, you will find an article on the nomenclature of MG models which is bound to either enlighten or confuse you. Find out if your MG is really what you think it is!

With little of this year remaining, the calendar of events takes up only one page of the calendar insert. Dates have been established for a few events for 2012 so they have been included. The full calendar of 2012 events will be published in the January Octagon. An order form for Club regalia has been included in the calendar insert to make your Christmas shopping easier.

The closing date for material for the January 2012 is unforgettable as it is Dec 31 2011..

Membership

We welcome the following new members and wish them a long and happy association with the Club.

Wayne Fleming
Garth Barnes
Jan Burke
William Denham
Norma Gilbert
Warwick Gilbert

Chris Hunter
Benjamin Moore
Brian McKendry
Burnett North
Randall North
Robert Smeaton

Mark Pickering
David Vockler
Rodger Warne
Robert Weber
Leslie Wilson
Mike Barnett

William Degotardi
Barbara Gosper
John Gosper
Gregory Westenberg

Notice Board

The Clubrooms are open on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$2.50. A night navigation run which could take the form of a tabletop rally will be conducted on the third Friday of every second month and there will be a concentrated attempt to have something special happening on the first Friday of each month. Your suggestions are welcomed.

Fri 18 Nov Noggin 'n' Natter

Sat 19 Nov

Mid afternoon to mid-evening navigation run starting from Clubrooms. Contact Brian Krieger 0417 008 348. (Pointsoring)

Sun 20 Nov

Afternoon Run – Meet at CLUB ROOMS @4pm, for 4.30pm departure to Wynnum Road, Tingalpa for a run which will end at a Sri Lankan restaurant for an 'all you can eat' buffet at \$20 perhead.

Contact Charmaine Pereira on 3286 3518 /0403 290 374
OR Email: bcpereira@bigpond.com.
(Pointsoring) - BOOKED OUT!

Wed 23 Nov

Midweek run – Meet at Arthur Earle Park Nerang M1 exit 71 to inland side of M1. Map 37/K2 09:30am for 10:00am sharp departure.

Morning tea at Arthur Earle Park on arrival. Lunch at Coolangatta-Tweed Heads Golf Club, Buffet all you can eat at about \$15 a head.
Contact: Bruce Ibbotson 3366 1889

Sat/Sun 26/27

Tighe Cams Series Rd 6

Fri 2 Dec

Presentation of Tighe Cams trophies at Clubrooms. Finger food available. More information will be posted on the website closer to the date.



Fri 9 Dec

Christmas Noggin 'n' Natter at the Clubrooms including celebration of work achieved there since the flooding and the ceremonial unveiling the name of the bar. Aussie Christmas Plate & Desert available at \$7.50 per person. Be present for the official naming of the bar and a celebration of the work that has been done to restore the Clubrooms.

Sun 11 Dec

Evening BBQ.
Contact Margaret Mattea 3263 2625 for details.

2012 dates already finalised

- | | |
|---------------------|--|
| Jan 28 | Annual dinner and presentation of trophies. Watch for your invitation with your renewal of membership form in early December |
| April 6-9 | National meeting in Tasmania |
| May 20 | 'McLeans Bridge at Lakeside display' |
| June 2-3 | Qld Hillclimb Championships at Mt Cotton |
| June 17 | Open day/Swap meet at Mt Cotton |
| August 5 | Concours at University of Qld |
| Sept 23 | MGB 50th birthday celebration |
| Midweek runs | 4th Wed of the month except for April (Tues 24th) |

Please consult the calendar insert for Chapter events. Club members are reminded that they are welcome to attend any events in the Club calendar. For a full listing of events, see the calendar in the centre of the magazine. Please note that some dates may change; updates are available on the Calendar page of the website.

Chaplain's Message

CHAPLAIN'S CHRISTMAS MESSAGE

Australia didn't make the final of the World Cup and Mark Webber has been beaten by Sebastian Vettel for the F1 World Championship but at least Casey Stoner had a great birthday present by winning his 5th MotoGP at Phillip Island and achieving the World Championship for the second time; quite a weekend mid October.

Championships like these point to the end of the year, and no doubt the MGCC champion will be known by the time you read this. Also the end of year breakups are just around the corner. These are one of Australian's ongoing cultural activities which many look forward too, while others cringe.

Cultural activities such as the World Cup draw many cultures and Nations together to fight for that one achievement. It also reminds us of the multicultural nature of Australian society. Many of these different cultures in Australia today celebrate differently at the end of the year. The one end of year activity celebrated in Australia at present is Christmas. But the way we're going it may become lost in the many other celebrations at this time of the year.

In our club, the MGCC of Qld, with a membership over 800, it is possible we may soon be a multicultural club. How will we in the future cater for "Normal" end of year activities? Perhaps more importantly, how will we incorporate other cultures into the club's activities? These are questions the Management Committee will soon need to consider.

Recently, archeological work in South Eastern Turkey discovered a site some 11000 years old, much older than previously considered possible. It appears this site was religious in format and designed for worship, an aspect not considered possible by scholars of peoples of this period.

Makes me stop and think about changing cultures, multiculturalism and our present "norms" within Australia.

One aspect of the MGCC of Qld is the Hill Climb. Here drivers race against the clock for a quick time, the quicker the better. The times are becoming quicker and it seems to be in all classes. Perhaps it's better cars, better track and better drivers. As Simon and Garfunkle sang, "The times they are a changing", and faster.

So what will become of Christmas? Today in our culture, Christmas seems to be a lot about families, but the media recently suggested that by 2026 most people in Australia would be living as singles. Now that's a scary thought, how will they celebrate Christmas?

For close on 2000 years, amidst changing times and cultures, people celebrated Christmas with one main thought, Peace to the World through the birth of Jesus. My prayer for all of you in our changing multicultural society is that as celebrated at Christmas for many generations, there be PEACE TO THE WORLD through Jesus Christ. He came to unite all cultures through all time, drawing all into one family.

Our club is like a family, drawing different peoples from different ways of life to one thing in common, MGs and their way of life. That is what Christmas is about for many peoples and cultures.

May your Christmas season be one of true blessing, joy and peace, and may you enjoy it for many years to come. Happy Christmas and a wonderful New Year.

Your Chaplain Ken



NOMINATIONS FOR THE BRIAN TEBBLE AWARD

People familiar with the history of Mount Cotton Hillclimb will know that the late Brian Tebble, an early member of the MGCCQ, was instrumental in getting the Hill Climb circuit constructed. In recognition of individuals responsible for the ongoing work required for the maintenance and running of the Mount Cotton Speed Hillclimb Circuit, an annual award in Brian's name was formed three years ago.

Pat Walker, Greg Voltz and John Knoblauch were the recipients for the first three years and another significant person will be recognised this year.

The award recognises particularly outstanding efforts made by individuals who tirelessly work, sometimes behind the scenes, to ensure that the facility's magnificent grounds are always looking their best and that events

function smoothly. One person receives the award for their hard work during the year and nominations for 2011 are currently open.

If you know of any member not on the club management committee during 2011 or any non-member who you feel deserves to be recognised for their efforts this year please let us know through the contact details below. Nominations will close on 31 Dec 2011 and the award will be presented at the clubs annual dinner and presentation of trophies.

Andrew Willesden

aswillesden@bigpond.com

07 3398 1389

PROFILE OF NEW COMMITTEE MEMBER

Don Webster

I have been a member of MGCC since 1967 when I joined with an MGY. On realizing the limitations of this car for competition, I bought an MGTD in 1968 and ran it for a year before deciding that it could do with a rebuild (that took five years!). I subsequently had a lot of fun with this car and ran in Hillclimbs, Night Runs, Motorkhanas and Historic Racing.

In fact, I am still driving it today, although it has had several engines, gearboxes and repaints in that time, and looks like it is about ready for its next one. I am currently building an MGTD special including parts from MGA, MGB, MGY, MGYT, and MGZA.

Following a long period when I was not actively involved with the club, I was moved to offer assistance with the rebuilding of the club rooms after the January flood. This involvement gave me some "ownership" of the club rooms (you can blame the quality of some of that painting and plastering on me!) and I then thought of other ways to contribute, hence my nomination for a position on the Committee. My interests lie in T-Types, and I hope to encourage more of them to participate in club activities.

I am also on the Bar at times, so come up and say Hello.



Don in his MG environment at home.



Doing the timing at the hillclimb with Susan Willesden



TIM THE TECHMAN

Dear Tim the Techman,

When we go for a drive in our MG, my husband drives too fast. When I tell him he drives too fast, he just laughs and points at the speedo and says, Look! It says I'm only doing 60. But it just feels too fast for me. What should I do?

Nervous Nel.

Dear Nervous,

The speedometer of an MG is calibrated in miles per hour and not kilometres per hour. When he says its doing 60, that is 60 mph which is 100 kph.

Dear Tim the Techman.

My husband and I understand Her Royal Highness is coming to Brisbane. Would it be in order for the MG Car club to provide a cavalcade of British MGs to escort her? I would be most happy to join in.

My husband calls me the co-pilot and I can wear my lemon coloured hat and matching elbow length gloves. I bought them after the Royal Wedding and it would be just the thing.

Miranda Grovel.

Dear Miranda,

What a wonderful idea ! Unfortunately, the rules for discrimination do not allow your husband to address you as an inferior. That also means to balance things up, he would have to wear the hat and you can wear the gloves. Make sure you get the wave right.

Wanted

Details of the original registration number of an MGA Twin Cam Chassis No YD2 679 originally sold to an E R Dudgeon of Landsborough on 12 Nov 1959. If, by some chance, you can help with this, **please contact Dan Casey on 3284 7200.**

Information Ian Wilhelmsen of the Capricorn Chapter is to heading over to the UK and checking out some of the activities associated with the 50th birthday of the MGB. At this point in time he has been looking at June/July as he could possibly fit in a trip to the MotoGP and MG Live at Silverstone and The Goodwood Festival of Speed.

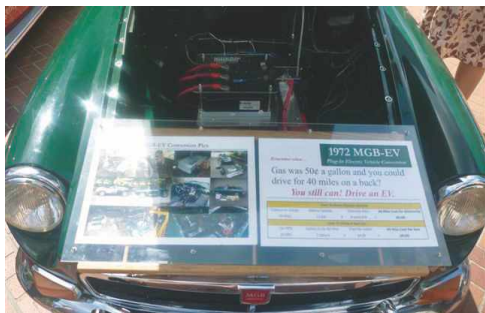
He has also been in contact with a classic car hire firm that hire out a V8 MGB roadster in the Cotswolds. He wants to know if anyone in the MGCCQ is contemplating heading over to the UK next year or if anyone that has done it in the past and would appreciate any tips to help him.

Please contact him by email at

Bits & Pieces

A number of our Club members are also involved in tether car racing and their Club, the Qld Miniature Race Car Club, recently held the official opening of their track at Tingalpa. It

was 'back home' in some ways for John Walker (pictured right) who used to compete in Club gymkhanas at the same venue in the 60s. John is pictured with Ron Clydesdale; other Club members, Graeme Walker and Brian Hunter were also present on the day. Photos were taken by Malcolm Campbell so there was a strong MGCCQ presence there. To find out more about this sport, go to their website <http://www.trcaa.org/>



On a recent trip to the US & Canada Geoff Wigg and his wife came across a display of electric cars in downtown Portland Oregon. It was being staged by the Oregon Electric Vehicle Association and among the exhibits was the pictured MGB.

Our intrepid inhabitants of Spridget Street were put to the test at Morgan Park on the weekend of 15/16 October when a bad storm tore through the venue late on the Saturday afternoon. The pictures tell the story but we know that they, and their shelters, will bounce back with the same enthusiasm they always show.



Top: Before
Bottom: After



At the October hillclimb, Roger Bartlett seems to be asking himself 'Where are they all?'



Michael Ciccotelli's dad found the most comfortable seat at the hillclimb and put it to good use! Hopefully he was having happy dreams of the days in the 70s and 80s when he was a very accomplished superkart racer and manufacturer.



Some very welcome new officials were inducted into their roles at the last hillclimb. Don Webster and Susan Willesden learned how to 'keep time' (see photo in Don's profile) and Rob McAulay was taught the fine art of start line line management by John Davies.



New (or should that be recycled) President investigates one way of getting on good terms with Steward Peter Marcovic and Asst Clerk of Course Helen Hunt (left) and timekeepers Andrew Lake and Brant Rayment (right).



Always the one with the eye for a photo with a difference, Cyril Bennett came up with this interesting photo. He used the reflection from a neighbouring car to enhance his TF with an extra wheel. The photo was taken at the Festival of Flight at Caboolture on August 28.

