

Official Journal of the MG Car Club of Queensland Inc.



# The Octagon

No. 5

September 2019



This photo was taken on a Bundaberg Chapter mystery run at the destination. It was taken, not by a Club member, but by a member of the household at the destination of their run. The array of cars and model aircraft make quite a colourful and well-organised display. (Photographer – Anonymous)



Affiliated with  
MG Car Club UK & CAMS

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# President's Report

This is my first President's report as your new President, a role which I volunteered to take on. You would think after 20 years in the Army and being President once before I would know better, but I believe I can offer the position a new outlook so that's why I took on this role.

I feel honoured to once again take on this position and will endeavour to do the job to the best of my ability to the benefit of the Club and all its members.

I would like to thank Richard Mattea for his time as President and all he did to make the club run efficiently and wish him well in whatever he chooses to do with his extra spare time.

I would like to instigate some new ideas; I will need all the members to support me in these plans.

They include some of the following ideas:

- Making more use of the clubrooms – e.g, more functions as I believe the rooms are under utilised
- Bring back a member draw when you attend the clubrooms for Noggin and Natter evenings
- Seeing if we can put a false ceiling in the rooms to improve its ambience
- Carpeting the clubroom floor to help dealing with the sound and echoing and make the rooms warmer in the winter months
- Inviting other clubs to the Noggin and Natter nights e.g. the Mini club and other British car clubs

- Whenever an event is held, I would like a detailed statement of expenditure and receipts to be available to see how that event went financially. This would be printed in the MG magazine, so all members know how we went financially for that event.
- I have some ideas for some new items for the regalia shop, I will advise once I have checked out pricing

One of the long term plans I have in mind is to beat the current world record for the most MGs displayed at one place and time. See info from the web below: I believe we can beat this record but we would need as many of our members and members from other clubs around Queensland and possibly interstate to attempt this record. This may be done at some event i.e. the National meeting when it's held in Queensland or maybe the All British Day, I have further work to do on this idea and I will let you know details once it is worked out.

Lancaster Insurance have set a new GUINNESS WORLD RECORDS™ title for Largest parade of MG cars. A staggering 144 MG automobiles paraded around Rockingham Circuit in Corby, Northamptonshire (UK), on 11th April 2015. [www.guinnessworldrecords.com/news/corporate/2015/4/lancaster-insurance-drives-a-record-setting-attempt-for-largest-parade-of-mg-cars-377032/](http://www.guinnessworldrecords.com/news/corporate/2015/4/lancaster-insurance-drives-a-record-setting-attempt-for-largest-parade-of-mg-cars-377032/)

I hope to meet as many members as I can at the Club's various activities so don't be shy - come along and enjoy the MG hospitality

*Peter May, President*

MG INFORMATION			MG INFORMATION		
	Name	Phone		Name	Phone
PRE - UMB	Dino Mattea	3263 2625	MOB	Graeme Walker	0431 678 319
	Ross Kelly	3352 4151	MISC	Bruce Ibbotson	3366 1889
T TYPE	Peter Rayment	0407 693 947	MG VS RUG	Barry Evans	3425 1695
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MOY	Tony Slattery	0407 364 543	MOF	John Boyce	3345 2530
MAGNETTE SALOON	David Robinson	3255 9037 (W)	MG 28, 29, 27	Ken Wasley	0423 15 27 23

# Some words from Elaine

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*Once again, there is quite a bit of variety of reading for you inside - with the cover certainly being a focal point for starters. The cover features another aerial view - this one of a bright, colourful and well-organised display of MGs and model planes taken at the finishing venue of a Bundaberg Chapter run.*

*As always, the Chapter reports make good reading and it is encouraging to see the Whitsunday Chapter featuring in the Octagon again. Thanks go to Richard Collier and Ross Chisholm for their assistance with the revival of this Chapter.*

*The Capricorn Chapter undertook a major tour which they named the Three Rivers Tour which is essential reading – for the organisation of such a big run, the distances travelled and the list of places visited – plenty for everyone to take note of and add to their ‘must go to’ list. The end result is a longer report than normal but so was the run!*

*David Hall is now up to Part 3 of his account of what he describes as his ‘MG sickness’. Since beginning this undertaking which was designed to tell us the ‘hows’ and ‘whys’ of his 13 MG collection, I understand that there is now a 14th car added to the collection so there is plenty of interesting reading ahead of us for some time to come. My thanks go to David for dipping into his memory bank and allowing us to share in his passion for MGs and his rationale for each car being in his – and Lyn’s - possession.*

*A letter to the Editor (a rare thing) came in after the publication of the July issue with the item about Keith Turner’s Centaur which is now owned by Peter Le Francke. The letter came from Tim Harlock of Centaur fame who was credited as being the builder of the car. Tim has corrected this as follows: “It was Keith who built his Centaur; I just helped with the sketches and a bit of assistance from time to time. I will take credit, though,*

*for having it hanging it up in the shed for a few years. The description of your “lovingly refurbishing” I fully support. A well earned compliment!”*

*Thanks, Tim – we all want history recorded accurately and thanks for that – which also gives me a reminder that, for Centaur information, we should all first consult John Campbell’s well documented history of the marque for the answers are all there.*

*As space allows, you will notice that I like to delve into the archives for gems to share with you and hopefully you will find the ones in this issue to be of interest to you – particularly the Club’s little encounter with the long arm of the law some time ago. There can’t be a repeat as our Liquor Licence is prominently displayed in the Clubrooms.*

*Two items of current interest and change are the Constitution which is being updated and the rules for the use of Special Interest Vehicles on special concessional registration. Jim Scott has used the format of a Quiz on this topic which, combined with the answers, will show you how much you understand on this topic.*

*The special Constitution insert will provide the rationale for changing the Constitution a list of the changes, and a draft of the proposed new Constitution.*

*You will note that incoming President, Peter May, has already taken up the Presidential pen and written a report outlining some of his goals as President. .*

*Final Octagon for 2019 is the November issue and your contributions are welcomed, no matter how large or small. Please note that the closing date for that issue is the last day of October.*

*Until next time...Elaine*

# 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 \$4. The goal will continue to be to have something special happening on the first Friday of each month. Your suggestions are welcomed.

Working bees are held at the hillclimb on most Wednesdays and are therefore not listed below. For further information, contact Malcolm Spiden.

(CP) after the name of an event means Competition Points and indicates that the event is pointscoreing for Club trophies. (SP = Social Points) for attendance at car display events such as Motorfest and the Macleans Bridge Display.

Please consult the online calendar for any update and also for Chapter events to which all members are always invited. You will also find that motorsport events promoted by other clubs and also events in regional areas are listed in our online calendar.

## OCTOBER

- 4th MGCCQ Noggin 'n' Natter at the clubrooms
- 5th MGCCQ CAMS Club Challenge and Interclub Hillclimb at Mt Cotton
- 6th Noosa Classic Car Show
- 18th MGCCQ Possible night observation run (CP)
- 18th MGCCQ Noggin 'n' Natter at the Clubrooms
- 23rd MGCCQ Midweek run - organised by Denis Thomas
- 26th Australian Hillclimb Championships (in NSW)
- 27th Interclub Khanacross (CP) – details to come

## NOVEMBER

- 1st Noggin 'n' natter in the Clubrooms
- 1-3rd CAMS State Championship Races Rd 4 at Morgan Park (CP) organised by MGCCQ
- 2nd Invitation to display cars at Laidley school fete
- 9-10th HRCC – Noosa Summer Challenge Hillclimb
- 15th Noggin 'n' natter in the Clubrooms
- 17th Come and try Motorkhana and Khanacross (CP)
- 27th Midweek Christmas run organised by Brian Ponting
- 30-1st Dec Mt Cotton Hillclimb series Rd 6 (CP)

## DECEMBER

- 6/12 MGCCQ Noggin' n' Natter and Presentation of Hillclimb trophies
- 8/12 MGCCQ Christmas get together in the Clubrooms 2-4.30pm

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

Megan J SYMONDS	SCARBOROUGH
Benjamin B EVERSON	LOGANLEA
Annemaree NICHOLLS	YEPPOON
Barry S REID	ROMA
Peter & Joan FINNEY	KURWONGBA
John BANNON	HERVEY BAY
James & Sarah BATEMAN	IDALIA
Jerry PACZKOWSKI	VICTORIA POINT
Jeffrey R KUMNICK	GORDON PARK
Rick MACDONALD	CHELMER
Brooke L ARMSTRONG	THORNLANDS
Paul T MADDEN	URRAWEEEN
Roger PARK	CRAIGNISH
Brian CROSSLEY	BOOMPA
Ken & Jayne WALES	BONGAREE
Terry RAMSDEN	PARK RIDGE
Lachlan REITH	FOREST LAKE
Trevor GOLDSMITH	NEWMARKET
Bernard ROWAN	ASHGROVE

# Bits'n'Pieces

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Grahame Amy went along to the Cars and Coffee casual event at Sirromet Winery on 18 August. Car enthusiasts are encouraged to take the drive to Sirromet Winery and enjoy a relaxed breakfast while appreciating the cars and bikes of fellow enthusiasts – except, on this occasion, there was a power problem and there was no coffee to be had.... But Grahame had his camera with him and recorded this duo which were on display there.

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The Club recently upgraded to a new shelter and it has its first outing at the recent Concours where it was greatly appreciated by those doing all the paperwork associated with the event.



Mt Cotton hillclimb is noted for its wildlife but this specimen decided to be shy and 'retired' to a quiet and secluded spot. (Thanks to Jim Heymer who discovered this slumbering reptile and took the photo to share the moment – and his wit – with us.)



Ross Kelly believes that a racing car should be used for the purpose it was built – even if that vehicle is a rare and valuable MG K3. He also seems to believe that every last inch of the racetrack should be used as (top photo) he approaches the finishing line on one of his runs at the recent Leyburn Sprints. (Photos by Jim Heymer)

# MG Sickness Part 3

by David Hall



I was doing some Mechanical work at home as I had set my workshop up to handle most things for basic servicing and specialising in Fuel Injection Cleaning. A friend whom I had met when Sylvia was at the Wesley Hospital wanted her car serviced as she was looking after her elderly mother who was on Oxygen 24 hrs a day and she relied on the car for doctor's appointments, medical emergencies etc. You all know her as Lyn Hayward and we have been best mates for the past 12 years.

Well to cut a long story short I must have done a good job on her car and she agreed to have coffee with me. She spoke of enjoying having a past history with MGs. As a young teenager her parents had a BP fuel depot. A young man called Bruce McKenzie from Sydney used to visit his mother in Hervey Bay every year. During his visits he would purchase Avgas for his dark blue MGB from her parents' fuel depot.

When Lyn was 16 years of age she worked as a Receptionist for Dr Andy Mayne on the Esplanade at Torquay. He had emigrated from England with his wife, two boys and a Red MGA Roadster. At that time we had only 2 doctors in Hervey Bay and no hospital. Everyone who was sick and could come to the surgery for a consultation was seen that same day. Home visits were made 3 times a day or more if there was an emergency. Most times the home visits were made in the MGA Roadster and on those emergencies

did it roar when he took off. Lyn believes the Doctor was a hoon at heart and enjoyed those emergency calls. When he was away on holiday she got to start and run the cars for 10 minutes once a week to keep the batteries charged. That was an enjoyable time for her.

I assisted Lyn to look after her mother until she passed away and after that we decided to join the MGCCQ Wide Bay Chapter. Ian Bryant had started the Chapter a few years earlier and we enjoyed going out on runs both in the TD and the MGB. We got to meet some lovely people with similar interests to ourselves and of course as with all car clubs we went to many places we have never seen before.

Sometimes we thought we may like to have an enclosed car, Ian had an MGB GT and we liked the look of that and so we decided to keep our eye open with the intent to restore an MG - this time a GT. Well we found this special GT at Inverell in NSW. It was a special car being one of the last MGBs built before they closed the MG factory on the 20th October 1980. MG built 1000 MGB Limited Edition Cars 420 Gold Roadsters and 560 Pewter GTs and this car was one of those.