For Sale

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MGB SPORTS, 1967, Red, 5 wire wheels, chrome roll bar. 5 bearing crank shaft. Push button door handles. Needs a bit of love. It's straight. Full tonneau cover, new battery, radio.... OFFERS. \$4,900.00

NISSAN EXA SPORTS COUPE. Targa lift out roof. 5 speed gears. Twin Cam 16 valve engine. Radio. Factory mag wheels. Good race or hillclimb start off car. \$4,500.00 OFFERS

TRIUMPH T/R 7.1978. v/8. Fixed head Sports Coupe with Webasto sun roof. Automatic gear box. 5 original mag wheels. BRG paint is cracked needs repaint. \$6,500.00 OFFERS

NISSAN 300ZX. Hardtop coupe with Targa lift out sections. Automatic. Black in colour. Mag wheels, radio, electric windows, central locking. Great looking sports car. \$7,900.00. OFFERS

NISSAN EXA. Hardtop coupe with Targa lift out roof. 1993. White in colour, black trim. Has back seat. 16 valve twin cam engine. radio. \$4,900.00 OFFERS

BE A BRAVE COLLECTOR AND MAKE ME AN OFFER ON THE LOT !!!!!

Photos are on the Classifieds page of the Club website

MEMBERSHIP RENEWALS

Membership renewals will be sent out in early December.

Remember that you must be a member of a car club in order to have a car on special vehicle (concessional) registration.



Noosa Classic 2011

Marque of the Year Report

By Delia & Peter Rayment

The sun shone, the water glistened, the people came in their thousands and the MGs looked magnificent.

Set to a backdrop of the Noosa River, the Marque of the Year for the Noosa Classic Car Show was MG, within only metres from Hasting Street and the world famous strip of golden beach. A chronological array of cars representing 32 different models produced from the 1930s to the present, caught the eye of every spectator. Each car was labeled with its information tag with details like model, year of manufacture, number produced and any other special feature that the model might have had e.g. like the 4 wheel hydraulic jacking system of the MGs, Pre-selector gearboxes, record attempts etc. The crowd loved it. Saturday saw a Cocktail Preview Night with six different MG models gracing the Sheraton's Ballroom floor.



These were the N Magna of Ross Kelly, the MGA roadster of Trevor Jones, the SA of Scott Eyre, the ZT260 V8 sedan of Ken Wasley. Lastly side by side were the oldest and youngest cars of the show. The oldest being the blue 1931 C type Monthléry Midget of Ross Kelly and the youngest, a current model bright yellow

TF135 belonging to Rebecca Wasley. All created a colourful and interesting display of 75 years of MG. The theme for this night was the 60s to 70s and all who attended got into the spirit of the evening with much peace being offered. Debbie Slattery really dressed for the occasion and won the best dressed lady there. .



Top Right: Nick & Gwynneth Holman Won a Twin Waters holiday

At the Classic on the Sunday morning MGs did themselves proud amongst the other English, European, American, Australian and Japanese classics. The sight, we were told is similar to Pebble Beach in America. One sponsor said it was one of the better car shows on the Australian eastern seaboard.



Cars for the classic came from mostly South East Qld, with some from NSW and Vic. Classic wise it attracted over 3000 spectators on the day to view about 250 cars, drawn from many clubs. Proceeds from the day, after expenses, are donated to local charities. Over \$140,000 from the last 23 years has been donated to local charities.

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MG INFORMATION

	Name	Phone		Name	Phone
PRE - WAR	Dino Mattea	3263 2625	MGC	Chris Carswell	3378 4140
T TYPE	Peter Rayment	0407 693 947		Bruce Ibbotson	3366 1889
MGA	Richard Mattea	3325 0409	MG V8 RUG	Barry Evans	3425 1695
MGV	Tony Slattery	3391 3022	MIDGET	Ron Clydesdale	3263 6575
MAGNETTE SALOON	David Robinson	3255 9037(W)	MGF	John Boyce	3345 2530
MG8	Graeme Walker	0431 678 319			



Photo by Bob Lewis

Scott Eyre with the 3rd generation cream 1938 SA Saloon won the Best of the MG Marque at the show, picture above. Marque of the Show next year will be Rolls Royce and Bentley – put it in your diary.



It was a very worthwhile display of the MG Marque and we are truly thankful to those who helped make “The MG through the Ages” display happen. They were:

They were:-

1931 C Montlhery Midget
1932 J1 4 seater Tourer
1933 L Magna s/c
1935 N Magna s/c
1937 SA Saloon
1947 TC Midget
1948 Y Tourer
1949 Y Saloon
1952 TD Mk11

Ross & Georgia Kelly
Barry & Julie Evans
Ross & Georgia Kelly
Ross & Georgia Kelly
Scott Eyre
Aubrey Ross
Tony & Debbie Slattery
Delia & Peter Rayment
Bernie & Charmaine
Pereria

1954 TF
1956 Magnette ZA
1957 Magnette ZB
1960 MGA 1600 Mk1
1962 MGA 1600 Mk11
1962 MG1100
1964 B Mk1

Alan Tebbutt
Charlie Stafford
Paul & Lyn Lupton
Ross & Georgia Kelly
Coupe Graham Moore
David & Roslyn Garlick
Andrew & Susan
Willesden
Neil & Narelle Mills
Ken Wasley
Anthony Harrison
Errol & Wendy Hoger
Barry D Smith
Max Henderson
Desley & Pat Collins
Gwynneth & Nick Holman
Clive & Anne Mulder
Peter Gannon
David Davis
Peter Robertson
Rebecca Wasley
Ken Wasley
Ken Wasley
Sarah Wasley



The old and the new

All we know is that we barely had time to get some lunch as the spectators kept pouring past and people kept asking questions. The public were enthused and intrigued at the different models and interested to hear about the future of MG. They were equally amazed to see that there were so many different models. It was good to catch up with many old friends like Peter Gostelow from the MGCCV, Geoff Gettons, one of our past Secretaries of the MGCCQ in the 60s, the Horgans and many more.



Ross Kelly took out the Best Competition car with the black 1935 NA and his blue 1931 C type Midget taking 2nd in class

1967 BGT Mk1
1968 C GT
1969 Midget
1972 BL Mk11
1973 BGT Mk11
1975 BGT V8
1975 BGT Rubbarnose
1977 Midget Rubbarnose
1987 Metro
1989 Maestro Turbo
1994 MGRV8
2002 ZT190 Sedan
2003 TF135 Sports
2004 ZT260 V8 Sedan
2004 ZS180 Sedan
2004 ZR160 Hatchback

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Fuel Prices

R100	100 Octane	\$110/20 litres
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CX	110 Octane	\$125/20 litres
CXV	115 Octane	\$169/20 litres
(Also Available in 200 Litres - POA)		
Medical Grade Methanol		\$70/20 litres

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Photo from the day. Above: 746ccs in the 1931 C Type.

SPECIAL NOGGIN 'N' NATTER ON 14 OCTOBER



Barman Don Webster at work

A special Noggin 'n' Natter was held on Friday 14th October to commemorate the 50th anniversary of the running of the Australian Hillclimb Championships in Qld in 1961. They were held at Prince Henry Drive in Toowoomba. With our Club recently being advised that we will be hosting the 2013 Australian Championship at Mt Cotton there was an extra bit of celebration of that as well.

Special guests for the night were some of the people who entered that 1961 event. Headlining the guest list was Bruce Walton, winner of the 1961 event. Bruce was unbeatable in his era and won the event six times in the years from 1958 to 1963. Bruce was accompanied by his wife, Camille, who is also a motorsport enthusiast and



The food was plentiful and popular

was a competitor in a round Australian rally when they were at their peak of popularity.

Others who competed at that 1961 AHC and were present on the night were Ivan Tighe who broke Bruce's run of championship wins when he took the title in 1964 and Sib Petralia who admitted to entering the same event twice, the second time under the pseudonym Spartacus! Two entrants who didn't actually get to compete in the event were Tim Harlock and our Darling Downs Chapter member Trevor Watkins. Both were unable to compete because of car problems which had developed with their cars the day previous to the AHC at a race meeting at Middle Ridge circuit in Toowoomba.

John Davies was MC for the night making good use of the roving microphones now available to us thanks to the hard work undertaken in the Clubrooms by Max Johnson and Co. His preparation also allowed for those present to see some wonderful 'home movies' of Bruce at the wheel.

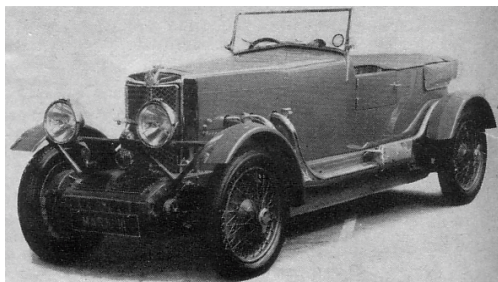
It was pleasing to see the number of our hillclimbers who came along to meet Bruce. Amongst those present were multiple QHC champion, Alan McConnell, Under 40s Club member Rod Johns, Chris Lake and John Boyce to name just a few.

Thanks to all those who came along, to Max for preparing the venue, to John for his hosting of the evening and to Neil Lewis and his crew for their catering.

Clockwise from opposite top: John Davies introduces the panel of guests; the 1961 entrants (L to R): Sib Petralia/Spartacus, Ivan Tighe, Bruce Walton, Trevor Watkins, Tim Harlock; Three AHC champions together: John Davies (1992, 1995), Bruce Walton (1958-1963) and Ivan Tighe (1964, 1985 and 1991); Clubroom; We let Bruce Walton know that his presence was appreciated; The Clubrooms were comfortably full.



WHICH IS THE M.G. 'B'?



No It's the one on the right hand side picture, also known as the Mark III or Tigress of 1930. The left hand picture shows the M.G. 'MGB' .. a different car altogether! In this article, MIKE ALLISON attempts to sort out the complexities of the various M.G. model coding systems through the years.

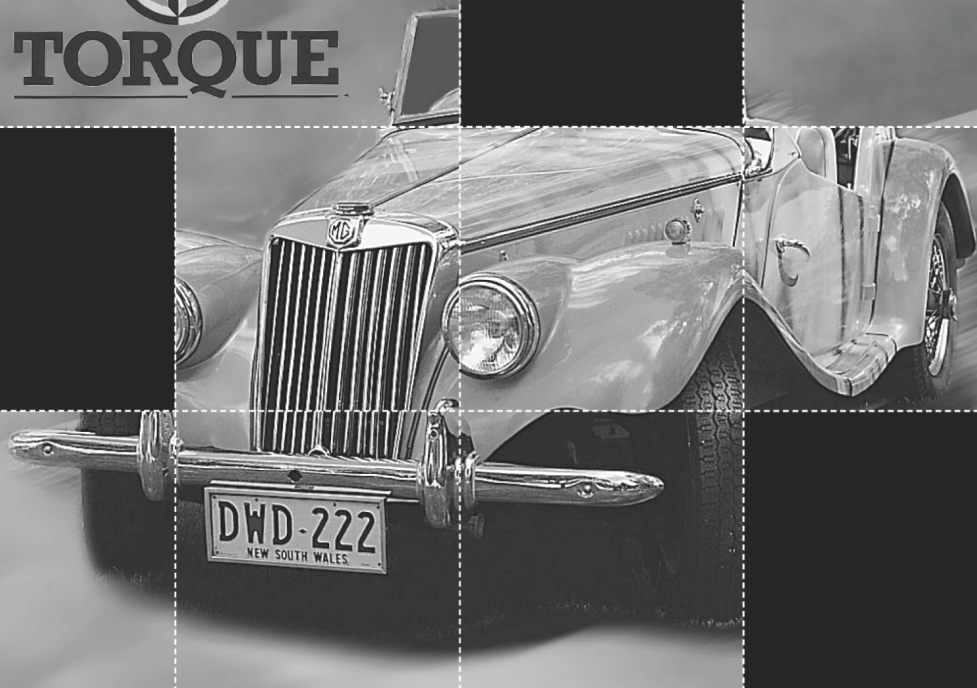
It is customary for any motor-car manufacturer to 'name' his cars. Through the years there has been a succession of M.G. 'Midgets', 'Magnettes', Austin-Healey 'Sprites', Morris 'Minors', Austin 'Cambridges' and so forth. Usually the manufacturer knows each variant of his product by a type letter or number, and so we have had M.G. 'Midget' types such as 'M', 'C', 'J', 'T', and Austin-Healey '3000' types 'BN7', 'BJ8', or they have 'Mark numbers' such as 'Sprite Mk III', 'MGA' 1600 Mk II.

Now M.G. owners are almost unique in that they have perpetuated these manufacturer's reference letters, and instead of referring to a 1947 'Midget', one normally refers to as a 'TC', which to the uninitiated means a lot, but to the tyro means absolutely nothing. Further confusion has arisen of late by some people referring to recent cars by abbreviations which are misleading to those to whom M.G. 'types' are a specific code by which they can date a car, and immediately get some idea of what they are talking about. Thus you frequently hear people referring to a 'B', which will convey to the average sports car man-in-the-street the idea of a sleek 1800cc open two-seater of recent manufacture. To the true M.G. enthusiast the 'B-type' was a 2½-litre six-cylinder racing car dating from 1930 and could not be described by anyone as sleek!

Before this sort of thing gets out-of-hand perhaps we should take a look at these M.G. type letters, and see what they really mean, and perhaps, by a little careful education, all M.G. owners will become equally informed, and instead of 'B' or even worse 'B-type', we will hear the current M.G. model referred to as the MGB, or better, the M.G. MGB -- please note the correct way of writing these symbols.

The earliest M.G.s were modified Morris Oxfords, and were known as 14/28s. Through the years these came 14/40s, although quite how these titles originated no one seems to know. The 14/28 was the correct appellation for the Morris Oxford, 14 being the R.A.C. 'rated' horse-power, and 28 being a rather conservative estimate of the actual brake horse-power output. The last in the line of these cars was the 'Mark IV', the first instance of an M.G. being given a 'Mark'. The next model was the 18/80 (18 h.p., 80 m.p.h. top speed), and this was subsequently followed by other versions, the earlier car being termed Mark I, and later versions Mark II and III.

Simultaneously with the Mark I came the announcement of the first 'Midget', and this was dubbed the 8/33. This is 8 h.p. and 33? Well, no one seems to know; it wasn't the top speed, or the power output – someone has suggested that it was the oil-pressure of the prototype! Be that as it may, the 8/33 Midget has gone down to posterity as the 'M-type', and so far as can be determined the reasons are as follows. The Mark IV was the first M.G. to receive M.G. Chassis Numbers, and these started at number 2251. The 18/80 had chassis numbers starting with 6251, but it was soon quite clear that this system of numbering was not



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the best, and so the type letters appeared. The Midget had an 'M' prefix to its chassis number, and the later 18/80 Mark II had an 'A' prefix. The Mark III had a 'B', and from them on the letters followed more or less in logical sequence: C, D, F, J, K, L, N, P, Q etc. Some letters were missed out, I and O for obvious reasons, E because the letter was reserved for the experimental cars, and G because well, G was just missed out! P came before N, but this was for reasons of Works policy, although both cars were undoubtedly in production at the same time.

Then we come to the awkward points: the 'sub-types', such as 'J2', 'PA', 'TC' etc. How did these arise? Well, the first one was the 'F2'. The 'F2' was announced as the successor to the 'F' Magna, with a special two-seater body. Prior to this, any modifications to an existing line were denoted by the Mark thus we have 'C-type, Montlhéry Midget, Mark II and later Mark III'. This system did not seem to catch on, and so the now-traditional M.G. system was started.

At the same time as the 'F2' was announced the new J-type Midgets came into existence, and these were announced in no less than five forms: J1, J2, J3, J4 and J5. The 'J5' never appeared, but was to have been an unsupercharged racing version. However, the other four did. The 'J1' had chassis numbers starting at J0252, the 'J2' at J2001. By the time the 'J3' reached the production stage, 'J2' chassis numbers were well into the 3000 range, and so the 'J3' chassis numbers commenced at J3751. The 'J4' range started at J4001. This system at least was logical, or reasonably so, except that 'J2' production outstripped the need for logicity, and we find that a large proportion of 'J2's have chassis numbers which might easily be attributed to a 'J4'. The F-type range had no such profound logic! The F1, F2, (which term was later applied to the two-seater only) and F3 (the later version of the F1) were all lumped into the F chassis number series.

The L and K series also had numerical sub-types, but the K's deserve a special chapter to themselves, as they had lettered sub-types as well! Thus we have a K1 (KA), K1 (KB), and K1 (KD) and perhaps we will forget that.

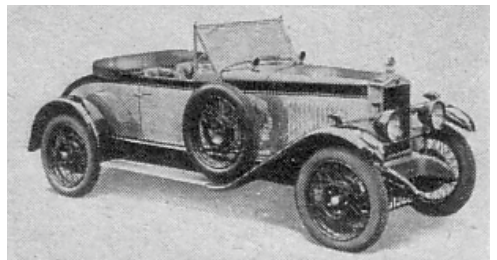
When the P and N series were announced, these had chassis numbers with 'PA' and 'NA' prefixes respectively, so that when the PB was announced all was ready; but the type known as 'NB' had 'NA' chassis

prefixes ... back to square one! However, after this, chassis prefixes were logical. The longest series was that of the 'T' when we had TA, TB, TC, TD and TF.

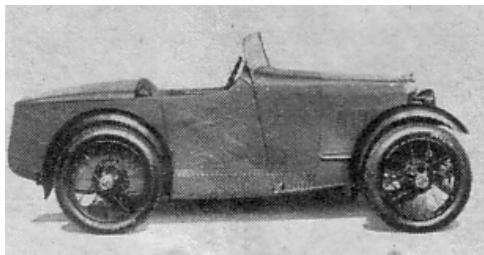
While the T-series was ploughing through the alphabet, a series of M.G. saloon cars ate up the rest of the primary letters S, V, W, Y and Z. Thus, in 1955, the Company was faced with an entirely new M.G. and no letter to allot to it! The chassis prefixes were no longer applicable, as a universal system of chassis numbering for all BMC cars had taken its place, so the 'type' was now a name for the car.

One of the shortcomings of the old system had been that one usually referred to the types by their letters, and after a time reference to the marque was dropped. This was all very well, provided no one else took up the system. Unfortunately they did, and thus when one went to see a secondhand 'J2', one might find that instead of an 8 h.p. M.G. Midget, one was confronted with a 30 h.p. V8 Allard! So, having reached the end of the alphabet, it was decided to go back to the beginning again, but this time to incorporate the Company name into the 'type'; thus was born the M.G. Series 'MGA'. The present Midget, Magnette and 1100 models are well named and need no letter – these names being household terms in the motoring world. There followed another new model in 1962, and this was the M.G. Series 'MGB'.

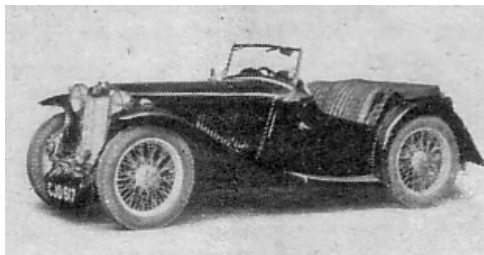
Now having gone through this vast table of types, I hope that you will all know the differences between the 'B' and the 'MGB' and pass on the information knowledgeably in the next bar conversation. When Joe Soap proudly announces that he has bought a new 'B', just inform him that he can't possibly have, as none have been made for the past 36 years!



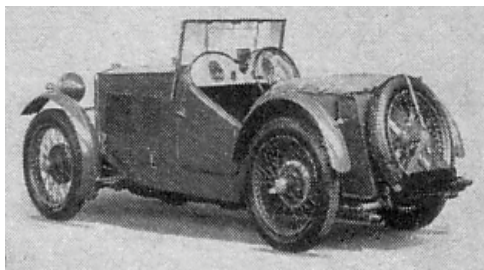
One of the earliest M.G. production models was the 1802 c.c. 14/40 (Mark IV) of 1927-9. This was developed from the 'flat-red' Morris Oxford of the time. Oddly, the Mark IV came before the Mark I, II and III and the Mark system was subsequently dropped for some time.



The very first M.G. 'Midget' was the 847 cc 'M' type of 1929-32, also known as the 8/33. It was given an M-prefix to the chassis number and this started the letter-coding system—even though it started in the middle of the alphabet! The M.G. 'A' was the 18/80 Mark II and the 'B'-type was the Mark III Tigress of 1930-1.



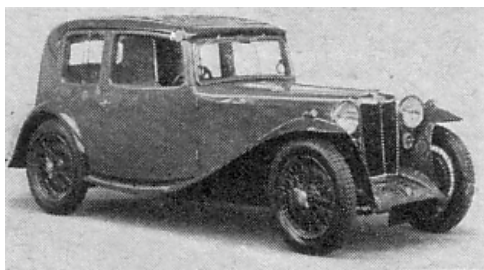
The 1292 cc 'TA' of 1936 was the first of the push-rod-engined 'T'-types that marked the end of the overhead camshaft era. The 1250cc 'TB' followed it in 1939 and the design was revived after the war, in the 1945 'TC', which started the post-war boom for British sports cars in the USA.



One of the first M.G.s to have a figure as well as a letter in its model code was the famous 847 cc 'J2' of 1932-4 which started the tradition of the slab-tank M.G. two-seaters (the 'J1' was a four-seater). Later 'J's' had swept wings and were very similar in appearance to the 'TC' of 12 years later.



The big pre-war M.G. touring cars took the 'S', 'V', and 'W' type letters and the post-war 'Y'-type and the 'Z'-type Magnette shown brought the alphabet to an end. The next model was the M.G. Series 'MGA' (written just like that) with which we went back to the beginning again.



The most confusing group of models was the 'K' series of Magnettes. Most were saloons, such as this 'K1', but there were also two-seater and four-seater open models with various engine and chassis differences – apart from the famous 'K3' supercharged racing 1100s.

(Reproduced, with permission, from the April 1967 edition of *Safety Fast*)

Safety Fast!



BRISBANE TOUR

1ST – 4TH September 2011



Ready to go

"Your Mission, should you chose to accept it, is to take your diminutive British sports cars to the thriving metropolis of Brisbane and whilst there visit Abingdon Motors, the home of MG in Brisbane, attend the Noggin 'n' Natter at the MG Car Club of Queensland's headquarters and also attend the Mt Cotton hill climb event before successfully returning to base. This message will now self destruct!".

And so it was that on a crisp (some might say bl..dy cold) Thursday morning in September, five hardy souls turned up at the takeoff point, ready to face whatever adventures lay ahead. Present were:

Terry "Tiger (Moth)" Dwyer, Phil "Wirraway" White, Ian "Canberra" Carleton, Phil "Smokin-Joe" Henry and last but not least Ian "Wheretheheckarewe" Wilhelmsen. We were surprised with a visit from Jo Emmert and her daughter Katie who kindly supplied the crew with what we thought was a can of oil but turned out to be a container of nuts. As it turned out, oil would have come in quite handy. So after a quick interview with Sea FM radio station, the crew was on their way.

All proceeded quite smoothly with everyone (except" Canberra", who preferred his nice snug cockpit with the

hood up) enjoying the great sounds and smells of open cockpit flying. A brief morning tea stop at Thangool saw "Smokin-Joe" misplace his goggles and even though we returned on Sunday to the scene, he was unable to locate them. A lunch stop in Eidsvold saw one of the local inhabitants mistake us for James Bond. We didn't have the heart to tell him 007 drove an Aston Martin. Pressing on saw us pass through Gayndah and Goomeri before approaching our planned rest stop for the night, Nanango. "I'll guide you in," said "Wheretheheckarewe" who was looking quite smug with his newly installed navigation system. Unfortunately it had a malfunction and instead took the team (except Wirraway, who had the good sense to rely on manual methods of navigation) on an unexpected tour of various parts of Nanango. It was cruelly pointed out to "Wheretheheckarewe" that navigation systems require the correct information to be entered before takeoff and it hadn't malfunctioned at all! Nanango has a very nice RSL Club who kindly picked us up and returned us to our accommodation after an excellent meal.

Day 2 saw us head off from Nanango to our accommodation in Brisbane. This was a thoroughly enjoyable part of the journey as we descended the

Blackbutt Range and over the Wivenhoe Dam wall and through the Brisbane Valley. There had been quite a bit of burning off along the way, so "Smokin-Joe" decided he would do the same and leave a trail of bluish smoke behind. I guess his rationale was that should anyone following be lost, they could just look for the clouds of smoke and they would be fine. After checking in, we walked to the Oxley Hotel for lunch and I must say it had the most efficient staff I have ever seen and the food was excellent. We were now ready for phase 2 of our adventure - Abingdon Motors!

Walking through the doors of Abingdon Motors is like walking into a time machine. If it weren't for the odd recent edition MGs and I'm talking 60s and 70s models, you would think you had been transported back to the 30s and 40s. David gave us a tour around the premises and the look of amazement on all the faces told the story. From the immaculate fully restored white MGB GT V8 (they have an offer of \$45,000 on it so for \$45,001 it could be yours) to the pristine red MG TF and the K3 and not to mention "Godzilla" we wandered around in some type of stupor. After purchasing various items we had to reluctantly leave to beautify ourselves for the Noggin 'n' Natter.



Above: At Abingdon Motors

Finding the MG Car Club headquarters is not easy at night but eventually we found ourselves surrounded by

fellow MG enthusiasts and enjoyed some food, drinks and a presentation by Dino Mattea and Brian Phillips from the Darling Downs Chapter of their outback tour. I must mention three people in particular who made us feel so welcome and went out of their way to make us feel at home.