So we headed off to Inverell to purchase it and I drove this beautiful little car home to Hervey Bay. Lyn followed in her Ford Fairmont station wagon with our majestic German Shepherd Dog "Kit" taking up the back seat. Every time



Lyn looked in the rear vision mirror it was filled with the handsome smiling face of her faithful body guard. He was kept busy looking forward keeping his Dad and the MGB GT LE in sight. What a sight it made as we travelled through towns with people stopping in their tracks and turning heads to stare to see what make and model car it was.

I spent a lot of time detailing improving and replacing parts and eventually decided it needed repainting. This was to be my first attempt at totally stripping down a car. Our upholsterer repaired the striped seats which allowed the car to keep the original interior. I went through a very time consuming period taking the car back to bare metal preparing and masking everything off spraying in two pack undercoat and, after a final blocking, we decided to sublet the final respray to a Tradesman to paint in his spray booth.

Our neighbour Stewart is a panel beater by trade and he advised me with the panel and painting

preparation work along the way. For this I rebuilt his Chev V8 engine for his Monaro that he is restoring.

We have entered the Pewter MGB GTLE at 3 MG Nationals - firstly at the Yarra Valley in Victoria, also Adelaide in South Australia and Ulverstone in Tassie for 3 Class Q wins and we have been very happy with that. We feel very honoured to own this precious car.



# Making the Change

by David Dyer of Modern Classic Cars (see ad on p62)



## Upgrading to a modern 5 speed gearbox has many advantages, but how do you make the change?

Fitting more up-to-date components to a classic car always seems to be a well argued topic. However, if you want to get as much use out of your classic car as possible, then a well engineered and subtle upgrade is well worth the effort. With this in mind, the release of a Mazda based 5 speed gearbox conversion for your MGB is just the answer. Fitting in the vehicle with no modifications to the car, this gives the appearance of a standard car while allowing the original gearbox to be re-installed if required.

Fitting the kit is not as difficult as you may think, whether done in our workshop, your local MG garage or at home. The following is a brief description of the fitting process of the 5 speed gearbox.

The first step in all major MGB gearbox work is the removal of both engine and gearbox. Also coming out at this stage are the prop shaft, speedo cable and hydraulic lines which are all replaced as part of the upgrade.

Once removed from the car, the engine and gearbox can be separated and the installation stages begin -

- Fit the spigot bush to the crank shaft.
- Secure the new clutch plate along with the existing pressure plate to the flywheel.
- Bolt the gearbox to the engine.

The engine and gearbox are now ready to be fitted into the car. Re-installation is as per a standard unit with the only variation being that the rear of the gearbox is now supported on the welded cross member in place of the bolt-in item. There is sufficient float in this new mount to allow for any variance in the transmission tunnel from one car to another.



Once the rear mount is secured the final stages can be completed,

- Fit the new drive shaft.
- Reconnect all the engine components, fuel line, oil cooler lines, radiator etc.
- Fit the new clutch hydraulic line and bleed the system.
- Fit speedo cable and gear lever.

Now the only thing left to do is enjoy your next drive !

**The Mazda based 5 speed conversion is available from by Modern Classic Cars.**

# TECH TALK

Replacing a 12 volt battery with the latest technology Century Battery by Bruce Ibbotson

Century have released a new 410 CCA [Cold Cranking Amps] 12 Volt battery ideal for the MGC and I expect the MGB and MGB V8 conversions.

I do not know the depth of the MGB battery boxes, the MGC boxes are deeper as they had taller LUCAS batteries fitted.

I have plenty of clearance in the MGC from the terminals to the cover and I think this battery will be OK into the MGB battery box but you need to check the clearance from the terminal top to the cover.

Battery size:

190 mm long - the top of the case is 195 mm

122 mm wide - the top of the case is 127 mm

200 mm high - terminals 225 mm.

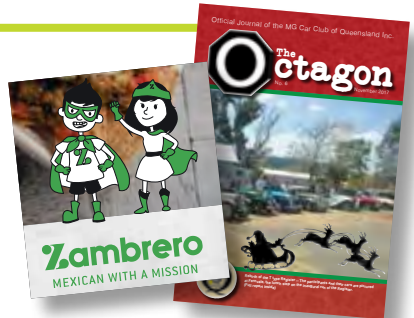
Check clearance to battery cover in the MGB.

I bought my NS40ZLSX MF from 'Auto Barn' when they had a 30% off weekend sale for \$118-30.

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Mounting is very simple, I used a 25mm wide by 1 metre long tie down strap from Bunnings \$ 4-95.

Fill in the base of the box between the rubbers with a suitable material. I used compressible firm 10 mm Neoprene self adhesive foam from Clark Rubber. The battery simply drops into position then push the battery firmly down to compress the neoprene strip and tighten the tie down strap.

I looked into Century battery types as my 8 year old DIN44 L MF may not have survived

Winter, it was a 370 CCA battery.

If you still use 2 old design 6 Volt batteries you should consider replacing them with a 12 Volt battery which is much cheaper than 2 old 6 volt ones and far superior to 6 Volt batteries as far as starting current goes. Replacing the old design 6 volt batteries [300 to 330 CCA] with a modern technology 12 volt battery [410 CCA] does wonders for Winter starting as 2 feet of cable and 2 connectors are removed from the battery cable.

Photos show the battery on the bench and installed.



# “OCTAGONE”

or A RIDE DOWN MEMORY LANE by Elaine Hamilton

## Some interesting snippets of information/ gossip from past Octagons.

So, did you know that .....

- the first Octagon was published in January 1957. Prior to that, a newsletter had been published. The Octagon was printed using a spirit duplicator but, fortunately, the print has not completely faded even though the smell has!
- the December 1958 edition of the Octagon carried a report that the clubrooms (then in Wickham St) had had a visit from the licensing squad and from then on were able to sell only soft drinks! Thanks were expressed to those members who helped to pay the fines imposed as a result of this visit.

*(You can find out more about this event in the following article from the past written by one of the people who became known to the Licensing Squad due to this event.)*



Patron of the Club in the early years was Viscount Nuffield, G.B.E.

The Octagon of November 1958 is the first we have that had commercial advertisements. They may have appeared earlier in the year but this is the first in the club's collection of Octagons. It was also the first we have which was commercially printed.

March 1972 Octagon lists among the new members a David Robinson, owner of a Holden HG.

In the January 1973 Octagon it was reported that "Ivan Tighe has indicated his retirement officially – Ivan of course has had a long and successful racing career over nearly two decades – sorry to see another 'oldie' going." *Did someone forget to tell Ivan?????*

It's not new!! As early as 1957 'it's' was incorrectly used instead of 'its'!

The Club became the owner of a Post Office box (1847W) at the GPO in March 1957.

May 1959 – The name V Appleby first appears. He drove a Pontiac at the Strathpine Sprints.

Sept/Oct 1978 Octagon article shows that the more things change the more they stay the same! It says "We are currently looking for new clubrooms. If you are able to provide any assistance by either knowing of somewhere that is not too expensive or providing funds to enable us to develop them please contact a member of the committee now."

May-June 1983 OCTAGON has an article by Arthur Holloway in which he outlines his idea – and the approaches he made to various people – for a street race to be held on the Gold Coast!

And another spark of wisdom! – If ignorance is bliss, why place such a bright light above the mirror?

This is a collection of interesting pseudonyms adopted by contributors to the Octagon who obviously tried to remain anonymous –

- Dust E Throat (reported on a gymkhana in 1959)
- Ripoff Tredsky (reported on a 1960 gymkhana)
- A Clue (reported on a Scavenger hunt 1961)
- Mud Bath (reported on a gymkhana 1961)
- Teddy Boy (reported on the ATC held at Lowood in 1961)
- I spy (reported on a Treasure hunt in 1961)
- A Member (reported on various activities)
- Annie Ominous (reported on the Beat night held at the clubrooms in Aug 1965)
- I Spin (reported on a Motorkhana in 1966)
- Crumpetcatcher (a prolific contributor in the early 70s)
- Other regulars included – Henry Money III, Featherfoot, Jolly Roger, Spinner Thomas and Ace Junior Scoop Reporter Scratchy Penman

In a report of a gymkhana in the August 57 Octagon, there were events called 'Forward Bending with water', 'Horn blowing', 'Car finding' and 'Two bob for a ding!' (*Would some of the members of this era like to enlighten us as to what constituted these events?*)

*Was there a specialised recruiting campaign?*  
Jan/Feb 1967 Octagon – Listed amongst the new members were – Tim Harlock, Vern Hamilton, Barry Lock and Ivan Tighe!

First mention of John Davies found in May/June 1976 Octagon – 'After delays the meeting finally got under way with John Davies and his Robb Holden singing 'Here we go gathering nuts in April' on his way to the hairpin whereupon the air controls on the front of his car decided they did not like it there. A bit of hacksaw work saw the car ready for its runs proper.'

The Octagon was registered as a periodical with the PMG (*Australia Post to those not age challenged*) as early as March 1957.

In the Jan 1958 Octagon it was reported that the first edition of the CAMS Year Book "Motor sport in Australia 1958" will be available next month in limited quantities only.

June 1959 – the first photographs appear in the Octagon.

*(Ed: To update the reference to the search for Clubrooms Gymkhana)*

*– before the Clubrooms at Rocklea were purchased, the Club rented a number of various venues on a temporary basis so there was an ongoing search for something more permanent - which we now have and appreciate.)*

## MEMORIES BY BRUCE McMILLAN IN WHICH THERE IS A FULL REPORT ON THE VISIT BY THE LICENSING SQUAD TO THE CLUBROOMS IN 1958.

*The following was sent to us by Bruce McMillan, Member 142. It makes interesting reading particularly now that some of us are more familiar with some of the people mentioned. Bruce also sent the Club a very old, interesting and most probably valuable book 'Complete MG Workshop and Tuning Manual' which will take pride of place in the Club Library.*

### MEMORIES by Bruce McMillan

Some notes about myself. I was Secretary during Miles Hunter's Presidency. My cars were an Austin Healey, a TF, a rebuilt TC,

and MG B, Alfa Guilletta (married and had a family), Cortina wagon (2 litre), Mazda 626, and Mazda SP20. Before I could afford 4 wheels, I had an Ariel de luxe 500 cc, and a Triumph 650 Thunderbird. At racing, the MG Car Club always provided timing and lap scoring teams for Lowood.

**Club identities** -as far as I can remember. **Sam and Peter Pollard.** Peter, a pharmaceutical chemist, raced a modified Austin Healey, a distinctive red in colour, until he beat the local constabulary home one night, got into his pyjamas and answered the front door when they called ten minutes later. He sold his car next day,

being a Saturday, and the new owner was harassed by the constabulary until they found out that the car had changed hands. Sam, the elder brother, was a vehicular accident insurances assessor. He would take some piece of TC machinery into the kitchen at night and work on it there much to his wife's consternation. The Roots supercharger was a favorite for this treatment.

**Tom Ross**, a quiet unassuming chap, drove and raced a TR2 consistently. Lowood was his venue, great guy and a natural mechanic.

**Miles Hunter**, a Mexican - he came from south of the border -involved with cars pre-war in NSW, one of the original gentlemen -squire -, his wife "Nessie" known affectionately to the membership as "Mrs. Pres" and their daughter Nan "Dooley".

**Greg Newton**, who was immaculate in the preparation of his TF for concours events.

**John Muller** -a sales rep for Howards and later BMC; he could sell frigs to Eskimos and was a staunch supporter of the MG car club

**Bill Gearing** with pedigree bulldog mascot "Chummily". It was crowded in the TC at times.

"**Charlie**" **McNicol**, Michelin tyre distributor/ businessman, drove a TF with a straight through exhaust system but disguised it for road use by putting a fish-tail attachment on the pipe until the gymkhana venue was reached where it was removed.

**Ian Hamilton**, who introduced me to this famous marque, MG, had a TF when we first met. Eventually he found an Alfa straight 8, twin supercharged, that was believed to have been raced pre 1939 by Prince Biers of Thailand. He found it in a farmyard near Brisbane. He married and

sold it. Some years later, a similar vehicle sold in the USA for 1+ million. When Ian fired up that motor it sounded like a great big bucket of well-oiled nuts and bolts.

Many others were fans of the "Goons" which was the popular radio programme during those pre TV times, Ralph "Little Jim" Davis (deceased), Bill Thomas (deceased), Brian Tebble (deceased).

Others who were around at the time but not Club members, included **Lionel Ayres** who raced a TC successfully at Club events. His mechanic Dudley Anderson had a passion and magic touch with MG engines.

David Stewart's "Whitney Special " rebuilt from a crashed Mark V Jag sported a Ferrari body he fashioned with the help of club members, Ian Hamilton, Bob Richards and myself along with others.

#### **A couple of happenings that I do recall:**

"Busted" The night the Licensing Squad raided the Wickham St. premises and "pinched" Graham Perkins -duty barman -and myself as senior Club official there. Background -either the Q'land Racing Driver's Club or the Brisbane Sports Car Club, had premises up the road from our rooms; which ever it was had a bar, refrigerator, keg and bottle sales unlicensed. The local hotel a block or so away, from which our Club purchased our supplies from over the counter, lodged a complaint with the Licensing Branch. The Club purchases were two dozen bottles of beer a time, the sale of which to the members was at a slightly marked up price which helped pay for the rent.

This particular Friday night, about 9 -10 o'clock, this young chap, a non-club member, came in and wanted to buy a beer. Graham was behind the counter; Charlie McNicol was talking to him when this person arrived and started to "waffle" about cars in general and MGs in particular

and wanted to buy Charlie a drink. He eventually did and paid for it with a ten-shilling note. That was the purpose of the exercise, to get that note into the till. Then the others who were waiting outside -about whom we did not know -could raid the premises. The upshot of it was that Graham and I were summoned for selling liquor from unlicensed premises. We duly faced court where Alex Frelegas, a good friend of John Muller's, defended us; he was a solicitor who was the honorary Greek Counselor for Brisbane. We pleaded guilty and Alex gave us good character references. The result was a 50 pound fine each, which the membership chipped in and paid. Just as well the "raiding" officers did not go onto the back porch where there was something like 20 dozen empties instead of the two dozen trading stock for that night. Naturally the Club up the road that should have been raided profited from our misfortune but closed their bar for some period of time. Needless to say so did the MG Car Club of Qld.

It must be remembered in those days, to not get charged with drink driving, you had to walk a chalk line without falling over. No radar for speeding either; two plain clothed police at the side of the road, the first one flagged the second who was seated a measured furlong away who timed the car with a hand held stopwatch. Certainly not a means of collecting revenue.

The other event, which is clear in memory, occurred during one of the Easter pilgrimages to Mt Panorama. As usual, the normal preparations for the run took place at Hamilton's Nundah residence. Heads off the TF and Austin Healy, valves ground and seated, new distributor points, timing checked, carbies overhauled, tyres, tubes belts etc. checked and spares assembled.

Thursday night before Good Friday, Tom Ross TR2 with driving beam installed (most important), Graham Perkins TF, Jan Hamilton TF, and yours truly Austin

Healy set off travelling via Cunningham's Gap, hoods down naturally. Had a narrow miss driving through the Gap passing a bus going up a hill. Hamilton went first, I followed. Half way past the bus Ian yells, "go back" -hoods down -; too late I was already committed and followed through. A car coming down the hill missed by a couple of lengths. On these trips it was necessary to drive beyond Guyra before thinking about stopping for the night. This was achieved and much more. At Tamworth it was veer right for the Oxley Highway. Somewhere between Tamworth and Gunnedah, the heavens opened up and, until it stopped, driving was impossible. After an enforced rest the cavalcade continued until, just south of Dubbo, the Perkin's TF broke the compression ring in no. 3 cylinder. We found out later on that no preparation work had been done on the car. Tom with "flame thrower" and towline began the haul to Bathurst. We arrived sometime after practice had started on Good Friday. Having selected a site on the mountain with a relatively flat piece of dirt, the TF was raised, the sump dropped and damage assessed. Tom being the only true mechanic amongst us decided that a set of 30 thou oversized rings would get the car back to Qland. These were duly purchased and installed, the engine tuned all in time for the Saturday afternoon's sport. Somehow, we -with the exception of Graham -were back in Brisbane on Tuesday to go to work. Graham, having to run his motor in, arrived much later. Those were "heady" days.

Such are the thoughts of an old MG driver who has on his desk at the moment, a model TC on one corner and a Harley "Sportster" 1980 vintage on the other. The TC is there because I rebuilt one from the chassis up from a wreck. L H. Shaw owned it. That was my way to learn about cars. The Harley's there because my son has one that needs some work doing on it. Happy motoring.

# July Midweek Run

**JULY MID WEEK RUN – Report by Neil Summerson; photos by Malcolm Campbell**

On Wednesday 24th July the midweek group met at Rocks Riverside Parklands for a 9.30am departure.

All up there were 30 cars and 54 people. The trip took the group from the Parklands out along the Centenary Highway joining the Warrego Highway and then onto Esk.

At Esk there was a short break before the group then travelled along the scenic route along the western edge of Somerset Dam, through the township of Somerset, over the range and into Kilcoy.

Travelling through Kilcoy the cars then turned into Neurum Road and across the Little Stanley River to the luncheon venue at Woongooro Winery. The countryside was very picturesque.

Phil and Gail Close are the owners of the winery and Phil gave the group a talk about the history of the area and the winery and then proceeded to entertain the group by reciting some very amusing bush poetry. Who can forget the poem about the raffle?

Lunch and dessert (apple crumble and custard) was served and Phil then educated the group on wine making. Sampling of wines then took place and orders placed.

It was perfect weather and a marvellous luncheon with great entertainment

And, more importantly, no breakdowns or delays.

Participants were:

Don & Ann Webster	MGTD
Kay Hawley & Michael Garratty	Honda
David Miles & John Loth	MGBGT
Brian Cranley & Kep Coughlan	Fiat 124
John & Pat Walker	Camry
Lloyd Thomson	MGB
John & Tricia Cranley	Honda
Barry Lutwyche & Jan Burke	MGB
Bryan Ponting & Carmen Daly	MX5
Jeff & Pat Heslewood	Impreza
Alex Cairney	MGB
Terry & Lynn Jones	MGTC
Jeff & Rosemary Turner	Volvo 242
Ian & Mary Bennie	MGB
Dane & Kerry Horgan	Lamborghini
Val Horgan	MX5
Malcolm Campbell & Kathy Burford	VW Golf GTI
Neil & Margaret Taylor	MGF
Ray & Sue Edwards & Di Davies	Outlander
Trevor & Joy Jones	MGA
Errol & Wendy Hoger	Territory
Trevor & Anne Mills	MG6
Denis Thomas	MGB
Allan & Joyce Tebbutt	MGB





# August Midweek Run

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**AUGUST MIDWEEK RUN by Jan Burke;**  
**photos by Barry Lutwyche, Kay Hawley**  
**and Michael Garratty**

On a grey overcast morning with rain predicted, 19 cars assembled at Bullocky Rest, Lake Samsonvale. There was a minor late start as a few Southside members had been delayed due to a demonstration in the Brisbane CBD. And what a great start seeing the MGs grouped at the front of the convoy, some with tops down as the sun had started to appear.

From here we headed to Yowie Park, Kilcoy, via Dayboro, Mt Mee, Woodford and Neurum for morning tea. There to meet and greet us were Alan and Joyce Tebbutt who had arrived via a different route and had been able to secure the new, covered, "King" Table for a very cosy, comfortable smoko. Well done!

From Kilcoy we followed the western side of Lake Somerset, the surface of which appeared like a polished mirror. On this weather perfect day for touring and once past Somerset Village, drivers were able to open their throttles and enjoy the freedom of the 100 kph speed limit which continued until the start of the ascent to Mt Glorious and Mt Nebo .

On arrival at Jollys Lookout there waiting

for us were Errol and Wendy Hoger in their Ford Territory and Bruce Ibbotson in his heavily modified and immaculate MGC. This was Bruce's first attendance since his Christmas Run of 2017. Let's hope to see Bruce and Tip very soon.

Brian Cranley and Kep Coughlan made the most of the BBQ facilities, having a sausage and a glass of red - a great lunch indeed boys.

Also how good to see Colin Fox, Geoff Messer and Kevin Trower join us on the run. All in all another wonderful shared adventure in our Automobiles with awesome like - minded enthusiasts. A total of 22 cars with 33 members/guests for the day!!!!

Thanks everyone for your participation –  
Participants were:

Barry Lutwyche	MGB
Jan Burke	MGB
Denis Thomas	MGB
Colin Fox	Range Rover
Trevor & Anne Mills	MG6
Dennis & Diana Kelly	MX5
Lloyd & Karen Thomson	MGB
John Davidson	MGB GT
Sue Panuccio & Trevor Penson	Audi
Kevin J Trower	BMW
Brian Cranley & Kep Coughlan	Abarth 124
Geoff Messer	MGB



John & Pat Walker

Alex Cairney

Kay Hawley & Michael Garratty

Neil Summerson

David Miles

MGA

MGB

Honda Type R

Colorado

MG Magnette

Val & Kerry Horgan

Bruce Mutch & Ken Craig

Allan & Joyce Tebbutt

Bruce Ibbotson

Errol & Wendy Hoger

MX5

Subaru SUV

MGB

MGC (lunch)

Territory (lunch)



# MOTORFEST

text and photos by Gordon Hack

It was a chilly start for this year's RACQ Motorfest that turned into a glorious sunny Queensland winter day. Featuring a turn out of over 550 cars of all makes and models, Eagle Farm Raceway was packed with thousands of motoring enthusiasts eager to see the best of classic and collectable cars. It was particularly nice to see the number of families attending with young children. Never too early to spark an interest in classic cars I reckon!

A number of significant milestones were marked this year including the 60th anniversary of the Mini and the 100 year anniversaries of Bentley and Citroen. Displays of all three marques were impressive but the comprehensive Citroen display was the best featuring a wide range of cars covering nearly every decade of the 100 years.

Of course our favourite marque was well represented with 10 club members present to fly the flag. Those in attendance included:

Don Webster - MGTD  
Wayne Kirwan and Megan Perrett - MGTF  
Gordon Hack - MGF  
Neil and Jo-anne McCorkindale - MGTF  
Dino and Margaret Mattea - MGA Coupe  
Graham and Felicity Moore - MGTD  
Peter and Gail Cahalane - MGTF  
Dan and Abby Argent - MGB  
Ray Chappelow - MGB  
Trevor and Joy Jones - Corvette

In addition to the car displays there were also the Handmade Markets, a wide range of food stalls, a petting zoo and face painting for the kids. Something for everyone in the family.

This year the two dollar entry fee for spectators was donated to the RACQ Foundations Flood Assistance Project to aid farmers in North West Queensland and over \$18000 was raised for this very worthy cause. All up a very enjoyable day and highly recommended for anyone thinking of attending next year.



# CHAPTER Chatter

## CAPRICORN CHAPTER

### Three Rivers Tour 29/06/2019 to 6/07/2019 – report by Gary Kunst

What can I say, except what a great trip we have all had. We have travelled over 2,000 kilometres and seen some absolutely stunning scenery and places. The roads travelled have been greater than 90% back roads providing for some excellent MG driving experiences.