The Committee room at the Clubrooms

First and foremost is Elaine Hamilton who would have to be the most hard working and efficient person I have come across and who does everything with a smile. Thank you Elaine for everything you do for the club. The next person who I would like to mention is Dino Mattea. Dino is the most pleasant and humble man who also made us welcome and was kind enough to guide us to Mt Cotton in his superb MGA. More on that later. The last person I must mention is David Miles, the Chapter Liaison person. David took us under his wing and also made us feel right at home. I must also mention that everyone else we met were absolutely wonderful people and I know it goes without saying but we all remarked how lucky we are to be members of such a great club.

Day 3 of our adventure saw us eagerly awaiting the arrival of Dino and Brian in Dino's immaculate MGA and after a very confusing (to me anyway) shortcut to the hill climb track we found ourselves at the most unbelievable venue you could imagine. Driving up the gravel Gramzow Road and in to the hill climb track saw us wondering where we would park. "Just follow me" said Dino and suddenly we were at the start line for the track. "How would you like to do a lap" said Dino and five mouths dropped in unison. Would we what? So in groups of three, we followed a very well driven Nissan Navara around the track. Getting back to the pits area, incredulous at what we had just done, Dino then asked us if we'd like another go. Unbelievable. You will forgive us if we prattle on interminably about this, but I think (and I speak for all of us) this moment will remain with us forever. Mind you we probably took about 3 minutes to get around while the track record is something like 36.57 seconds. When the adrenalin had settled, we then had to find somewhere to park. "We have a spot for you right

next to the pits" said Dino. So there were our humble little MGs parked near some of the most awesome hill climb dedicated machinery you could imagine. We were then taken on a tour of the complex by Dino and David Miles and we are eternally grateful for the hospitality shown by all concerned. We were made to feel very special and it is greatly appreciated.

We could wander the pits and talk to drivers and discuss their machinery and this we did till we had to reluctantly return to our motel. I just wish you could hear the Cobra as it thundered around the circuit. As we fired up our beasts, one was reluctant to leave. One of the competitors, Steve Purdy who races a "Spridget" and I believe holds the track record for his class came to our assistance with a battery pack and we were on our way. Over a few ales and reds that night, we discussed what a fabulous day we had just had and to think we are all "part owners", as Dino said, of this complex. I can't imagine too many car clubs that own their own hill climb track. It is set in the most beautiful bush setting and is actually a koala sanctuary. Who says motorsport and wildlife can't co-exist?

Travelling back to the motel proved to be quite challenging as not only were we driving into the sun but "Tiger's" machine decided to emulate "Smoking-Joe's" and emit clouds of smoke. Back at the motel and some good diagnosing by Dr Terry discovered the cause and a temporary modification was carried out. He was then smoke-free for the rest of the trip. To this point only the occasional tweak and fiddle had been required to keep these thoroughbreds on the road. For me, I managed to dislodge my horn button but it was successfully reattached much to the probable annoyance of fellow motelers.



Heading for the starting line

Day 4 and a return to base meant an early rise so promptly at 6 am, three MGs left our accommodation and rendezvoused with "Wirraway" who had spent the night with his son. "Canberra" had left us after the hill climb and would be making his way home after a couple of more days. We tracked via Gympie where we met a

friend of "Smokin-Joe" over a coffee then peeled off the Bruce Highway and headed back to the Burnett via Kilkiven and Tansey. This was once again a picturesque way of going and with very light traffic made the trip very enjoyable. A brief stop at Dululu, mainly so I could put my jacket on as it was beginning to get quite chilly, saw us on the final leg down the Mt Morgan range. I managed to scoot ahead and waited at the bottom of the range for the others but began to worry that they seemed to be taking their time. I tried using the UHF but got no reply. Eventually they appeared and we arrived at the tourist information centre for a debrief. It was here that I discovered that the little Midget after performing a herculean task over the last 4 days had finally lost oil pressure but a top up and a slow drive to Rockhampton saw us bid our final farewells. I am pleased to report that the Midget made it all the way home under its own power so all machines returned to base intact. Congratulations Phil W, Phil H, Terry and Ian C for successfully completing the mission and for your camaraderie over a most enjoyable 4 days. Vive La MG !!



Top: In the pits; Above: With Brian Phillips of the DDC

Gurney would like to have accompanied us on this mission but the impending birth of a great-grand child saw him having to stay at base. Also thanks Gurney for arranging things with headquarters. It is much appreciated.

Ian "Wheretheheckarewe" Wilhelmsen
Assistant Coordinator / Capricorn Chapter

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070275Z	CLUTCH KIT MIDGET 1275	KIT3	189.97
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020572	TIE ROD END MGB, MGC, MGBV8	EA	13.42
010362Z	WATER PUMP MGB 5BRG 65>70	EA	56.87
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2011 IRON MAN

By Ace Reporter; photos by Rebecca Allen, Steve Johns and Gary Pitt

This event was held at some short notice due to finding an affordable and suitable venue for the Sprint stage. David Robinson and John Davies negotiated the use of the Norwell Driving Centre which involved not only the use of the venue but also arranging the track inspection by CAMS for safety and suitability plus the issuing of the track licence. It was through the efforts of both John and David that the Iron Man event was able to be held this year. A re-scheduling to the usual format saw the Hill climb stage being run first on the Saturday with the navigation Touring Assembly run on Saturday evening with the Super Sprint stage on Sunday. Unfortunately for this year as a suitable venue could not be found close to Norwell, the motorkhana stage was omitted. Had a suitable venue been available competitors would have run the motorkhana stage on the Sunday morning with a short drive to the Sprints stage on Sunday afternoon.

The format to calculate the points for the Iron Man competitors are the two fastest times from their runs from the hill climb stage. Then the points allocated from the finishing order in the Night Navigation run plus the best standing lap and the best two flying laps from the Super Sprint to determine the outright winner, the best clubman (using the same vehicle for all stages over the weekend) as well as the best MG (competitor using a MG in all stages).

SATURDAY HILLCLIMB



Above and Below: The Spridgets on display and doing a lap of honour of the track

As part of this weekend the club acknowledged the 50th year anniversary of the MG Midget and Austin Healey Sprite with a special display in the paddock area.

RACING CARS:

Warwick Hutchinson (39.73 and 39.77 seconds), Paul van Wijk (42.07 and 42.74).

SEDAN CARS:

Neville Scott (Subaru WRX, 44.75 and 45.29) was fastest in the All Wheel Drive group. In the Sports Sedan classes David Malone (Torana, 46.28 and 46.52) was quickest then Gavin McAlpin (Mini Cooper S, 47.52 and 47.53), Tyson Cowie (Escort, 47.95 and 48.02),



Ben Cowie (Escort, 49.54 and 49.92), and Jeffrey Bird (Morris Mini K, 49.79 and 50.68). Improved production classes saw times by Ken Graham (Datsun 1600 SSS, 47.13 and 47.16), Scott Dean (Toyota Tercel, 48.36 and 48.58) and Pauline Graham (Datsun 1600 SSS, 49.07 and 49.37). Times in the Production and Invited Cars were Daniel Jorgensen (Nissan Silvia, 47.87 and 48.40), Patrick Hager (Nissan Skyline, 4.47 and 49.48), Mitchell Allwood (Falcon turbo, 49.85 and 50.11), Liam Lavin (Nissan Pulsar, 50.05 and 50.39), Michael Parker (Mitsubishi Sigma, 55.06 and 55.52) and Gary O'Mullane (Toyota Corolla, 55.65 and 55.71). Dave Sidery recorded times of 52.70 and 52.73 in his VW Beetle in the Modified Production class.

SPORTS CARS:

In the Marque Sports Cars classes Simon Rhodes was quickest (Triumph TR7 V/8 in 46.11 and 46.27) then Mark Crespan (Ford Cobra RMC, 46.18 and 46.28), Chris Sharman (Mazda RX7, 48.81 and 48.88), Simon Witt (Mazda RX7, 48.96 and 50.36), Cameron Hurman (Mazda RX7, 49.55 and 49.70), Brad Stratton (Mazda MX5, 51.64 and 51.88), John Price (MGB, 52.01 and 52.11), Brant Rayment (MG Midget, 52.10 and 52.18), Greg Alderding (Datsun 240Z, 53.02 and 53.06), Peter Andrews (MGF, 53.31 and 53.65), Richard Mattea (MG Midget, 54.60 and 55.37), Mal Kelson (Lotus Elise, 55.03 and 55.04), Greg Ashe (FIAT 124 Spyder, 55.87 and 55.93), Craig Carlson (MGB, 56.23 and 56.26), Ted Peel (MG Midget, 56.24 and 56.33), Malcolm Spiden (MGBGT, 56.51 and 56.86), Andrew Lake (MGF, 57.11 and 57.31), Paul Zernike (FIAT 124 Spyder, 57.29 and 57.70), Alex Robertson (MG Midget, 58.36 and 62.41), Berenice Stratton (Mazda MX5, 60.88 and 61.02), Nicholas Cole (A/H Sprite, 62.01 and 62.32), Scott Counsell (A/H Sprite, 63.19 and 63.50), with Howard Eban (A/H Sprite, 65.45 and 65.51). Chris Johns won the Sports Cars class (Suzuki Cappuccino, 48.76 and 49.17).

HISTORIC CARS:

Roy Davis (Group T, Triumph GT6, 47.61 and 48.25); Len Walters (Group F, Crossle 32F FF, 48.55 and 49.06); Mike Allen (Group S, A/H Sprite, 49.24 and 49.65); Steve Purdy (Group S; MG Midget, 49.73 and 49.89); Ian Rogers (Group T, MGB, 52.21 and 52.40); Kristy McAndrews (Group N, Cortina, 53.83 and 54.12). Five new class records were set on this day. Roy Davis established a new class record for Group T cars with a 47.61 time; in the Production and Invited cars 2001 and over class Daniel Jorgensen lowered the record to 48.89, 48.58, 48.53, 48.40 and finally 47.87 secs; Len

Walters lowered his Group F class record from 49.44 to 49.39, 49.06 and to 48.55; in Group S Steve Purdy reduced his class record from 50.10 to 49.89 the 49.73 only to have Mike Allen reduce that mark further with a 49.24 second run; in Production and Invited cars the Glenn Trigger record of 50.21 was taken by Liam Lavin with a new class record of 50.05 secs.

Best MG up to 1600 cc:	Steve Purdy (49.73),
Best MG 1601 to 2000 cc:	John Price (52.01),
Most improved:	Scott Counsell
Fastest Time of Day and Winner of the Bob Cassor Trophy: Warwick Hutchinson (39.73 secs.)	



Warwick Hutchinson receives the Bob Cassor trophy for the second year

SATURDAY EVENING NIGHT NAVIGATION RUN

The Director presented the teams with a choice of three directions to commence the run which commenced from the Mt Cotton hill climb venue. Crews could either first travel South or North or plot some 18 locations to the West. The southern path took crews into the small industrial estate in Cornubia where the ever alert may also find a few of those 18 location points. Those who selected the Northern path ventured into Mt Cotton residential area to find Stevenson at number 560, then past Mt Cotton Community Hall to find the date of the next dance, into West Mt Cotton Road to find the Eco cabins at Mt Cotton Guest Houses. The route then ventured into Cornubia to find that someone had placed a bar code (number 124501860090) on the red mail collection box which changed the answer to the trick question from a

'no' to a 'yes'. Then onto the Loganholme area past the Calvary Family Church as well as the Chatswood Hill Primary Prep Precinct, Church of Christ, the swings in Scouter Park and the John Paul Campus. Over the Motorway to locate the City Church at Kingston, the Kingsridge Baptist Church as well as the Meadowbrook Christian Church advertising 'making life better'. For the more adventurous Kuraby State School, the SES at Logan Central or even George Hartnell Funeral building at Mt Gravatt could be included in the itinerary. The organisers were remaining at an eatery only for a specific period which encouraged all to report before the Director's departure hour.

The order at the end was Andrew Lake/Chris Lake (MGF, less 88 points), Malcolm Spiden/Andrew Owen (MGBGT, 90 points), Michael Parker/Mal Ryan (Sigma, 110 points), Ken Graham/Pauline Graham (BMW, 120 points), Neville Scott/Michael McMillian (Subaru, 125 points), Ashley Tyson/Greg Alderding (Ford Falcon, 155 points), Brian Krieger/Tony Best (Austin Healey Sprite, 165 points), and Brant Rayment/Selena Rayment (MG Midget, 175 points).

SUNDAY SUPER SPRINT

The field was divided into thirteen groups of four estimated on lap times from previous Iron Man sprint events at Queensland Raceway. Times for this stage were the combination of the best standing lap together with the best two flying laps. Even though this stage was held on half a day (Sunday afternoon) the groups received three separate runs, the first run consisting of one standing lap with one flying lap then two runs each of the standing lap with two flying laps. A couple of drivers entertained the crowd by performing a few gyrations and a few 'tank slappers'. On his first run Ken Graham had the Datsun lock in one gear and all efforts to free the gearbox failed resulting in the Datsun being retired. Both Pauline and Ken could not complete their runs therefore curtailing their Iron Man challenge. Another to have his run curtailed was Grant Watson in his Prosport Eclipse Sports Racing car and could have set the fastest times until engine gremlins intervened resulting in the car coasting back to the pit area. Another to encounter some problems on the day was the Suzuki Swift turbo of David Homer.

RACING CARS:

Warwick Hutchinson (177.12), Michael Ciccotelli (Jedi Mk 1/4, 186.00), Adrian Holmes (Elfin NGFV, 209.43),

and Graham Arnold (Pirahna RB1-ZX9, 236.24).

SPORTS CARS:

Terry Johns (Esprit 1300, 186.40), Mark Crespan (194.12), Simon Rhodes (197.57), Jeff Jackson (Lotus Elise, 202.25), Roy Davis (205.26), Chris Johns (205.31), Will Carlton (Fraser Clubman, 210.18), Chris Sharman (210.79), Brant Rayment (216.45), Greg Alderding (221.66), John Price (222.76), Cameron Hurman (223.91), Peter Andrews (230.59), Craig Carlson (234.67), Malcolm Spiden (235.59), Andrew Lake (238.01), Mal Kelson (238.37), Berenice Stratton (249.86), Chris Lake (MGA, 259.57).

SEDAN CARS:

Neville Scott (187.71), Scott Dean (198.75), Gavin McAlpin (201.22), Daniel Jorgensen (201.76), Mitchell Allwood (202.53), John Gilbert (Commodore, 202.82), Patrick Hager (204.60), Tyson Cowie (206.15), Graeme Wood (Suzuki Swift GTi, 206.72), Steve Aldridge (Suzuki Swift GTi, 208.62), Liam Lavin (212.38), Darren Weston (Ford Escort, 213.41), David Jones (Fiesta XR4, 214.44), Brad Stratton (214.51), Ben Tyson (215.32), Jeffrey Bird (219.54), Noel Preston (Commodore, 221.78), Michael Parker (224.28).

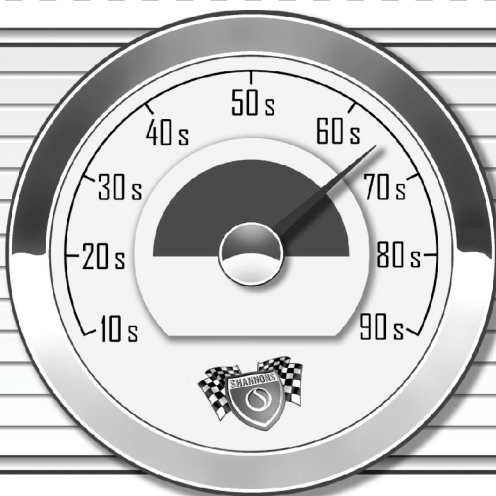
HISTORIC CARS:

Glen Wesener (Torana GTR XU1, group N, 205.58);
Len Waters (Crossle 32F FF, group F, 207.11);
Ian Rogers (MGB, group T, 214.61);
FTD: Warwick Hutchinson (177.12)
Best MG to 1600 cc: Brant Rayment (216.45)
Best MG 1601 to 2000 cc: Ian Rogers (214.61)
Best MG overall: Ian Rogers.

The smiles on the faces of all drivers at the conclusion on Sunday afternoon easily stated that they had enjoyed the venue, the variety of corners that made up the circuit, and the quickness of the turn around time between each set of runs.

Final positions:

Neville Scott (289.75, Outright and Clubman winner),
Brant Rayment (339.73, best MG),
Michael Parker (341.86),
Greg Alderding (344.74),
Malcolm Spiden (350.81),
Andrew Lake (352.43).



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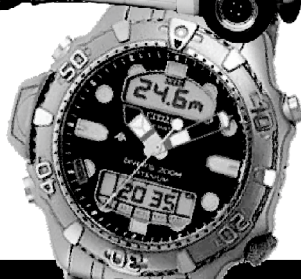
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Top: Neville Scott, Ironman for 2011; Below: Photos from the sprints:
 (Many more photos are available on the Competition(Other) page of the Club website.



MIDWEEK RUN — 28 SEPTEMBER 2011

By John Tait; photos by Malcolm Campbell



We departed the Bunyaville Forest Park a little after 9:30am on a fine but overcast day with 16 cars. By skilled application of pre-planning and rendezvous techniques, we also managed to have Jan Bourke join us enroute as we drove through the Albany Creek area.

The route took us along less used roads past Lake Samsonvale through Young's Crossing, Morayfield, Upper Caboolture and the Wamuran area to finish with a twisty climb up Campbell's Pocket Road to Mt Mee for a picnic morning tea overlooking the Glass House Mountains. From here, we travelled down the south side of Mt Mee, with a diversion along Ocean View

Road (well, everyone except the chap in the camino gold MGB who missed the turn) to Dayboro, Clear Mountain and finishing next to Cedar Creek at Andy Williams Park for a picnic lunch.

Everyone seemed to thoroughly enjoy the drive, the roads and the views. A very big "thank you" to Kevin (Big Kev) Trower who did sterling service keeping an eye on everyone as our tail end Charlie (aka sheepdog).

Another great Wednesday out with great company.

PARTICIPANTS:

John & Marian Tait
Bruce & Tip Ibbotson
Allan & Joyce Tebbutt
John Vonhoff
Gary Lawrence & Trevor Deppeler
John & Trish Cranley
Kevin Trower
Blair Salter & Judith Johnston
Kerry & Val Horgan
Bruce Mutch
Greg & Rhonda Hannant
Tom & Ailsa Storrie
Jeff & Pat Heslewood
Trevor Mills & Fred Enever
Shaun Rankin
Malcolm Campbell
Jan Burke

Mazda MX-5
MGC GT
MGB
MGA Twin Cam Coupe
MGB
Honda NSX
Holden Commodore
Toyota Corolla
Mazda MX-5
MGB
MGB
Toyota Corolla
Subaru
MGB
Mazda MX-5
Mazda MX-5
MGB

True Red
Sandy Beige
Blue
White
Red
Silver
White
White
Evolution Gold
Camino Gold
White
Silver
Silver
Red
Black
Splash Green
Red



Some photos from the September Run

MIDWEEK RUN — 26 OCTOBER 2011

By John Tait

The run started from Rocks Riverside Park at Jindalee. Although Kerry and Val Horgan had organised the run, Kerry could not be there as he had been admitted to hospital the night before. We all wish Kerry a speedy recovery. Despite the upheaval, Val had all the run instructions and the sign-on sheet ready and was travelling with David and Meryl in the Magnette.

We arrived at the Walloon morning tea stop without losing anyone except that Greg and Rhonda needed to get home as Rhonda was unwell. We also hope that Rhonda is recovering OK. With crews refreshed, we headed off on the second stage to Moogerah Dam via Mt Alford. A small hiccup involving a U turn for some

cars occurred enroute when the leading five cars missed a turn off. It turned out they were just testing the navigators of the following cars to see if they were awake or just following along blindly.

All the group arrived in Haigh Park but not in the same order as they departed from Walloon. So lunch was had and stories were told before it was time for us all to head off home. The weather stayed fine for the day, the group was happy and all was well with the world.

Concluding note: Blair Salter, another of our regular midweekers, could also not attend the run due to illness. Please get well everyone we miss you all.

PARTICIPANTS:

David & Meryl Miles & Val Horgan	MG Magnette	Grey
Jan Burke	MGB	Red
Denis Thomas	MGB	BRG
Denis & Diana Kelly	Toyota Corolla	White
Trevor Mills & Fred Enever	MGB	Red
John & Marian Tait	Mazda MX-5	True Red
Bruce & Tip Ibbotson	MGC GT	Sandy Beige
John O'Dell	MGB	Yellow
Terry & Lynn Jones	MGTC	White
John & Trish Cranley	Honda NSX	Silver
Kevin Trower	Holden Commodore	White
John Carlson	MGF	Red
Bruce Mutch	MGB	Camino Gold
Greg & Rhonda Hannant	MGB	White
Ian Fettes & Karen Dobbyn	MG 1100	Red / Cream
Allan & Joyce Tebbutt	MGB	Blue
John Walker	MGB GT V8	Red
Douglas Cooper	Toyota MR2	Red





Round 4

By Ace Reporter; Photos by Russell Witt, Michael Ciccotelli, Ross Cali and Steve Johns

Round four of the series was held on Fathers' Day.

MGCCQ Chapter Liaison co-ordinator David Miles with Dino Mattea welcomed members of the Capricorn Chapter Ian Wilhelmsen, Terry Dwyer, Phil White, Ian Carleton and Phil Henry to Mt Cotton for this weekend. The event commenced in sunny weather before some unsettling light rain with mist occurred prior to the day ending in sunshine. Three class records were broken this meeting, two in the Historic classes whilst the other in the Marque Sports Cars class.

REGULARITY and HISTORIC

John Tait took the Regularity class in his Mazda MX5 with a loss of 45 points ahead of Malcolm Spiden (MGBGT) down 77 points.

Historic Class wins went to Steve Purdy, Barry Smith, Anthony Beahan and Ross Rundle. Group K went to Barry Smith (Ford V/8, 56.63 seconds); Group N to Anthony Beahan (Torana, 48.85 secs) from Neil Lewis (Cortina, 50.27) who up until the last run was third to Kristy McAndrew (Cortina, 53.34) when Neil produced his quick run. Anthony Beahan's Torana has been a sports sedan since 1976 and was the ex Mark Skaife Sports Sedan shell. Anthony had purchased the shell and converted the car back to Historic NC specifications.



Anthony Beahan's ex-Mark Skaife Torana

Group S and a new class record went to Steve Purdy (MG Midget, beating his own record from 50.31 firstly to 50.20 then to 50.10); Ross Rundle lowering his own Group V from 53.26 to 53.17 and finally to 52.19 in his Elfin Malmarm Formula Vee.

SPORTS CARS

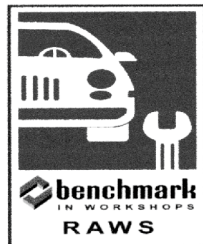
Darryl Duncan won the Marque Sports up to 1600 cc in his FIAT X19 Dallara in a new record time (reducing his own record from 49.01 to 48.32 then 47.80), from Neil Sivyver (Mazda MX5, 55.94), then Bill McCollum (Mazda MX5, 56.09), Allan Dansie (MG Midget, his best time of 58.18) and Nigel Oldridge (Mazda MX5, 58.97). Pat Collins won the Marque 1601 to 2000 class with a 50.40 second time in his Mazda MX5 ahead of Stuart Lutz (Mazda MX5, 51.13), John Price (MGF in a personal best and excellent time of 51.68), Peter Andrews (MGF, 54.35), Desley Collins (Mazda MX5, 58.26), Andrew Lake (having his first event in the newly purchased the MGF, with a best time of 59.11), Lisa Capamagian (Mazda MX5, 60.11) and Stephen Callaghan (MGB, 60.92). The Marque Sports 2001 and over went to Mark Crespan (Ford Cobra RMC, 44.95), followed by Simon Rhodes (Triumph TR7 V/8, 47.60), Roy Davis (Triumph GT6, 48.27), Christopher Sharman (Mazda RX7, 49.88) and Simon Witt in his Mazda RX7 in 51.36 secs.

Sports cars up to 2000 cc saw Chris Johns quickest with a 48.51 just ahead of Anthony Toft (48.75) both in JFR Suzuki Cappuccino from Sean McLindon (Ford Popular, 53.67) and Lindsay Derriman (Fiat Abarth 695 SS, 63.58). Jeffrey Graham won the Over 2000 cc class in 51.64 in his Mazda MX5 S/c. The Sports 1300/Supersports class saw Terry Johns win with a best time of 44.50 secs in his Esprit Sports 1300.

Fastest in the Clubman cars up to 1600 cc was Darryll Searle (Amaroo Clubman, 46.10) followed by Ainsley Fitzgerald (Westfield SE, 47.21) then Hugh Ballington (Amaroo Clubman, 50.15), Steve Weston (Westfield SE 51.31) and Brian Pettit (Westfield Clubman, 53.48). Jason McGarry (Caterham 7) won the larger capacity

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John Boyce in his Kaditcha

class in 53.41 secs, whilst David Homer won the All Wheel Drive Sports Cars with a best run of 43.57 secs in his Suzuki Swift Evo turbo.

FORMULA CARS.

Class wins went to Adrian Holmes (Elfin NGFV in the Formula Vee class, 50.39), Michael Ciccotelli (Jedi Mk1/4 in the up to 750 cc class, in 43.78 secs) and John Boyce (Kaditcha VW in the over 1301 class, 45.33 secs). John's Kaditcha was constructed in 1980 by Barry Lock built to the then Formula 2 specifications when there was no minimum weight limit or control tyre.