**Day 1.** We all met up at the Archer Park Railway Museum in Rockhampton where we were farewelled by club member Tom Coe and his dog Bruno before setting off to Mundubbera via Theodore, Cracow and Eidsvold. While at Theodore, we paid homage



to the mighty Dawson River and had an enjoyable lunch. Then off to Cracow for a beer in the historic pub and a look at the local sights and tourist information display. We then headed for Eidsvold and Mundubbera where we stayed the night and enjoyed a good meal and happy hour. By this time it was evident that John Rowe's MGA was leaking way too much oil, so he had to make the difficult and sad decision to head back to Rockhampton the next day.

**Day 2.** An early start was agreed and we headed off down the Burnett River Valley to Gayndah for breakfast before travelling through Biggenden to Maryborough. Once in Maryborough, we went directly to the historic Portside Precinct where we enjoyed a ride on the historic Mary Ann Steam Train through Queens Park. Following the train ride we were hosted by the Maryborough Military and Colonial Museum who provided us with morning tea and passes to the other museums in the Portside Precinct. After the museums and local attractions were fully investigated, a fine lunch was enjoyed at 71 Wharf Restaurant at the Mary River Marina. In Maryborough we were joined by Wayne Kirwan & Megan Perrett as well as Dan & Jill Casey.

**Day 3.** A not so early start was the order of the day before heading off to Tiaro on the back road through the community of Mungar. The small town of Tiaro provided us with the first of what became a traditional morning coffee an hour or so after getting on the road. On leaving Tiaro, we travelled through the community of Gundiah to Miva where we took in the sights and history of the Dickabram Bridge. The bridge which was completed in 1886 is heritage listed and undergoing a full restoration. It is one of only two remaining road and rail bridges in Australia and originally ordered for the Mary River crossing for the new rail line through to Kingaroy. On the road again to the nearby community of Theebine where we enjoyed a beer and a meal in the historic pub. Off again, to the community of Munna Creek where we visited the local cemetery and hall. This was of particular interest to me as this is where my Great Grand Parents settled in the 1880s and where I lived in my childhood years. Our next move was on to Gympie via Woolooga, Curra and Veteran where we visited the home of our travelling companions Wayne Kirwan and Megan Perrett.

**Day 4.** Following our now traditional morning coffee stop, we headed further up the Mary River Valley to Kandanga where we enjoyed the sights and learnt about the fight to save the district from the ill-fated Traveston Crossing Dam. We then went on to Kenilworth where we enjoyed a visit to the cheese factory and lunch in the main street. Following lunch, we said goodbye to Dan and Jill who had to head home to Redcliffe, before heading up to Montville via Obi Obi and then on to Maleny for the ladies to part with some hard earned money in exchange for some local merchandise. A great night was had at the Maleny Views Motel and the adjacent Thai Restaurant.



**Day 5.** After enjoying the foggy morning view from our motel, we headed off along Mountain View Road where we enjoyed a spectacular view of the Glass House Mountains. Then we drove down to Woodford in the Stanley River Valley where we met up with Don Webster who is the MGCCQ Club Captain. Don travelled with us on to Kilcoy for morning tea and then on to Mount Glorious for lunch. Once again, we experienced some great mountain driving and some magnificent views across the Somerset and Wivenhoe Dams. Don left us at Wivenhoe Dam and, following a drive across the dam wall, we headed into Fernvale for the night.

**Day 6.** Following a great breakfast at the Old Fernvale Bakery Café, we headed off to Crows Nest via Lowood, Esk, and Hampton. More coffee and a look around town were followed by an interesting drive to the Bunya Mountains National Park where we enjoyed lunch and a walk in the Bunya forest. We then headed down the mountain and into Kingaroy where we enjoyed the hospitality of the South Burnett Region, another happy hour and a meal at the local RSL.



**Day 7.** After saying goodbye to Bill & Beth Heraghty who had travelled with us from Yeppoon, we headed off to Wondai where we visited the Timber Industry Museum and many of the local shops of interest. At this point, we had to say goodbye to Wayne and Megan who had to head back to their home in Gympie. We then set off for Mundubbera via the small community of Durong on the Dalby to Mundubbera road. Lunch was taken at Mundubbera before we headed off to Eidsvold where we enjoyed a visit to the RM Williams Centre. A quick refuel and then we were off to Mount Perry for the night. Once again, a great happy hour and meal was enjoyed at the Federal Inn Motel & Restaurant.



**Day 8.** We awoke to some light rain as we headed off

to Gin Gin for breakfast and a final fuel stop before heading up the Bruce Highway to Rockhampton and Yeppoon.

In summary, we had a great time and saw some great places while driving some of the best back roads in the region. We titled our trip the Three Rivers Tour because we focused on the catchments of the Burnett, Mary and Stanley Rivers. As the organiser, it has been a pleasure to put the tour together and to then enjoy the friendship of all participants.

Participants on the tour were:

Gary & Julie Kunst, Paul & Clare Lynam, Gordon Kelsey, Jo Emmert, Katie Emmert, Jim & Sandra Armstrong, Phil Henry, John Rowe, Bill & Beth Heraghty from Scarborough, Wayne Kirwan & Megan Perrett from Gympie, and Dan & Jill Casey from Redcliffe.

### 21 July - Day Run to Blackdown Tablelands

You wouldn't believe it, an MG day out and we wake up to light showers. But, never fear, after a quick look at the BOM and it was clear that the weather where we were going would be fine. We all got together at the area known as the Duck Ponds on the southern outskirts of Rockhampton before heading west along the Capricorn highway. When we pulled up at the duck ponds, we were met by a member of the local historic motorcycle club who asked if he could join us after he was left high and dry by his fellow club members who were frightened off by the threat of rain. Welcome along Keith Fullard riding his 1963 Velocette. At least it was British, so it fitted in fine.

Our first stop was at DURINGA where we enjoyed morning tea and a comfort stop. The Capricorn Highway as usual was quite busy with a wide load and a fair amount of general traffic keeping our pace down slightly. Our next rendezvous point was at the turn off to the Blackdown Tablelands National Park. This was quite amusing for the first arrivals as we watched the tail enders frantically braking or over running the turn off despite some pretty good signage to the National Park. Then, we were on the road again for the excellent drive up the mountain to the day use picnic area.

OK everyone, let's get the BBQ's hot and start cooking our lunch. Oh dear, despite a phone call to the National Parks the day before, we discovered that there were two out of two BBQs that were out of order. We had 17 people to feed and no cooking facilities. But, as luck would have it, one smart member (Phil White) had bought along a small propane burner and a fry pan! While it took a fair while to cook everyone's meal, we were all well fed in



a beautiful environment. Thank you, Phil.

After lunch the majority of us took a leisurely 2.1km walk to the Two Mile Falls which was very spectacular and beautiful despite the water flow being just a trickle.

By the time we got back and contemplated our next move, it was time to head back down the mountain and head towards home. Back on the Capricorn Highway we battled the traffic again including a B Double Truck loaded with cattle that managed to leave a mist of cattle urine over the cars directly behind. Oh what fun, especially if one was travelling with the hood down!

Our next stop was at the Westwood Hotel where we enjoyed a customary drink and a huge bowl of hot chips compliments of Ian Wilhelmsen. Just what the doctor ordered before we all went our separate ways and headed back home.

All in all, it was a great day out driving our MGs, enjoying the country side, and the company of likeminded people.

Attendees on the day were: Jim Armstrong & grandson James, Gordon Kelsey, Ian Wilhelmsen, Gary & Julie Kunst, Phil & Margaret Henry, Terry Dwyer & Anne Burbidge, Phil White & grandson Frazer, Jo Emmert & guest Kim Snell, Paul & Clare Lynam and Keith Fullard on his 1963 Velocette.

#### **August 4 - Lunch time run to Byfield and Yeppoon**

Well, we were meant to be going out to dinner on Friday night, but a distinct lack of numbers indicated that maybe we should be considering something different. A quick e-mail to the members clearly showed that a second Sunday run was preferred while the weather was so nice for a run in the MGs. Hence, the cancellation of the Friday night dinner and a new run sheet for a lunch run to Byfield was quickly sent out.

Once again, the Capricornia weather was perfect with 13 cars and 21 people meeting up on the outskirts of Yeppoon for the run. The run to Byfield was enhanced by taking a few detours through the region's most scenic roads. The Byfield Store as usual provided us with excellent food and a great environment to enjoy our time together.

While enjoying lunch, one of our members, Ian Wilhelmsen, was delivered a small cake with a candle inserted in the top. The secret was out, it was his birthday. So, led by the bikie girls at the adjacent table, we all sang happy birthday. I don't know how old Ian is, but I believe his age rhymes with clickety click!

Jo was active as usual running lucky door prizes and a poker run. These were won by Phil White and Anne-Maree Nichols with Rosemary Carleton winning the poker run.

With lunch over, we all headed back to Yeppoon. Some had to continue back home, but a good number of us drove to Keppel Bay Marina where there was lots going on as the annual Brisbane to Keppel yacht race fleet had arrived earlier the same day. The yacht race in conjunction with the annual Yeppoon Village Festival meant that the town and the Marina were full of activities and excitement. There we enjoyed a refreshing drink and a snack while being entertained by live music on the lawn in front of the Marina Café.

But as usual, everything must eventually come to an end, and we all headed our separate ways home.

Attendees on the day were: Tom & Janelle Coe,

Gary Kunst, Ian Hamilton, Neville & Barbara Funch, Ian Wilhelmsen & friend Sue Wurth, John Hallett, Phil & Pam White, Dave & Anna Tempest, Jo Emmert, Clare Lynam, Ian & Rosemary Carleton, Laurie Chetter & Beth Dunlop, and a very likely new member Anne-Maree Nicholls and her son Jim. Welcome Anne-Maree, we hope you enjoyed your first experience with the Capricorn Chapter.



#### **August 24 - Day run to Moura**

Unfortunately, due to illness, we had a couple of late withdrawals and only ended up with four cars on our scheduled trip to Moura. We set out for our first scheduled stop for morning tea at Banana travelling via Mount Morgan and Wowan. Our progress was interrupted when John Rowe got a flat tyre on his MGA. This was quickly changed and we were off again. Morning tea was taken at Banana following which we headed on to Moura. Things of note along this stretch of road included the Dawson Mine coal processing facility, the Queensland Nitrates Explosive manufacturing plant, and the Baralaba Coal train load out facility.

Upon arrival in Moura we drove to a quiet parking area adjacent to where the annual Moura Coal and Country Festival was well under way. For the next hour or two everyone wandered about taking in



the atmosphere of the festival. I was lucky enough to meet up with my daughter and three of my grandchildren who effortlessly extracted some cash from my wallet to spend on the show rides.

We regrouped after a couple of hours and took a drive out to the Dawson River park area which was inhabited by quite a large number of caravans. A quick stop to take in the sights of the mighty Dawson River, and we were heading back to Moura where we visited the recently opened Moura Miners Memorial. The memorial is an important place for Moura people because it commemorates the memory of all of the mine workers who have lost their lives on the Moura coal fields. I recommend a visit if ever you travel in this area.

At this point, we said goodbye to John Rowe who had decided to stay the night in order to catch up with some old mining friends. The rest of us commenced our journey home including a scheduled fuel and coffee stop at Banana. Clare took the lead after Banana and set a cracking pace all the way to Mount Morgan where she made an excellent decision to pull up at the Grand Hotel for one refreshing drink and some interesting discussion with some locals who were admiring our lovely little MGs. A good way to end the day before we headed to our respective homes.

Attendees on the day were: Clare & Paul Lynam, John Rowe, Neville Funch and Gary Kunst



headed off on a leisurely drive through some dry but scenic country to Keppel Sands. Once there, we settled into a lovely picnic area near the beach and enjoyed our morning tea and some great conversation.

After morning tea, we drove to the south end of Keppel Sands Beach and paid a visit to the local Coast Guard facility which is located on top of a hill with magnificent views out across Keppel Bay. We were made welcome by Coast Guard member Rodney, who allowed us to inspect the radio room and their rescue boats.

Phil Henry then led us on a short drive around the back streets of Keppel Sands so that we could do a drive past one of his friends place. Despite turning into a wrong street, we did manage to do the drive by to the delight of his friends and a few other people and kids in the street.