This chassis was built specifically to take a VW engine. The Superkarts class went to Warren Robb (Dino Kart, 46.93) from Phil Smith (Dino Kart, 49.51) and Roger Amiss (Gladiator YZ125, 55.34).

Simon Lake (Suzuki Escargot Mk11B) had set the quickest time in the 751 to 1300 cc Formula Libre class with a 43.14 second run then unfortunately had number 2 con rod come through the front of the engine block. Next in the class was Brian Kirkby (BNG#1, 43.87), with Paul Van Wijk (BKZ 07, 46.15), Chris Lake (Suzuki Escargot Mk11B, 46.41), and Graham Arnold (Piranha RB1-ZX9, 52.19).

SEDAN TYPE CARS

The Improved Production class to 1600 cc went to Scott Dean (Toyota Tercel, 48.24, just 0.20 seconds outside the class record of 48.04), with Graeme Wood (Suzuki Swift GTi, 50.41), Sasha

Grbic (Suzuki Swift GTi, 51.45), John Gibson (Mitsubishi Lancer, 51.67) and Daniel Gibson (Mitsubishi Lancer, 52.66). The 1601 to 2000 class was won by Shane Merrick (2 litre Datsun 1200 Coupe) with a best run of 49.17. Piers Harrex won the larger capacity class in 48.72 secs in his BMW E30 M52 ahead of Ian Solomon (BMW E30 M52, 51.00), both BMWs under RX Automotive care.



Shane Merrick winner of the 1601-2000cc IP class

Production and Invited Cars up to 1600 went to Lawrence Murphy (Suzuki Swift GTi, 55.33). The 1601 to 2000 class saw Liam Lavin (Nissan Pulsar) quickest in 50.47 from Gary Pitt (58.08) and son Lewis Pitt (63.76, having his first hill climb at Mt Cotton) both in the family road going Escort. Quickest in the 2001 and over class was Patrick Hager (Nissan Skyline R33 GTST, 49.61) from Daniel Jorgensen (Nissan S13 Silvia turbo, 49.93) displaying his drifting skills around the hairpin during his damp runs.



The Pitt family Escort at work

A best run of 56.63 secs won the Production Rally Cars class for John Colvin, who we know as a sponsor and supporter of Touring Road events. John told us that he bought this JPS BMW 323i (number 52 of 150 made in JPS livery) on board the ship whilst returning from the 2006 Targa Tasmania event where he had navigated for class win in Limited Modification class.

In 2006 John had driven to a 2nd in class at the Pittsworth Sprints, a 2nd in class in the 2007 Targa Tasmania event, and was winner in the 2007 Tour of the Tweed event. The car has limited modifications due to the regulations governing standard production rally class C.



Rod Blank's Subaru Spec Sti

All Wheel Drive Forced Induction saw Rodney Blank (Subaru Spec STi, 46.29) win from Steve Faulks (Subaru WRX STi, 46.78) and Michael Burke (Subaru Impreza WRX, 47.47). Rod had rebuilt the front end with advice from Mark Crespan and reports the car now turns in better. Steve's STi uses forged pistons on standard con rods, twin scroll turbo process, West Intercooler, with a re-tuned factory ECU, a rear limited slip differential and produces about 220 kilowatts at the wheels. Michael said his WRX is up to the STi engine specifications however runs an upgraded turbo plus some go fast parts in the engine, a Halteck ECU, standard gearbox, White Line suspension plus upgraded brake rotors and brake lines with standard brake callipers.

Sports Sedans up to 2000 saw Tyson Cowie win in 48.91 secs in the Ford Escort (the one least scratched after the Leyburn Sprints), from Jeffrey Bird (Morris Mini K, 49.90), Daryl Morton (Morris Cooper S, 52.81), Ken McAndrew (Datsun 1000, 57.20) and Ross McAndrew (Datsun 1000, 61.23).

In the over 2001 class David Malone was quickest with a 45.73 (Torana GTR XU1), then Jeff Daniels (Escort turbo, 46.92), Gavin McApin (Mini Cooper S, 47.95), Glenn Anable (BMW 2002 turbo, 50.59), Aaron Cowper (Ford Escort turbo, 51.76), Roger Bartlett (Ford Escort turbo, 66.57). Gavin McAlpin BMW Cooper S was built by the factory in Germany for the Mini Challenge.

The car was owner by Peter Doulman with Neil McFayden driving in the 2008 Mini Challenge series. Gavin purchased the car 'as is' and reports it is quite quick. Roger Bartlett had upgraded the front brakes by fitting larger rotors, however had encountered some issues as they had jam on during his first two runs. He believed the problem to be with the brake bias.

Modified Production cars up to 2000 cc went to Ian O'Hara (Lancia Beta Coupe, 49.64) from David Jones (Ford Fiesta XR4, 51.26), Darren Weston (Ford Escort, 52.12), Dave Sidery (VW Type 1, 54.52) and Alan

Roberts (Suzuki Swift GTi, 59.25). The 2001 and over class was won by Scott Anable (BMW E30 325i turbo, 49.68), from Mitchell Allwood with Doug Anable (BMW E30 325i, 51.99) in third place from Karl Begg (BMW E30,325i, 52.79). Karl has owned his BMW for about one year has some development work to the suspension, upgraded cylinder head with camshaft and was competing in his first event at Mt. Cotton.



Top: Michael Ciccotelli receives his Top Six trophy;
Bottom: The Lake car took FTD.

Top Six:

Michael Ciccotelli won this round with a 43.56 time followed by Brian Kirkby (45.23), Terry Johns (45.26), David Homer (45.44), Mark Crespan (45.62) and John Boyce (47.16).

Best MG up to 1600 cc:	Steve Purdy (50.10)
Best MG 1601 to 2000 cc:	John Price (51.68)
Most Improved:	Karl Begg
Fastest Time of Day:	Simon Lake (43.14)



Round 5

By Ace Reporter; photos by Michael Ciccotelli and Steve Johns



Malcolm Spiden gathers information for Ace Reporter

A big weekend for hill climb sport with the special presentation evening with a number of drivers who competed at the 1961 Carnival of Flowers race meeting at the Middle Ridge Circuit (Saturday 23 September) or the Australian Hill Climb Championship at Prince Henry Drive (Sunday 24 September), both circuits in Toowoomba. Our special guest at Mt Cotton was Bruce Walton who won 6 consecutive Australian Hill Climb Championships (1958 to 1963) and was available at the post event presentation.

REGULARITY AND HISTORIC

Malcolm Spiden won the Regularity class with a loss of 54 points. In the Historic classes Group K went to Barry Smith (Ford Special V/8, 55.37), with Ross Kelly (MGNA Magnette, 60.87) and Brant Rayment (MGNA Magnette, 64.29). Group N saw Brad Stratton (Torana GTR XU1, 49.36) win from Neil Lewis (Cortina, 49.90), Paul Shergold (Cortina, 51.82), Kristy McAndrew (Cortina, 52.31) and Ron Duffield (Hillman Imp, 59.98). Ross Rundle won the Group V in his Elfin Malmarm in 53.04 secs.

RACING CARS

Class wins went to Adrian Holmes (Formula Vee class, Elfin NGFV, 49.00) and Michael Ciccotelli (Formula Libre to 750 cc, Jedi Mk 1/4, 42.24). The Superkarts went to Warren Robb (Dino Kart, 45.23) from Phil Smith (Dino Kart, 47.31). Formula 751 to 1300 class was won by Paul Van Wijk (BKZ07, 42.53), Brian Kirkby (BNG#1, 42.68)

and Graham Arnold (Piranha RB1-2x9, 49.49) until the differential was well and truly locked forcing Graham to an early end to his day. Warwick Hutchinson (Van Diemen RF92 RPV02, 39.94) John Boyce (Kaditcha VW, 43.56) and Chris Hunter (Van Diemen RF92 RPV02, 48.51) recorded times in the 1301 and over Formula Libre class.



Bruce Walton's wife, Camille, assisted Adrian Holmes on the grid

SPORTS CARS

Terry Johns recorded a new Supersports/1300 class record in his Esprit Sports 1300 from 43.87 with two runs both at 43.77 secs to go into the lead in the series. The Clubman cars (up to 1600 cc) was won by Darryl Searle (Amaroo Clubman, 46.85) with Hugh Ballington (Amaroo Clubman, 48.00) Ainsley Fitzgerald (Westfield SE, 48.44) and Brian Pettit (Westfield, 48.96). Jason McGarry (Caterham 7) won the Clubman Cars class 1601 and over with David Homer quickest in the All Wheel Drive Sports car class recording a best run of 43.78 secs in his Suzuki Swift turbo.

Marque Sports cars up to 1600 Darryl Duncan (Fiat X19 Dallara, 48.56), Neil Sivyer (Mazda MX5, 55.54), Bill McCollum (Mazda MX5, 55.62), Allan Dansie personal best on both days with a 56.90 on Saturday and 56.56 on Sunday in his MG Midget, Nigel Oldridge (Mazda MX5, 57.53). 1601 to 2000 cc class went to Pat Collins (Mazda MX5, 50.54), John Price (MGB, 52.09), Desley Collins (Mazda MX5, 55.88), Stephen Callaghan (MGB, 61.88). The larger capacity class was won by Mark Crespan

(Ford Cobra RMC, 45.26), Paul Buccini (Ford Cobra RMC, 46.34), Roy Davis (Triumph GT6, 48.15), Cameron Hurman (Mazda RX7, 49.64) and Haydn Nethery (Datsun 240Z, 53.93) having his first hill climb at Mt Cotton.

Sports Cars up to 2000 had Chris Johns (47.96, under the 48 second barrier), Anthony Toft (48.78) both in the JFR Cappuccino turbo, Mark Cowley (Alfa Romeo) and lowered the Closed Sports Cars record of Andrew Fletcher from 50.85 to 49.89 then to 49.36), Sean McLindon (Ford Popular, 52.47), with Lindsay Derriman (Fiat Abarth 695 SS, 62.41). Jeffrey Graham (Mazda MX5, 53.03) won the over 2000 ccs engine class.

SEDAN CARS

Improved Production Scott Dean (Toyota Tercel, 48.38), Steve Arlidge (Suzuki Swift GTi, 49.42) and Graeme Wood (Suzuki Swift GTi, 50.09). 1601 to 2000 class Shane Merrick (Datsun 1200 Coupe, 48.38) and Ben Cowie (Escort, 50.84). Ken Graham won the larger capacity class in his Datsun 1600 SSS in 47.09 secs ahead of Pauline Graham (Datsun 1600 SSS, 47.42), Piers Harrex (having returned to their workshop to change the clutch in his BMW E30 mid way through the event, 47.77), Ian Solomon MW E30 M52, under the 50 second mark with a 49.11 time.

Production and Invited cars up to 1600 went to Lawrence Murphy (Suzuki Swift GTi, 55.32). The 1601 to 2000 class was won by Liam Lavin (Nissan Pulsar, lowering his class record from 50.05 secs to 50.02 secs) and Don Milner (Triumph Dolomite Sprint, 50.94). In the 2001 and over class Daniel Jorgensen (Nissan Silvia S13, 47.94) was fastest from Patrick Hager (Nissan

Skyline R33 GTST, 48.65), and Neil Englund (Falcon XR6t utility, 58.85).

Michael Burke won the All Wheel Drive Forced Induction class in his Subaru Impreza WRX (47.85). Tyson Cowie was quickest in the Sports Sedans to 2000 class in his Escort, (48.88) ahead of Jeffrey Bird (Morris Mini K, 49.69) and Daryl Morton (Morris Cooper S, 51.54). The Over 2001 cc class went to David Malone (Torana, 44.73), Gavin McAlpin (Mini Cooper S, 47.86), Glenn Anable (BMW 2002 turbo, 49.55), with Roger Bartlett (Escort turbo, 53.61).

Times in the Modified production up to 2000 were David Jones (Ford Fiesta XR4, 51.42), Dave Sidery (VW Beetle, 52.08), Alan Roberts (Suzuki Swift GTi, 57.07), whilst Mitchell Allwood (Falcon XR6 turbo, 48.51), Scott Anable (BMW E30 32i, 49.32), Doug Anable (BMW E30 325i, 51.83), Karl Begg (BMW 30 325i, 51.98), Alex Ileful (Nissan Skyline turbo, 53.44) and Justin Todhunter (Mazda RX7, 56.50) were in the over 2001 cc class.

TOP SIX SHOOT OUT

Warwick Hutchinson (40.17) won this round from Michael Ciccotelli (42.82), Paul Van Wijk (42.92), Brian Kirkby (43.08), John Boyce (43.53) and Terry Johns (44.53).

Most improved:	Chris Hunter
Best MG up to 1600 cc:	Allan Dansie (56.56)
Best MG up to 2000 cc:	John Price (52.09)
Best MG Historic:	Ross Kelly (60.87)

Final round for 2011 will be 26/27 November



FESTIVAL OF FLIGHT - 28th August

By Larry Ryan; Photos by Cyril Bennett and Larry Ryan
(with Larry's camera deciding to produce some unexpected b&w photos)



Festival of flight (FOF) Yes, I did (with tongue in cheek) contact (flyboy) on Friday 26/9/2011..... "Will the weather be kind?" a pregnant pause ensued and an audible grumble then resonated from the handset. OOOPS as Basil Fawty once said "Don't mention the war,(weather). I did, but I think I got away with it.

Not being deterred by the flyboy's optimism or lack thereof, I undertook a (recce) drive in Mum's Nissan Patherfinder on Saturday. Western suburbs to Caboolture is a hell of a lot of fun in driving rain. Upon arriving at Caboolture, and missing the round-a-bout twice, I arrived with help from the GPS system at the locus in quo. After having loads of 4WD fun driving alongside the airstrip, planing along the 3 foot of water which at times covered the Tarmac where the aeroplanes were scheduled to embark from on the Sunday, I steered the Patherfinder 180 degrees and returned with recce pictures which should have convinced all and sundry (flyboy) included, to abort Sunday. Wind, rain and various maniacs driving on the road back home reminded me of M5 traffic on Monday morning at 7.30am.

Arriving home, I completed pre-flight checks on my MGB (A5 Intruder). Made certain calls and did not ring (flyboy) again about the weather. (I may have caused a riot if I did).



Upon my arrival at the airfield the following day, the sun was shining and there was a number of vehicles huddled together in what appeared to be generic blocks. The MGs were all neatly paraded side by side in magnificent splendour, the drivers casually sipping tea and noggin 'n' nattering away as if the weather Gods had not had a rehearsal for the of Battle of Agincourt in the previous 24 hours. Prince Harry would have been proud of the English Archers carried there in their MG Marques with stiff upper lips and scorning the (riff raf) parked in proximate.

MMM! the reason Harry and his Archers were at Agincourt.... yes, indeed, THE AEROPLANES. Well apart from the odd Tiger Moth, a dismantled Vampire Jet, a prop driven fighter plane with strange markings on its wings (Cuban I think). Charmaine, Bernie, Higgsey in his MGA and myself then captured and photographed a stricken Winjeel trainer grounded and due for a 100 hour service.

There was a lot more confusion about the day, however, there is a word limit on this report and there is a law that one does not have to self-incriminate oneself. Anyhow we all had fun!!! "And that is all I got to say about that!" (quote Forrest GUMP)

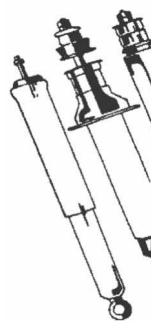
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CATALOGUE**

MGCCQ Run to Brisbane Planetarium Sunday 23/10/2011

The run left Mt. Cootha and ran westward out to Lake Manchester before returning to the Planetarium, a distance of 86 km.

Seventeen of the participants visited the Planetarium and dined at the café whilst others self-catered.

Ross Letten organised the run well in advance of the October date as he knew he would be pre-occupied with house reconstruction at that time. However, as events transpired, he was more preoccupied with Shez's health but still managed to make it to the run. The participants were:

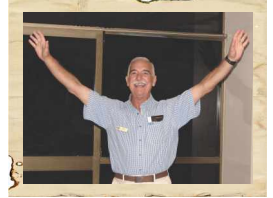
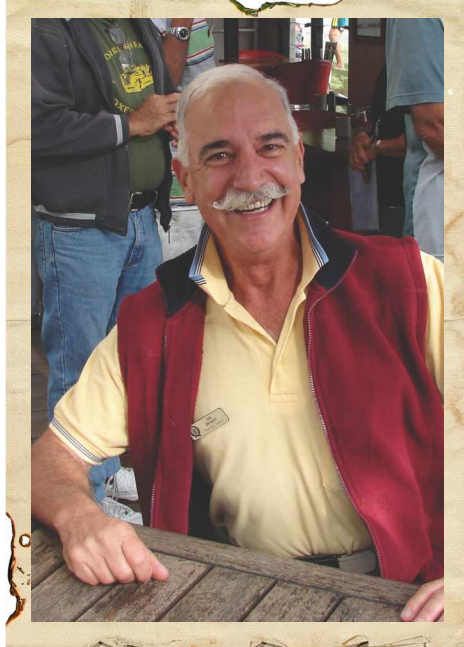
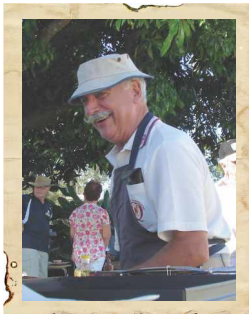
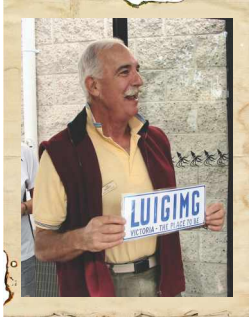
John Carlson	MGF
Jan Burke	MGB
John and Marian Tait	Mazda MX5
Phil and Sue Young	Fiat X19
Cyril Bennett	MGTF
Nick and Gwen Holman	MGB
Ross Letten & Dee Anderson	MGTD
Gary Lawrence and Tracy Cameron	MGB GT
David and Meryl Miles	MG Mquette
Bernie and Charmaine Pereira	MGTD
Bruce and Gail Baylis	MGB GT
Dino and Margaret Mattea	MGA



Top Left: The run organiser, Ross Letten, checks his route.

Chapter Chatter

W I D E B A Y C H A P T E R



A Farewell to Ian Bryant

Ian was well known to many in our club as the Coordinator of the Wide Bay Chapter. Ian died quietly in Hervey Bay on 25 October.

A loud, cheerful person and a character larger than life, Ian was the initial proponent for the establishment of the Wide Bay Chapter of our club. Ian has been the local Coordinator since that Chapter's birth and, under his guidance, it has grown to be an active and vibrant part of our Club.

Ian was born in 1944 and graduated from the Royal Military College at Duntroon in 1964. He saw active service in South Vietnam and also in Malaysia.

Ian achieved the rank of Brigadier, and was a graduate of the Australian Army Staff College, the Joint Services Staff College and the National Defence College of Pakistan. He also held a Masters Degree in Defence and Strategic Studies and was awarded an Australia Medal in 1996.

In the Wide Bay area, Ian has worked tirelessly with Legacy and other organisations to help those in need. Ian and Helen took part in the recent long Darling Downs trip to western Queensland and both have long been familiar sights in their various MGs as they travel around the Wide Bay area. Ian's red MGB GT seemed to have a natural role leading a long convoy of sports cars on country jaunts.

The Club offers its deepest sympathies to Helen and to Ian's two children.

He will be sadly missed but not forgotten.

Sadly, this is the final Chapter Chatter Report written by Ian (Luigi Emgee) Bryant. Ian died quietly on the morning of Tuesday, 25 October. Our thoughts and deep sympathies are with Helen.

Those of us who knew Ian are among a fortunate group. Few people, in their whole lives, are lucky enough to meet and to know such an outstanding person who gave so much of himself to so many others. He was certainly larger than life ... he was loud, he laughed and he was loved. Many who attended his runs did so simply for the pleasure of his company, the mischievous twinkle of his eyes and that trademark handlebar moustache. Ian was the driving force behind our Chapter and we all, at some time, sought his sage advice.

Ian will always be with us in our thoughts and in spirit on our future run

From Luigi Emgee ...

Fittingly, the Chapter's Long Weekend Away to Toowoomba and Stanthorpe led in the Spring season, with Darrell and Jackie Martin (MGA) designing - and then leading - a delightful tour gastonomique for the four-day adventure commencing 2 September. A combination of day visits to local wineries and produce shops, driving topless through some stunning views on lovely bush roads and then attending some really excellent restaurants, showed the best that the granite belt had to offer.

The carefully planned Saturday rendezvous' at Anna's Restaurant - for the best buffet experience ever, and then on Sunday evening quite a different taste sensation at Patty's on McGregor, reinforced the wonderful four days away. Bill and Liz Manns attended in their MGA, Graham and Chris Scott in their MGB, Peter and Vicki Worland in the Datsun Fairlady, and Ian Bryant in his MGB GT.

A lovely Spring day on 7 September enabled Bob and Jan Mortimer (MGB GT) to host a Chapter mid-week run and lunch bbq at their bush retreat home at Bauple. The lovely views from the mountain also ensured that all attending gained an insight into wildlife amongst the highlands forests and the abundant birdlife it supports. Attending were John and Barbara Shield in their MGB, Des and Joan See in the MGB, Keith McKavanagh and Marion Orr by MX5, Peter and Jocelyn Gardener in their Datsun 360Z and Ian Bryant driving Helen's "spridget". To support the "Bundy in Bloom" festival at Bundaberg on Sunday 11 September, a small local run by the Bundy Crew was led by Allan and Kay Dansie (MGB GT) and

attended by Eric and Janelle Beckman (MGB) and Bill and Cheryl McCollum (MGB GT).

The midweek run on 21 September in beautiful weather was attended by 11 members in eight cars - three MGs - for a morning run via Torbanlea to the "Parkview" coffee shop at Maryborough's Queen's Park. A fruitful latter part of the morning was spent in the shop/time capsule of Brennan & Gerahty's Store, recalling grocery brands and containers once part of our early lives. Enjoying the morning run were Garry Robertson MX5 Eunios, Ken and Ellen Wilson MGA, Ray and Bev Clarence MX5, John Carroll in his Jaguar Mk2, Gary and Anna Cuthbert MGB, Joy Batchelor in a sedan, Peter Boxall TR8 and Ian Bryant in Helen's MGB.

On a lovely Sunday on 25 September, 41 members in 22 cars - 14 of which were MGs - set out from the two start points of Hervey Bay and Bundaberg to meet for lunch at Childers's Isis Club. Allan and Kaye Dansie (MGB GT) led the Bundy Crew, via their Paradise Dam morning tea stop - of Eric and Janelle Beckman MGB, Ian Games and Jan Grigg MGB, Bill and Cheryl McCollum MGB GT, new member Peter Cook and Beth Gordon MX5. Ian Bryant (MGB GT) led the main body of 31 people in 17 cars from Hervey Bay via their Buxton morning tea stop.

This group comprised Bill and Helen Denham in their Mitsubishi, Keith McKavanagh and Marion Orr MX5, Garry and Jill Robertson MX5 Eunios, John Carroll Jaguar Etype, John and Barbara Shield MGB, Blair and Joan Francis MGB, Des See MGB, Ray and Bev Clarence MX5, Trevor and Lorraine Drummond MGF, Darrell Martin with Jim Haines MGA, Garry and Wendy Haines MGB, Frank and Alex Wolfendale in the Mercedes Kompressor, Ron and Lorraine Mills sailing their Daimler SS, Jacky Martin and Moya Haines by MGB, Peter & Margaret Elson MGB, and Peter May and Joy Batchelor in the MGB.

On Wednesday, 12 October, Ken Wilson with Ellen in her MGY led five other cars on a most enjoyable bbq run to Paradise Dam via Childers, returning home via the longer but more scenic Biggenden route. Also attending all or part of the run were Des and Joan See in their MGB, Darrell Martin MGB, Graham and Chris Scott MGB, Peter and Jocelyn Gardener in the Toyota Crown, and Ian Bryant in Helen's MGB.

The midweek run by fifteen members in nine cars on Wednesday 19 October was led by Bob and Lyn Emslie in their Mercedes 450SL to Boswell's strawberry farm in Nickenbah. Uncertain weather dictated a shorter run than usual and the hospitality of the Boat Club for morning tea was gratefully accepted by all participants.

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Also present for this run were: Garry and Jill Robertson in their Eunox, Keith McKavanagh and Marion Orr MX5, Ron and Lorraine Mills in their Daimler SS, Frank Wolfendale in his new MGB GT, Graham and Chris Scott MGB, Dave and Margie Roberts in the MGA and Paul Overton in his Ford, just returned from injury.

John and Barbara Shield in their MGB led 22 members and friends in 13 cars (nine MGs) for the Chapter's Early Morning Run on Sunday, 23 October, to the Bjelke-Petersen Dam for a bbq lunch. Travelling in delightful weather, the group drove the country roads via Tiaro and Kilkivan for morning tea, thence via Goomeri for the BP Dam. Friends from the Sunshine Coast MGCC, David and Roslyn Garlick, enjoyed the run in their MG RV8, meeting Kingaroy sports car enthusiasts Gerry Manthorpe and Ray Wilton in an MGB also at the dam.

Wide Bay participants Des and Joan See, Blair and Joan Francis, Ken and Ellen Wilson, Darrell and Jacki Martin, Peter May with Joy Batchelor all drove their MGBs, while Keith McKavanagh, Peter Worland, Paul Overton took the MX5, Datsun Fairlady or Ford option.