Tom & Janelle Coe took the lead next as we travelled to Emu Park via Coowonga. Once again, a very dry but enjoyable drive. We then enjoyed the hospitality of the Pine Beach Hotel for a delicious lunch and a refreshing drink.

All in all it was an enjoyable and relaxing day out. A special mention must go to Brian & Glenis Russell who drove in from Biloela for the day. Due to distance, we don't see them that often, but do enjoy their company when they can attend. Jo's poker run was won by Jo and her friend Kim, with the Rusty Door prizes going to Rae & Jack Cowie and Trevor Anderson.

Attendees on the day were:

Phil & Margaret Henry, Gary Kunst, Jo Emmert and friend Kim, Tom & Janelle Coe, Neville Funch, Clare Lynam, Martin & Narelle Adamson, Rae & Jack Cowie, Jim Armstrong, Trevor Anderson, Laurie Chetter & Beth Dunlop, and Brian & Glenis Russell.



### **Keppel Sands and Emu Park run - 8th September 2019.**

A great turnout again by the Capricorn Chapter of the MGCCQ. A total of twelve cars assembled at the meeting point on the Cawarral Road. We then

# CONCOURS

BY ACE REPORTER; PHOTOS BY MARK WELLARD

What a brilliant day at the TradeCoast Heritage Centre - 39 classes catered for members with a wide variety of MG cars as well as Race cars and Non Marque.

The history of the venue deserves including here as those attending our Concours this year and in the future will appreciate the venue more for knowing its history.

## HISTORY OF TRADECOAST HERITAGE CENTRE

For the second year MGCCQ was able to conduct the annual Geary Sports Car Concours at the TradeCoast Heritage Centre at Eagle Farm.

The TradeCoast the Centre is on an important archaeological site from the early history of Brisbane, this being the site of the Convict Women's Prison and Farm from 1829 to 1839 before being used for the growing of crops and for grazing.

In April 1925 the Australian Government acquired the 88 acres (36 hectares) as an aerodrome for Brisbane. The museum upstairs in the Centre outlines the history of the changes to the airport (the igloo construction hangars), advancement in aircraft, significant events such as the arrival of The Southern Cross with Charles Kingsford-Smith, Charles Ulm, James Warner and Harry Lyon on 9 June 1928. Amy Johnson, the first lady to fly solo from England to Australia landed there on 29 May 1930. Doomben and Eagle Farm Racecourse were used as army tent camps for American troops.

During the Second World War the airport was used by the American Air Force (USAAF) for the rebuilding and testing of the Allison V 12, 28 litre (I did not measure the bore and stroke) aircraft engine. The engine bays where the engines were re-assembled and tested at full noise still stand.

Once the hostilities ceased, the military base was returned to the Australian Government on 31 January 1947. Brisbane was handed a modern airport by 1946 standards on 10 March 1947 which was used as the main airport for Brisbane with upgrades, expansions and redevelopments as necessary to meet the increased activity in travel and aircraft sizes.

All attending on the day were treated to a gorgeous day along with free coffee courtesy of the Aussie Home Loan Coffee van (no, people did not have to take a home loan in exchange for a cup) as well as a BBQ lunch courtesy of our club. The area used for the display is believed to be over the taxi runway of the original Domestic Airport.

Our thanks go to the staff at the TradeCoast Centre for their generosity in permitting MG to display on the large grassed area of their site. Thank you to those who assisted with the setting up of the display, judging the cars in the Concours, and packing up at the conclusion of the event.

Following the event, comments of appreciation were posted on the Club's Facebook page or were emailed to the Club. Some of them are published here ... We thank those people for taking the time to express their appreciation of the day.

## COMMENTS

**The comments below were received by email or were posted to the Club's Facebook page following the 2019 Concours.**

*Hi Elaine – Really enjoyed the Concours - some great cars and lots of old friends. Kind Regards  
Bruce Mutch*

*The Concours was very well organised and we had a great day. The Mattea family should be congratulated for providing the culinary delights on the day, they worked very hard. – Gary and Dawn Lawrence.*

### JoJo Reinke

*Was such an awesome day!!! Thank you so very much to all the volunteers who made the day possible!!! You guys rock!!!*

### Jeremy Buttigieg

*Well organised event, congrats to all involved.*

*Great event, concours, I took my identical twin grandsons age 7, they loved it almost as much as I did! Warm regards – Craig Templeman.*

Full results, including the often-requested judging points are included for your information.

# 2019 MGCCQ CONCOURS and CLUB DISPLAY

**MAJOR WINNERS** – From whom the outright winner of the **GEARY CONCOURS TROPHY** will be selected and presented with the trophy at the 2020 Annual Dinner and Presentation of trophies.

Pre MGA winner:

Post MGTF to 1980:

Post 1980:

Barry Evans MGTF

Mark Wellard MGA Twin Cam

David Farrar MGR V8.

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## CONCOURS CLASS RESULTS

Class D, MGTC

Class E, MGTD

Class F, MGTF

Class G, MGA Roadster Single Cam

Class H, MGA Twin Cam

Class I, MGA Coupe Single Cam

Class J, MGB Mk1 Pull Handles

Class M, MGB BL and Later

Class O, MGB GT Mk 1 and 11

Class P, MGB GT BL and Later

Class Q, MGB GT Rubber Bumper

Class R, MGB GT V8

Class S, MGC GT and Roadster

Class T, MG Midget

Class W, MG Front Wheel Drive pre 2000

Class X, MG Specials pre-MGA

Class Y, MG Specials post MGTF

Class ZA, MGR V8

Class ZB, MGF except MGF/TF

Class ZC, All MG models excluding MGF/TF, under 2000 cc built 1/1/2000 to 1/1/2010

Class ZD, All MG models excluding MGF/TF, 2001 ccs to 4000 cc built 1/1/2000 to 1/1/2010

Class ZE, All MG models excluding MGF/TF, over 4000 cc built 1/1/2000 to 1/1/2010

Class ZF, MGF/TF models (2002 on)

Class ZH, All MG3 models (2013 on)

Class NM, Non MG Marque

Class RC, Race Car

Dick Sorensen (T Type)

Dalton Pereira (T Type)

Barry Evans (T Type)

Jeremy Buttigieg (1st)

Graham Tronc (2nd)

Phil Kraut (3rd)

Mark Wellard

Bill Heraghty (1st)

Dino Mattea (2nd)

Graham Moore (3rd)

Fiona Monaghan (4th) (F)

Ray Edwards

Denis Thomas (1st)

Paul Rogers (2nd)

Neil Mills

Shaun Rankin

Gary Lawrence (1st)

Malcolm Spiden (2nd)

Clive Mulder

Dennis Hensby (1st)

Mark Wellard (2nd)

Bev Clydesdale (1st) (F)

Ron Clydesdale (2nd)

Ken Wasley (1st)

Calvin Mulder (2nd)

Peter Linn (1st) MGTC Special (T Type)

George Diggles (2nd) MGTC S/c Special (T Type)

Don Webster (3rd) MGTD (T Type)

Keith Brodie (4th) MGTC Special (T Type)

Matt Johnson (1st) MGB

George Diggles (2nd) MG Magnette S/c

Ross Young (3rd) MGB

Ian Fettes (4th) MG Magnette

David Farrar

Gordon Hack (1st)

Michaela Mulder (2nd) (F)

Ken Wasley MGZR

Ken Wasley (1st) MGZS

Jim Scott (2nd) MGZT

Ken Wasley MGZT 260

Ken Wasley (1st)

Chrystellee Semple (2nd) (F)

Jeremy Mattea (J)

Jo Reinke (1st) Hyundai 130N (F)

Ross Rundle (2nd) Porsche M18

Kevin Trower (3rd) AUDI S8

Tim Bateman (4th) Austin Lancer

David Ainsworth (5th) Mazda MX5

Colin Schiller (1st) MG TB

Flavio Paggiaro (2nd) MGF

Chrystellee Semple (3rd) (F)

**DISPLAY ONLY**

Class C, Ross Kelly, MGK3  
(Pre-War)  
Class F, Paul Brindza,  
MGTF (T Type)  
Class G, Paul Hartley, MGA  
Class H, John Vonhoff,  
MGA Twin Cam  
Class I, Ian Kirkpatrick,  
MGA Coupe  
Class J, Jeff Kumnick,  
MGB  
Class L, Anne Corbett,  
MGB (F)  
Class M, Graham  
Barringer, MGB

Class P, Vern Hamilton,  
MGB GT  
Class R, John Walker,  
MGB GT V8  
Class X, Diane Hiley,  
MGTC Special (F) (T Type)  
Class RC, Geoff Messer  
MGB







T	MG Midget	Bev Clydesdale	100	50	99	50	49	90	49	9.5	586.5
T		Ron Clydesdale	98	50	100	45	50	88	46	9	586
W	MG Front Wheel Drive pre 2000	Ken Wasley	93	50	94	50	50	85	50	10	576
W		Catvin Mulder	92	49	95	50	50	72	50	10	558
X	MG Specials Pre MGA	Peter Linn	92	76	73			76		10	327
X		George Diggle	79	80	82			70		10	321
X		Don Webster	83	76	64			61		10	294
X		Keith Brodie	74	76	52			62		10	274
Y	MG Specials Post MGTf	Matt Johnson	95	95	100			90		10	390
Y		George Diggle	77	88	87			73		10	335
Y		Ross Young	89	84	64			65		10	312
Y		Ian Fettes	69	72	55			60		10	266
ZA	MGR V8	David Farrar	99	50	98			90		10	596
ZB	MGF except MGF/TF	Gordon Hack	93	49	96			83		10	568
ZB		Michaela Mulder	87	48	83			76		10	497
ZC	MGF excl MGF/TF up to 2000 cc's	Ken Wasley	98	50	99			89		10	594
ZD	MG models excl MGF/TF 2001 to 4000 cc	Ken Wasley	84	40	90			78		8	498
ZD		Jim Scott	74	35	76			65		7	429
ZE	MG models excl MGF/TF over 4000 cc's	Ken Wasley	96	50	100			89		10	595
ZF	MGF/TF models 2002 on	Ken Wasley	94	50	89			86		10	573
ZF		Chrystellee Semple	86	50	82			78		10	544
ZH	All MG3 models 2013 on	Jeremy Mattea	99	50	99			89		10	596
NM	Non Marque	Jo Reinke	99	99	99			89		10	396
NM		Ross Rundle	99	98	99			89		10	395
NM		Kevin Trower	98	98	99			88		10	394
NM		Tim Bateman	98	98	97			88		10	391
NM		David Ainsworth	98	98	96			88		10	390
NM		Chrystellee Semple	88	88	89			80		10	355
RC	Race Car	Col Schiller	70	47	65			68		10	260
RC		Flavio Paggiaro	63	48	68			66		10	255

# MGCCQ 2019 Calendar

Affiliated with the Confederation of Australian Motorsports  
GPO 1847, Brisbane Q 4001



The following abbreviations are used for Chapter names:

CAP = Capricorn; FNQ = Far North Qld; DDC = Darling Downs; WBC = Wide Bay; WHI = Whitsundays BUN = Bundaberg & District