Returning home via the scenic Boat Mountain route, participants blessed their luck for the fine weather and the obvious lack of VIC plated cars currently on the local and regional roads.

Ian (Luigi Emgee) Bryant

Clockwise from top: In the mountain clouds at Bauple;
BBQ at the Bjelke-Petersen Dam;
Lunch at the Isis Club;
Assembly at Maryborough before the Stanthorpe run.

VALE IAN "LUIGI" BRYANT

As I have only known Ian for a short six years, I didn't know all there was to know about his brilliant Military career, his care and fight for the rights and acknowledgement of the Vietnam Vets whom he fought with, his wonderful care of the Legacy widows whom he supported, his support of the RSL, and I can go on. The Ian Bryant I knew was a mixture of thorough gentleman, larrikin, comedian, organiser extraordinaire, devoted husband to Helen, devout MG enthusiast and a fabulous host to boot. I will miss him, his wit, his charm, and that incredible moustache.

Rest in peace, Ian.

Meryl Miles



Chapter Chatter

By Gurney T Clamp

CAPRICORN CHAPTER



Overcast skies and strong winds greeted members when the Coastal group of Gurney and Gloria Clamp, Tom and Cathy O'Dea, Jenny Hill and her traveling partner Tracey, and new members Rodger and Phylliss Warne met up with the Central group of Phil and Pam White, Stuart and Ada Clark, Terry Dwyer, Robbie Galloway and partner Gary, Garth Barnes and Lesley's dad John, at the Bوندoola golf driving range.

The tour took the members along Byfield bypass road to the Farnborough Road via Browns Lane to Ralph and Rose Wallace's 2 acre property at Farnborough where we were all greeted by Ralph who invited us all to view the large range of stationary vintage engines in this private collection lovingly stored in sheds behind his house. While members set up for morning tea under good shade cover, Ralph took those interested on a tour through the sheds answering a large number of question and delivering an explanation of everything that was there. Ralph started up two of the engines giving us an insight on how it is done. Near the end of our visit Ralph explained how he managed to lose four of his fingers on one hand while starting one of his machines several years ago, but looking at the same fingers to-day it was hard to tell that this had happened. An amazing story.

After smoko and with a few drops of rain being felt, the group headed to the Causeway Lake for lunch via Wreck point for a photo shoot. Thanks to Tracey for placing the members fish and chips orders on her mobile prior to departing from Ralphs at Farnborough which helped getting our lunch orders a bit quicker than the large number of people waiting at the Causeway Kiosk.

It was after departing from the Causeway that the tour leader Gurney found a problem with his own tour guide plan for the day's events, as the next part of the tour was to turn left onto the Scenic Highway towards the Singing ship at Emu Park for another photo shoot. Some

members who were late departing from the Causeway took the correct route to find no one at the Singing ship and that the front runners took a right turn and a shorter route towards Cawarral. Eventually all members joined up and under a new leader in Stuart and Ada Clark we headed off to their property between Rockhampton and Yeppoon.

On arrival Gurney was congratulated on his vision of giving members the experience of doing something different. Ada Clark took the ladies on a tour through their new home with its magnificent 360% rural view while the male members got to look at Stuart's old and vintage farming equipment. After this we all enjoyed afternoon tea provided by Ada in the outdoor setting looking at Mt. Jim Crowe.

Apologies were received from Jim Armstrong, Peter and Tracey Breed, Ian and Rosemary Carleton, Phil and Margaret Henry, Jo Emmert, Noel and Sue King, Don Madden, Brian and Margaret Russell, Paul and Lois Mickenbecker, Dale and Margaret Volling, Ian and Linda Wilhelmsen, Ian and Leanne McKeague.

Phil Henry reports that progress is being made on engine repairs to his Midget with an overhaul and new twin SU's, a mild cam and a 5 speed gear box to be fitted. We will have to keep him at the rear when the Midget is back on the road to allow us to keep up with him



Top: The photoshoot at Wreck Point; Bottom: At the Clarks' property

Chapter Chatter

By Brian Phillips

D A R L I N G D O W N S C H A P T E R

The report takes the form of a series of brief reports on events.

Sunday 28 August - Run From Toowoomba to Gatton Apex Park

We were still on a high after just completing the Great out back tour. The rain the previous day did not dampen our spirits. Four cars took off from Toowoomba for the downhill run through Preston. The hill is steeper than the Toowoomba Range, which tested out the brakes on the older cars. It is also a place for mad dogs, as Garry Lawrence's car was attacked by a healer who thought that Gary's car was something he could eat. He had second thoughts as he sunk his teeth into the rear tyre while travelling at 40 km per hour. Several other dogs also had a look at his car much to Gary's horror. Apex Park made a lovely setting for morning tea Doug and Elizabeth Partington joined us there after taking the scenic run down through Ma Ma Creek. We proceeded on through the sad town of Grantham where the evidence of the January flood is still apparent. On through Murphys Creek and Spring Bluff Railway station both of which have had considerable flood damage. Spring Bluff is one of the draw cards for the Toowoomba Carnival of Flowers. The repair work there was in full swing in preparation for the Carnival in two weeks time. Up the hill again to the Blue Mountain Hotel for a most enjoyable lunch.

Participants Gary and Janis Lawrence, MGTF. Dennis and Imelda Logan, Mercedes. June and Brian Phillips, MGTF. Doug and Elizabeth Partington, Ford. Peter and Connie Whelan, MGB GT. Visitors from NSW

Lunch Run 14 September 2011

A great day for a run in the country and lunch at a historic pub. The Club Hotel (the Pink Hotel) at Clifton is a very hospitable place to dine, and the bartender/waiter/general multiskiller who took the orders, and then served our meals was very entertaining. The only thing he didn't do was cook. We had a very good attendance of 15 people and the conversation covered everything from the recent outback tour to the publication of Helen Habash's very interesting biographical book. We have very varied discussions, but the subject of MGs is always high on the list.

Attendees: Brian & June Phillips - MGTF; Odeh & Helen Habash - MGB; Helen Good fellow - MGTF; Jean & Tony McNamara - MGB; Rob & Fay Wickham - MGB; John & Helen Coverdale - MGB; Ron & Judy Gillis - Ford. Barrie & Val Harvey (visitors)

24 September - Ben Cain's 70th Birthday Party

Well its official Ben Cain has put another zero behind him. We had a wonderful BBQ lunch in the garden to celebrate the big occasion. About 40 people joined Ben and Angie in their back garden to mark the occasion. With a few tall stories, a few light ales it was one of those very relaxing afternoons where you don't notice time passing. The number of candles on the birthday cake would have given the local fire warden a start. Congratulations Ben.

25 September Sunday Run to Cambooya Vintage MGs and Morris Cars

The run to Cambooya on Sunday September 25th to view the wonderful collection of Vintage MGs and Morris attracted a good following of MGs. The cars departed Toowoomba and Warwick at 9 am. Both groups proceeded to the historic "Steel Rudd" park near East Greenmount for morning tea. It was the first time we had three MG TFs on a run. Good to see Kevern Hayes and Carolyn Wilkes again.

Just as we were about to depart for Cambooya Coll Schiller, wearing appropriate headgear (flying goggles), arrived in his 1931 MG M Midget to lead us to his place at Cambooya. "The Cambooya Collection" is Cols dream put into reality. His aim is to collect Morris and MG cars Pre 1940. His wonderful display includes 1925 Morris Cowley Bull nose, 1927 Morris Cowley Flat nose, 1928 Morris Cowley Bakers Van, 1928 Morris Cowley Tourer, 1928 Morris Cowley Ute, 1929 Morris Cowley Tourer, 1929 Morris Empire Oxford, 1929 Morris Empire Tourer, 1929 Morris Minor OHC, 1932 Morris Cowley Holden Bodied Tourer, 1932 Morris Isis, 1935 Morris 2 Pre-Series, 1937 Morris 18HP Tourer, 1937 Morris 25 HP Super Sports Tourer, 1938 Morris 25 HP English Bodied Sedan, 1927 Morris Garage Flat nose 14/28 MG super sports, 1929 MG 14/40, 1929 MG 18/80, 1931 MG M, 1937 MG SA2 litre Saloon, 1931 Vauxhall sports.

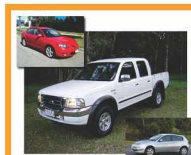
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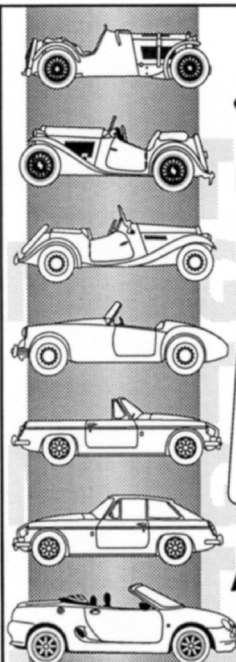


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After viewing his wonderful display we experienced some of Col's special sausages, cooked on his BBQ. He then entertained us during lunch with a display of pyrotechnics as his BBQ caught fire. He displayed his fire fighting skills next, as he tried to extinguish the flames. The sausages were well done and very tasty. We would like to thank Col for his hospitality, his dedication to the marque and a wonderful day out. Participants were Jim Carstens,,MGB GT; Gary & Janis Lawrence,MGB; Rob & Narelle Fraser, MGB; Odeh Habash, MGB; Greg & Beth Newey MGB GT; Kev & Sylvia Johns MG ZA; Tony Mc Namara, MGB; Col Schiller MG M Keven Hayes& Carolyn Wilkes MG TF; Helen Goodfellow MG TF; Brian & June Phillips MG TF

12 October - Mid Week run

Hodgson Vale The Mill Outlook. What a great spot for a lunch gathering. Dining outdoors under the shade cloth with a view across the southern Darling Downs was an ideal way to spend the afternoon with good company and good food. Our lunch companions consisted of ducks, hens, lambs, goats and alpacas which wandered around looking for table scraps. The conversation flowed freely in the pleasant surroundings. It was great to see Bob and Mavis Marsh after Bob's recent operation. June and I bought a couple of hens to add to our collection so we transported them home in the back of the TF. Those enjoying the outing were Greg and Beth Newey MGB GT; Odeh Habash MGB; Jim and Leona Keys MGB John and Helen Coverdale MGB; Elizabeth Parthington Ford; Bob and Mavis Marsh,Falcon; Tony and Jean Mc Namara, Nissan; Brianand June Phillips MG TF. (Chook Mobile)



Chapter Chatter

F A R N O R T H Q L D C H A P T E R

Unfortunately the events in the FNQ Chapter did not fit in with the deadline for this issue. Watch for their update in January.

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CLUBROOMS UPDATE -

REMINDER OF CHRISTMAS NOGGIN 'N' NATTER

December 9 - from 6.30pm, Special Christmas meal available for \$7.50. Unveiling of the name for the refurbished bar!

As you can see from the photos below, a lot of work has been done to refurbish the clubrooms and our workers would love to see a large crowd at the Christmas Noggin 'n' natter on Dec 9 to celebrate their achievements. The bar has been given an appropriate name which will be revealed in a ceremonial unveiling on that night. Work on getting the new books into the Library is now underway with Peter May having now having taken over that task.

Our library logo has been included here to remind you to make use of that wonderful resource of over 1300 books which is envied by many other Clubs.



COME AND TRY MOTORKHANA

Whilst many may have been watching the telecast from Bathurst on a particular Sunday, some competed at the multi club motorkhana at Willowbank. Departing from the more traditional selections, tests chosen for this day were many new events such as the Pine Tree, Four Leaf Clover, Spearhead, Six Gates, Arrowhead, and Half Dozen Gates layouts.

These Come and Try events are a good venue for junior drivers (CAMS Junior licence are available for youths aged 12 to 18 years) to acquire some basic car driving skills or hone their skills in a safe environment either under instruction or guidance by experienced drivers or a parent. MG members running were Alan McConnell (Hyundai Excel), Brant Rayment (MG Midget) and Malcolm Spiden (MGBGT). Next motorkhana will be the final round of the 2011 Queensland Motorkhana Championship on 6 November.

The Holden Sporting Car Club Queensland will host the 2012 Australian Motorkhana Championships at Willowbank and are scheduled to be held in October next year at Willowbank. HSCCQ will appreciate assistance with the running of this event. Help is required with event layout by setting up the course test markers (poles) for the many tests, being an observer supporting the principal timekeeper on each test by observing the course taken by drivers to ensure the correct path is taken or if any poles are displaced by competing vehicles.

Members of the HSCCQ assist MGCCQ with the Iron Man events as well as the motorkhana for past and the upcoming MG National Meeting. Why not assist whilst watching the top motorkhana drivers in Australia.



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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.

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

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
GPO Box 1847 Brisbane 4001
or by email to vprojects@uq.net.au

Race Meetings