SEPTEMBER		
8/09/2019	FNQ	Day Run
11/09/2019	DDC	Mid-week Lunch Run
15/09/2019	HSCCQ/MGCCQ	details to come
20/09/2019	MGCCQ	Annual General Meeting/Noggin 'n' Natter
21/09/2019	CAP	Myella Farm Stay
22/09/2019	MGCCQ	All British Day - Brisbane (SP)
22/09/2019		QMS and QMC (CP)
25/09/2019	MGCCQ	Midweek run - organised by Alex Cairney - 0418 196 566
26/09/2019		GEAR day at Lakeside
27&28/09/2019		CAMS State Championship races Rd 3 at Morgan Park (CP) organised by QRDA
29/09/2019	DDC	Monthly Run
OCTOBER		
4/10/2019	BUN	Long weekend camp
4/10/2019	CAP	Parkhurst Tavern
4/10/2019	MGCCQ	Noggin 'n' Natter at the clubrooms
5/10/2019	MGCCQ	CAMS Club Challenge and Interclub Hillclimb at Mt Cotton
6/10/2019		Noosa Classic Car Show
9/10/2019	DDC	Mid-week Lunch Run
13/10/2019	BUN	Buxton car show
15/10/2019	DDC	Overnight Mid-week run
18/10/2019	MGCCQ	Possible night observation run (CP)
18/10/2019	MGCCQ	Noggin 'n' Natter at the Clubrooms
19/10/2019	FNQ	Tour de Cassowary
20/10/2019	CAP	Keppel Island
23/10/2019	MGCCQ	Midweek run - organised by Denis Thomas
24/10/2019		GEAR day at Qld Raceway
26/10/2019		Australian Hillclimb Championships (in NSW)
27/10/2019	DDC	Monthly Run
27/10/2019	HSCCQ	Interclub Khanacross (CP)

NOVEMBER		
1&2/11/2019	MGCCQ	CAMS State Championship races Rd 4 at Morgan Park (CP) organised by MGCCQ
1/11/2019	CAP	Tsuruya Japanese Restaurant
1/11/2019	MGCCQ	Noggin 'n' Natter at the clubrooms
3/11/2019	FNQ	Day Run
9/11/2019		HRCC - Noosa Summer Challenge Hillclimb
13/11/2019	DDC	Mid-week Lunch Run
15/11/2019	MGCCQ	Noggin 'n' Natter at the clubrooms
17/11/2019	CAP	Breakfast at the Coast
17/11/2019	HSCCQ	Come and try motorkhana and khanacross (CP)
23/11/2019	BUN	Run to Mary Valley Rattler
24/11/2019	DDC	Monthly Run
27/11/2019	MGCCQ	Mid week Christmas run organised by Brian Ponting
28/11/2019		GEAR day at Lakeside
30/11/2019	MGCCQ	Mt Cotton Hillclimb Series Rd 6 (CP - Competition Points)
DECEMBER		
30Nov/Dec1	MGCCQ	Rd 6 of the Mt Cotton Hillclimb Series (CP)
1/12/2019	FNQ	Day Run - Christmas Lunch
2/12/2019	BUN	Planning Day - Alexander Park (David and Jenny)
6/12/2019	CAP	Christmas Party
6/12/2019	MGCCQ	Noggin'n' Natter and Presentation of Hillclimb Series awards
8/12/2019	BUN	Christmas Party
8/12/2019	MGCCQ	Christmas get together at the Clubrooms

Quiz Answers	7.	E	13.	D
	8.	A	14.	E
	9.	D	15.	A
	10.	H	16.	C
	11.	E	17.	F
	12.	A		
	6.	A		

# 2019 MGCCQ Geary Sports Cars Concurs Results

Class	Vehicle Type in Class	Entrant Total Points Allocated	Exterior 100	Originality 50	Interior 100	Originality 50	Engine 100	Originality 50	Underside 90	Originality 50	Mechanical 10	Total 600
D	MGTC	Dick Sorensen	77	19	98	10	74	15	82	43	10	428
E	MGTD	Dalton Pereira	99	49	98	46	100	48	99	50	10	599
F	MGTF	Barry Evans	94	48	96	49	94	48	98	45	9	581
G	MGA Roadster (Single Cam)	Jeremy Buttiglies	79	38	86	40	88	50	80	36	10	507
G		Graham Tronc	88	47	88	40	71	42	80	40	10	506
G		Paul Kraut	75	36	84	40	88	46	80	40	10	499
H	MGA Twin Cam	Mark Wellard	95	20	100	10	90	40	86	32	10	483
I	MGA Coupe (Single Cam)	Bill Heraghty	89	32	94	34	95	35	83	37	10	509
I		Dino Mattea	83	42	86	31	84	33	83	38	10	490
I		Graham Moore	90	40	87	28	79	36	80	37	10	487
I		Fiona Monaghan	85	44	86	17	82	30	76	36	10	466
J	MGB Mk 1 (Pull Handles)	Ray Edwards	98	48	98	48	95	45	88	49	10	579
M	MGB BL and Later Roadster	Denis Thomas	90	48	90	48	95	47	90	47	10	565
M		Paul Rogers	95	48	90	45	85	43	90	42	10	548
O	MGB GT Mk 1 and 11	Neil Mills	90	45	95	48	90	45	90	40	10	553
P	MGB GT BL and Later	Shaun Rankin	95	49	96	49	98	49	80	49	10	575
Q	MGB GT Rubber Bumper	Gary Lawrence	92	39	89	45	89	40	81	39	8	522
Q		Malcolm Spiden	87	40	90	40	75	30	75	35	8	480
R	MGB GT V8	Clive Mulder	96	45	95	50	95	45	90	50	9	575
S	MGC GT and Roadster	Dennis Hensby	95	48	93	49	90	49	82	49	10	565
S		Mark Wellard	86	50	87	43	81	40	78	47	10	522

# CHAPTER Chatter

## BUNDABERG CHAPTER

### 2nd Birthday celebrations, 14th July 2019

To celebrate our 2<sup>nd</sup> birthday, Chapter members attended the Spotted Dog Restaurant on Sunday 14<sup>th</sup> July. Twenty-five people turned up to enjoy a good meal and a couple of drinks. We decided on a couple of new runs for the second half of the year. Peter told us about a steam rally that is attracting machines from all over the country on September 21<sup>st</sup> at Moore Park, most of us showed interest even though our cars are not that old.

A few new ideas for venues were discussed and much friendly banter. We all went our separate ways around 2 pm.

### 11 August Mystery Run – by Dave and Jenny Cook

This run was to be a mystery run led by Peter and Marg Elson but word got out that it was to a place near Burrum Heads. We had 12 cars meet at the usual meeting place at the Quay St car park. From there we headed off just after 9 am led by Peter and Marg with Adrian Titmarsh as tail end Charlie. All went well until 40 km out of town Chris Gilfoyle's MGB decided to blow a head gasket so he headed back to town and the car was taken to Peter Elson's place for surgery. The rest of us carried on and stopped at Howard for a quick comfort stop before heading on the Sarah & Ray Borg's place where they supplied a lovely smoko. After a tour of their extensive model aircraft (around 250) they supplied a BBQ lunch. They would not accept payment so money was donated by us all which they will give to their charity. After we left a few went down to Burrum Heads and the rest wandered home.

Attendees were:

Marg & Peter Elson, Chris Gilfoyle, Clive Pearce, Steve & Tracy Gable, Allan Dansie, David & Robyn Seaton, Rodger & Phyllis Warne, Ray & Jacqui Mutton, Adrian Titmarsh & Della Mcleod-Jenkins, Ian & Tracy Innes, Chris & Rod Mathie, Selwyn & Sue Presser & Jenny & me.





# CHAPTER Chatter

## DARLING DOWNS CHAPTER

### 10 July 2019 – Lunch Run

Our July Lunch Run, once again organised by Marilyn and Phil O'Brien, saw another beautiful winter day – shame the wind showed its ugly head. The "Grateful 7" enthusiasts did, however, enjoy delightful food and stimulating conversation at the Leyburn Hotel, one of our favourites. The pub always does a great meal and the ambience is relaxed and friendly.

Health and holidays have kept a lot of our regulars away this month, so only four cars were utilised to enjoy the outing at such a beautiful time of year for sports cars.

Participants: Phil & Marilyn O'Brien (TR7); Greg Newey (MGB GT); Gene & Faye Lucas (MG TD); Gary & Janis Lawrence (MG TF).



### 21 July 2019 – Warwick Jumpers and Jazz

Once again, the Chapter ventured to the Warwick Jumpers & Jazz car show to join some 180 other motor enthusiasts. The event is always one of the most enjoyable on the calendar – apart from the wide range of cars, bikes and other vehicles, the atmosphere in the streets is worth the drive alone. Plenty of Jazz, people, food and, of course, jumpers on trees.

MGCC members Greg Newey and John McLean are locals and help with the organising of the event each year, and do a great job. Scheduling

and parking that many cars in the main street is not an easy job. The weather and the event were exceptional and highly recommended for others looking for a few days away from home. The festival runs over a couple of weeks, with activities in Warwick and surrounds every day and night.

Participants: Greg Newey; Cheryl & Frank Francis (MGB); Owen & Kay Douglas (MGB); Ian & Jenny Roberts (MGB); Darryl Bell (MGB); Glen & Liz McKone (MGB); Glen Hadfield (MGB).



### 14 August 2019 – Lunch Run

Our annual picnic at Steele Rudd Memorial Park in East Greenmount, organised by Phil & Marilyn O'Brien, saw yet another dry day – although a little cloudy, no real promise to get any relief from the dry spell. The lack of rain and the very dry surrounding country were the real topics of the day, but we still enjoyed our usual mid-month chit chat and a wonderful opportunity to catch up as usual. It was especially good to see Bob and Mavis Marsh again – thanks to Greg and Beth Newey for bringing them along.

Participants: Greg & Beth Newey (Falcon GT); Bob & Mavis Marsh; Gene & Faye Lucas (MG TD); Ron & Judy Gillis (MGB); Helen Goodfellow (MG TF); John McLean (GOLF-R); Phil & Marilyn O'Brien (Triumph TR7).



### 25 August 2019 – Monthly Run

Our August monthly run, organised by Gene and Faye Lucas was a beauty. Initially meeting at the Toowoomba Visitors Centre (where all red vehicles took pride and place), the run down the range through the backroads of the Lockyer Valley was most enjoyable, despite the obvious impact of the long dry spell – emphasised by the low levels of Lake Dyer where we stopped for morning tea. However, the chance to catch up, followed by Gene & Faye's Australian pop quiz, soon had everyone forgetting about the water problem. The winning team - Gary, Janis & Glen - will hold that trophy for at least a year.

Morning tea was followed by a run to the Mulgowie Hotel for lunch – a fine venue for car and bike clubs. The final 10 km of the run was a second gear job as we apparently coincided our run with the finish of the Cycling QLD Charles



Coin Memorial Race Day – well organised Gene. The bonus was that all the MGs were applauded as we followed the cyclists over the finish line as unexpected guests. All made up for with a couple of drinks and a fine lunch. On departure, our tardiness saw us, once again, caught up behind cyclists ... never mind, it was a great drive with plenty of members in attendance.

Participants: Gene & Faye Lucas (MG TD); Glen Hadfield (MGB); Cheryl Francis & Jenny (MGB); Michael Keating (MGA); Rob & Narelle Fraser (MGB GT); Gary and Janis Lawrence (MGB); Owen & Kay Douglas (MGB); Ron & Judy Gillis (MGB); Brian & June Phillips (MGB GT); Helen & Ian Goodfellow (MG TF); Ferne & Rob Callow (MG F); Phil & Marilyn O'Brien (Triumph TR7); Gaye Hawkshaw & Debbie (Ford Capri).





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# CHAPTER Chatter

## WIDE BAY CHAPTER

### Saturday 6th July

Just as we thought our runs couldn't get any better this one pops up - what a day to remember!

Twenty one members left Hervey Bay bound for John and Roo's lovely 2 1/2 acre property in Tinana Maryborough. It was John's 79th birthday and a big birthday party was about to evolve. On arriving we were welcomed by John and Roo with another 8 members joining us and two new prospective members taking application forms to join our club.

Bob and Di had set up two Disc Bowls courts so we had Boche to play and another weird game - Ladder Golf - for all to have a try and enjoy a bit of fun together. Although the weather was not ideal with showers and cold winds it didn't deter us at all as John and Roo had set up their double garage with trestle tables and a roaring fire pit to help keep those winter chills at bay.

We cooked up the BBQ while the ladies put together a nice salad meal topped off with a rather large bowl of home made Potato Salad courtesy of Roo. It went down very well indeed.

Two other members had birthdays to celebrate - John Nash, owner of a lovely Bug Eyed Sprite was one of the birthday people and Val Bossom who will be celebrating 80 years young on the 10th of July was the other. It was hard to believe her age as she certainly looks a lot younger than that. These three birthdays didn't go unnoticed as Cheryl, John's wife, brought a beautiful birthday cake for them all to blow out the candles and after singing Happy Birthday the cake was cut for all of us to enjoy along with all the special treats the Ladies had brought to top off a scrumptious feed for our midday meal.

Everyone enjoyed themselves very much but, after checking out John's workshop and his Race Car a yellow Renault Dauphine, it was time to tidy



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up and head for home. Who would have thought we could have such a wonderful day to celebrate three special birthdays. Our Wide Bay Chapter is growing with a lot of newer members enjoying each other's company with the love of our cars bringing us together on these very special occasions.

Roll on the next run and hopefully the weather will be improved and MGs will once again grace the roads of the Fraser Coast though there may be a few BMWs as well.

### Wednesday 17 July 2019

Our mid week run was to Teddington Weir finishing at West Side Tavern for lunch. Ten keen members braved the chilly morning. They left Hervey Bay bound for Maryborough picking up another ten members there to swell our numbers. That gave us ten cars 6 MGs, a TD 2000, a Citroen, a Range Rover and that BMW of John and Roos. Seems like Ten was the number of the day.

We drove into the country arriving at Teddington Weir for morning tea. It is always a popular spot - nice and quiet – at least until we arrived. What a great group we have - they love to talk to one another, swap ideas and have a great time together.

At about 11.00 am we took another drive in the country taking in Bidwell and back through the big smoke of Maryborough arriving at the Westside Tavern Tinnana for a lovely meal. Our reserved tables were in our usual place right under the Octagon Gazebo. It's just right for us MG nuts to enjoy some time out together with some enjoyable tucker.

After lunch we had a safe drive home and started to get our cars ready for next Saturday's Coalfest at Howard.

### Saturday 20th of July 2019 – Burrum Coal Festival

Well it is mid July and mid winter in Hervey Bay and that means the Whales have arrived in the bay to frolic and play. The Burrum Coal Festival is on and it's time to remember the past history of Howard and its Pioneers! Howard was a big coal mining town from long ago. It had its own Coal fired Power Station generating power for the



whole region. It's now a quiet little country town with lovely people as residents.

It was our pleasure to arrive at Howard to help the community celebrate their history. Our main aim was to escort the dignitaries from our local council in the procession. We only had two to escort as our Mayor decided to travel in the Army Jeep; however, that was OK as we were there if we were needed. On previous occasions they had the Burrum Beauty Queen entrants but this year there must not have been any entrants in the competition.

It was a lovely day out, the chilly morning turned

into a beautiful day. All brought their picnic lunch which we consumed under a big old Fig Tree right next to a T Model Ford. There were lots of other car clubs there, all shiny and hoping to win a prize. Our club missed out as the judges seem to be Hot rod enthusiasts and can't appreciate our little cars for what they are. We say to our members that we are all winners as we get to drive our cars home when it's all over, give them a wash and polish, put them to bed and we will have them for next time to enjoy.

Thanks to all the members who came out and supported the Howard community for this very special event held every year in our district.



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A big thank you goes out to the MG Car Club of Qld for hosting the 2019 Golden Jubilee National Meeting and for engaging me to photograph the event.

To view photos of your cars please head to [www.iancolleyphotography.com.au](http://www.iancolleyphotography.com.au)

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**Saturday 24th August**

We had the privilege of being part of Wings Wheels & Warbirds which was organised by the Maryborough Aero Club and held at the Maryborough Airport with all the proceeds of the day donated to Angel Flight to help keep it operational in our area. There were 12 cars on display with 7 of them being MGs 2 MGAs 2 MGBs and a Rover MG TF and that award winning MG YA of Delia Rayment. We also welcomed new member Jan Edwards along with her husband Rick and their MGTF 1500 from Cooloola Cove.

There was plenty of interest in our cars with Delia taking out one of the 5 trophies on offer. It was well deserved as the car is looking exceptionally good even after all the miles she travels going to National Meetings.

Thank you to the twenty three members who came along to support the Chapter for this very worthwhile cause. The weather was very trying at times however we all stuck it out and had a great time together once again.





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# QUICK QUIZ

Test your knowledge!

How old does your vehicle need to be to be eligible for SIV registration

- A. 20
- B. 25
- C. 30
- D. 35

Can a left hand drive (LHD) vehicle be registered under the SIV scheme?

- A. Yes
- B. No
- C. Yes Subject to Conditions

Are registered operators required to maintain car club membership?

- A. Yes
- B. No

How many vehicles can a registered operator register under the SIV scheme?

- A. 1
- B. 2
- C. 5
- D. Unlimited

Can you drive/operate a SIV vehicles in other Australian states?

- A. Yes.
- B. No
- C. Yes under certain conditions

Does Queensland recognise SIV permits from other states?

- A. Yes.
- B. No
- C. Yes under certain conditions

How far can I travel in order to have my car repaired?

- A. 15 km
- B. 30 km
- C. No restriction
- D. Reasonable and justified
- E. All the Above

How far can I travel to road test the vehicle?

- A. 15 km
- B. 30 km
- C. No restriction
- D. Reasonable and justified
- E. All the Above

What registration plate options are available for SIVs?

- A. Standard "S" plates
- B. Personalised Plates
- C. Custom Plates
- D. Any of the Above

What events can vehicles registered under the SIV scheme participate in?

- A. Events listed in a club newsletter
- B. Events listed on the club's website.
- C. Car Club vehicle rally
- D. Classic car show
- E. Motorfest,
- F. club run,
- G. Impromptu event.
- H. All the above

Can a SIV be used for ceremonial purposes such as weddings and formals?

- A. Yes
- B. No
- C. Yes. Only if they involve immediate family members
- D. Yes. Only as part of a sanctioned club event.
- E. C and D

Can a SIV be used for display or participation for funeral purposes?

- A. Yes
- B. No
- C. Yes. Only if they involve immediate family members
- D. Yes. Only as part of a sanctioned club event.
- E. C and D

What could happen for use of SIV vehicle outside the conditions of the SIV scheme?

- A. You may face a fine
- B. You risk having your concession eligibility reassessed.
- C. You could face serious insurance implications
- D. All the above

How should I prepare to drive my SIV vehicle?

- A. Carry any papers that support your reason for travel
- B. Have your club membership card on hand
- C. Carry your club magazine
- D. Have your mobile phone available to show supporting documentation
- E. Yes, within reason AND is justifiable. All the above

Can a SIV attend events organised by other motoring clubs or associations?

- A. Yes
- B. No
- C. Only within the same state
- D. Only CAMS permitted events

Can a SIV vehicle be used for the planning of an event?

- A. Yes
- B. No
- C. Yes, within reason and can be justified
- D. Only within the same state
- E. Only CAMS permitted events

Can you carry passengers when operating the SIV vehicle?

- A. Yes. If there is capacity in the vehicle for passengers
- B. Yes. Up to the passenger carrying limit
- C. Only in the rear seats
- D. No passengers are allowed
- E. All of the above
- F. A and B only.



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# CHAPTER Chatter

## WHITSUNDAY CHAPTER

11<sup>th</sup> August 2019 – Covered in Chrome

– Narrative by Richard Collier

The second Sunday of the month was upon us, it was time for another “Covered in Chrome” gathering. With a large high located south of the continent, the southern states were experiencing “a polar blast” and cool weather conditions extended north well into Central Queensland.

The morning dawned with cool clear blue skies and gusty winds. Total car numbers on display were down on previous months due no doubt to competing events scheduled within the immediate district. After the cursory sightseeing tour of cars



had been completed an impromptu MG Chapter meeting soon emerged, the main subject matter being the planned Chapter Meetings scheduled for 24<sup>th</sup> August (Airlie) and 25<sup>th</sup> August (Mackay) and logistics for potential attendees. Attendees for the gathering included:

Bob Evetts	MGB (Orange)
Jim Forrest	MGF (Green)
Roger Green	MGR V8 Roadster (Green)
Richard Collier	MG TF Roadster (Red)



## Whitsunday Chapter Deliverables

The Whitsunday Chapter was created to fill a gap in the State Chapter coverage. The Chapter has a footprint bounded by St Lawrence to the south, west to the coalfields and north to Bowen.

The challenge for the Chapter is how to manage the tyranny of distance and maintain member inclusiveness. Following a period of relative inactivity, a core group

of enthusiasts has sought to raise the public profile of the Chapter. Following consultative meetings, decision was made to manage the tyranny of distance by developing a “Two Regions One Chapter” concept with two discrete regions, a Southern Region centred on Mackay and a Northern Region centred on Airlie Beach. Both Regions have a nominated point of Contact with an overarching Chapter Coordinator.



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### Member Expectations

- Participate “car display” and short run / morning tea / coffee local area.
  - Chapter region bi monthly dinner (eg local sporting club)
  - Technical data information sharing
  - Provision of minor hands-on member maintenance support
  - Manage spouse involvement
  - Manage dispersed membership
- The Chapter Deliverables:
- Creation Two Regions (North & South)

### One Chapter Concept

- Participate monthly (2nd Sunday) “Covered in Chrome” including short fun run and morning tea/brunch (South Region) with similar concept eg “Show & Shine” (North Region). Suggest different dates eg North Region (1st Sunday) to allow option for either region to attend.

- Bi-monthly dinner at a local club in Mackay (eg 4th Friday) with alternate Friday for North region to promote cross attendance if appropriate.
- Member Technical Data sharing/ maintenance support arranged as required.
- Chapter Coordinator support (workload/ absences coverage) arrangements.
- Review deliverables after 6 / 12 months.

### CHAPTER CONTACTS

#### Chapter Coordinator

#### Southern Region Contact

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#### Northern Region Contact

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### Whitsunday Chapter – South Region - Report

#### 1st September 2019 – Dad’s Day in the Valley – narrated by Richard & Lynn Collier

The annual Dad’s Day in the Valley car show sponsored by the Pioneer Valley Classic Car Club was held on Father’s Day at Mirani, 30km west of Mackay. The MGTf 1500 roadster (aka The Mistress) had drawn the short straw and would be on display at the car show whilst the MGA (aka The Princess) would remain at home under covers. On the day, a cool morning dawned with clear blue skies and with no rain forecast. Driving up the Pioneer Valley through the cane fields, one could only lament that it would have been an awesome experience had the top been stowed before commencing the re-positioning journey. Paper work completed and a suitable park-up area selected, the car was prepared for display. As the day evolved, shade was at a premium with dry hot winds replacing the early morning cool conditions. Whilst up against several well-presented class entrants including a beautifully prepared Jaguar XJS, on the day, the MGTf 1500 Roadster captured the judges’ eye and took out the award for

Best British/European car. Chuffed with the award and public interest in the car and its history, all the preparation and cleaning pre display was soon forgotten and the outing and overall result celebrated.





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**8th September 2019 – Participation in “Covered in Chrome” – narrated by Richard Collier.**

Recent meetings held in order to raise the public profile of the Chapter highlighted shared member expectations of the need to manage spouse involvement and participation in regular “car displays” including short local runs in conjunction with morning tea/coffee as key deliverables. Under the banner of Two Regions One Chapter, an agreed deliverable was to participate in monthly (second Sunday) “Covered in Chrome” gathering of classic cars at Mackay Harbour carpark.

Accordingly the first South Region gathering saw six cars on display, attendees included Richard Collier (MGA MKII), Roger Green (MGV8 Rover), Jim Forest (MG F), John Evetts (MGB GT), Bob Evetts (MGB) and Rod Pacey (Falcon UT). Considering the Chapter has been relatively inactive in recent months, the number of cars were encouraging. A decision by several Chapter members to support the North Region members who had accepted an invitation to join a “Combined Club Run” to Cathu Forest picnic area organised by the Whitsunday Automotive Restoration Club meant changes were required to the run sheets. The short local run planned post “Covered in Chrome” was deleted from the run sheet to allow members to participate in the “Combined Club Run” scheduled for mid-morning and opportunity taken to engage in “car talk” over morning tea/coffee at Casu Jacks, Mackay Harbour Precinct.



**Whitsunday Chapter – North region - Report**

**September 8, 2019 – Combined Club Run to Cathu State Forest – narrated by Richard Collier and Ross Chisholm.**

During the recent round of Chapter consultative meetings, invitation was extended by the Whitsunday Automotive and Restoration Club for Whitsunday Chapter members to join with other clubs (Mackay Vintage Car Club; Mackay Classic Car Club) in a Combined Club Run to Cathu State Forest south of Proserpine for morning tea and lunch. Invitation was readily accepted as this venue provided an opportunity to network and build relationships with like-minded car enthusiasts. From a Chapter perspective, preparation included checking out the condition of the access to the proposed venue in the days prior to the run. It soon became clear that reaching the picnic area would involve 65km of bitumen north from Mackay, 3km of formed gravel road with several rough approaches to dry concrete causeways and copious amounts of dust. This was a red flag for some South Region Chapter members however there was always Plan B – use of the daily commute. South Region contingency consensus on the day saw the use of the daily commute although the conditions as described didn't seem to faze other car club members.

A small group from the North Region met at the Coffee Plantation, Proserpine North prior to heading down to the agreed meeting point. After introductions and a chat over coffee, the convey of cars commenced a leisurely 50km cruise south down the Bruce Highway, with an MGBGT, MG Y, Citroen 6 and a 4x4 commute. Upon arrival, the camp fire was in full swing, providing an opportunity to meet like-minded car enthusiasts from the four clubs involved. Forty plus personnel from the combined clubs including five MG Club members enjoyed damper and other culinary delights from the bush oven whilst interacting with like-minded car owners. After lunch the cars were gradually packed up and disappeared

from whence they came, leaving the camp ground to the wildlife until next time. The elder statesman on the day was an MG 14/28 tourer whose logbook would reveal a return trip from Mackay to Hervey Bay in recent times.

Overall, a busy and productive day for Chapter members from both regions during which old relationships were rekindled and new friendships forged with likeminded car enthusiasts.



# LATEST COMPETITOR TO JOIN THE UNDER 40s CLUB



At the Queensland Hillclimb Championships held at Mt Cotton on 2 June this year, Brett Bull posted a time of 39.85 making him the 27th person to join this prestigious Club. He is seen here on track in his Van Diemen on that day. (Photo by David Woodley) and then, at a later hillclimb, being presented with his medallion and certificate by President Richard Mattea.



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## REPORT OF THE SOCIAL INTERCLUB NAVIGATION RUN HELD ON 15 SEPTEMBER which was organised by the MR2 Owners Club by Don Webster

Eleven teams from four clubs met at our Rocklea clubrooms on Sunday 15th September for Round 7 of the Interclub Challenge. This was a social navigation run organised by the MR2 club. MGCCQ was represented by Chrystellee Semple in her MGTF with navigator Jim Scott, and Don Webster in his MGTD with an old mate as navigator who had been called in as a late replacement.

After a short briefing, the teams were set off at intervals, with those teams more familiar with the MR2 format sitting down quietly in the shade and planning their route. With 40 questions to be answered, 200km to cover, and a three hour time limit it was going to be a busy morning!

The route instructions took us along Ipswich Road under many bridges where we had to find clearance heights, to Amberley Airforce base where we had to count the number of exhaust flaps on the F-111C and take a selfie at the monument. Staying with the aviation theme, the next stop was the Canberra at Willowbank to count the number of screws on an inspection plate and find an MR2 logo. Then a long run to Fassifern Memorial Park with a few questions on the way, to eventually arrive at the Dugandan pub at Boonah where the cost of a pint of Alcoholic Ginger Beer had to be found.

After a few more twists and turns that took us via Lake Wyaralong, the outskirts of Beaudesert, and Springfield, the run ended back at our clubrooms.

The run was won by members from the MR2 club, Chrystellee and Jim came a creditable fourth, while Don and his novice navigator came last. A special thanks to Ben Pinkstone and his team from the MR2 club.

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## MG TYme and Pre-War MG Register Gathering

Commencing in 2010, MG Car Club Canberra has hosted a biennial social event to celebrate the T and Y Types. Known as MG TYme, it has been a successful gathering enjoyed by many MG enthusiasts. An MG TYme event would normally have been planned for 2020, but a decision has recently been made to postpone the next MG TYme until 2021. The reason is that MG Car Club Canberra has agreed to a request to also host the Pre-War MG Register of Australia's biennial rally in 2021. The two events will be run concurrently in 2021.

Both events have similar social-oriented formats, and the Canberra Club hopes that they will have great appeal to all owners of Pre-War, T and Y Type MGs. Canberra is accessible, has ideal venues, and will offer a warm welcome to all visitors. Tentative planning indicates that the events will be run over a long-weekend in early to mid-October 2021. This timing will coincide with Canberra's Floriade festival and the spring weather. So, the message to all pre-56 MG owners is watch this space, and make sure that you have October 2021 pencilled in your diary.

# Competition Corner



by Ace Reporter

## **Khanacross**

It was fine weather under the fog blanket in Brisbane and it was fine around the Ipswich area; however, it was raining slightly at Willowbank Driver training area until the heavy rain started just before the scheduled commencement time and this was followed by just overcast skies throughout the day. Differing weather forecasts predicted heavy rain around either 1.00 pm or 5.00 pm.

Two courses for the HSCCQ event were laid out which were run on damp to slightly wet surfaces which increased the fun. MGCCQ runners were Chyrstellee Semple (Falcon) and Malcolm Spiden (MGBGT).

Most activity ceased just before 3.00 pm when the promised heavy rain eventually arrived just in time to pack away all the markers and tents.

## **Night Observation Run**

Gathering at the Ashgrove Shopping Centre the participants set off using Garfield Drive to go past the water tower near the Governor's Residence then through the Red Hill area past the Fox and Rabbit Coffee Co onto Kennedy Terrace and Enoggera Terrace then around the block to pass The Salvos in Glenrosa Road before venturing near to Ballymore and to go past the Royal Brisbane and Womens Hospital towards Bowen Hills. After finding Prospect Street, the route went over Light Street into Knapp Street to Ross Street past Rolliess Speed Shop back through Waterloo Street into some streets in the Teneriffe area using Walker Avenue and Beeston Street before going past 634 Wickham Street where above the Valley Café and Takeaway a certain motor sports club would meet on Friday evenings. Using Crosby Road the route then went to Bartleys

Hill Reservoir Lookout to view the city lights with a trip down Racecourse Road to pass the Gallopers Club at Hendra then onto the Toombul Shoppingtown for the finish.

## **Carric Accounting & Business Services/ Tighe Cams Hillclimb Series Round 3**

Round Three on the second last weekend of June commenced with the regularity class. Shaun Rankin (MGB GT, less 27 points) took the class from Lindsay Derriman (Toyota Camry, 29 points), Chystellee Semple (Ford Falcon, 34 points), David Jackson (Mazda RX-7, 46 points), and Robert Martin (Daihatsu Handi, 48 points). Chyrstellee had held the lead for the first two climbs with a loss of 5 points from Shaun (minus 8) and Lindsay (down 11 points), then Robert (minus 22) and David with a loss of 36 points. By run five Shaun and Lindsay ere equal on 23 points from Chyrstellee (minus 26) Robert (down 44 points) and David (minus 46). The final climb gave the result to Shaun from Lindsay then Chyrstellee with David not losing any points to jump ahead of Robert who added 4 points to his tally for the event.

## **SEDANS TYPE CARS**

David Smith was the quickest in the Improved Production up to 1600cc class with a 50.43 time in his Honda Civic from Grahame Rumble Volkswagen (Golf Mk1, 54.80) who, on his last run on Saturday, had tried to attack the fence around the second loop. Dave Sidery celebrated a birthday with a win in the 1601 to 2000 cc class in his Volkswagen Beetle (50.06 seconds) from Greg Cameron (Hyundai Excel, 52.43), Wayne Ferguson (VW Fastback, 56.22) and Ian Dalglish (VW Fastback, 58.89) whilst the over 2 litre class went to Brendan Cowie in his Skoda Fabia in 53.83 seconds.

Mark Pryor won the Circuit Excel X3 class with a 51.50 run from Jeremy Mattea

(55.23), with Ross McAndrew (56.45) just ahead from Jack Turner with a best run of 56.55.

All Wheel Drive Forced Induction class went to Sebastian Black (Subaru WRX turbo, 45.43) from Anthony Bonnici (Mitsubishi Evolution IX turbo, 47.31) and Jeff Watson in his Audi TTRS with a 49.25 second time.

Shawn Sheather took the Road Registered Sedan Cars up to 2000 cc with a 54.58 time in his Peugeot 206 GTi ahead of Ken McAndrew (Toyota Corolla, 55.07), Richard Marken (Peugeot 205 GTi, 55.50) and Joshua McAndrew (Toyota Corolla, 56.25). Ken had a long slide on his first run - a bit of a tank slapper out of the first loop to be another to attack the brake marker to the hairpin. So it was Ken the sliding McAndrew and Joshua the non-sliding McAndrew. The over 2 litre class went to Phillip Rowen in his Ford Falcon XR8 Ute 50.71 from Matthew McGrath (Ford Fiesta turbo, 50.92) then Harry Doling (Ford Falcon XR8 Ute) with a best run of 51.67 seconds. Harry's ninth run saw his attempt end in the Queensland nut shells after a lockup under brakes going into the hairpin for the first time. He repeated this manoeuvre again on his next run; however, he did keep his sense of humour.

In the up to 2 litre Modified Production Sedans class Phillip Dalton recorded a 47.89 run in his Honda Integra with Noel Dore (Volkswagen Beetle, 53.91). Jo Reinke (Hyundai Excel) recorded her best time of 59.05 second on her ninth run to finish ahead of Karl Reinke (Hyundai Excel, 59.09) thus it was Karl who organised dinner that evening in the Reinke household. Jonathon Anable took the larger capacity class in his BMW 325i with a run of 48.65 seconds.

Ross Mackay took the Sports Sedans up to 2000 cc with a 44.99 seconds run in his Ford Escort Mk1 from Jason Martell (Ford Escort Mk 2, 50.31) and Daryl Morton (Morris Cooper S, 51.54). For Jason his day ended on the start line on his tenth run with some clutch problem in the Escort. Glenn Anable won the 2001 cc and over class with a 46.63 time in his BMW 2002 turbo from

Scott Anable (BMW 325i, 47.43) and Robert Souter with a best time of 47.78 seconds in his Datsun Sunny turbo.

## **SPORTS CARS**

Production Sports Cars up to 1600 cc class went to Ian Finglas in his Mazda MX5 with a 56.02 second time. Gregory King set his best run on his first attempt with a 50.32 time in his Toyota MR2 to take the 1601 to 2000 cc from Rod Thomas (Mazda MX5) steadily improving his times and recording 50.96 seconds on his final climb. Next were Peter Andrews (MG F/TF, 53.06), Flavio Paggiaro (MGF, 55.43) with Chris Lake recording a 56.67 time in his Toyota 86. The 2001 cc and over class went to Michael Larymore in his Toyota MR2 turbo who had set his best run of 44.92 seconds on his second climb only to retire after his ninth attempt when the boost in the turbo was down to 5 psi instead of 20 psi so no boost and no more runs. Next in the class was Jay Matsen in his Datsun 240Z with a 49.40 time from Paul van Wijk (Bullet Roadster, 49.60) and Andrei Shinkarenko (Bullet Roadster, 61.76 seconds).

Brian Pettit was quickest in the Clubman Sports class in his Westfield Clubman (45.78 seconds) from Jason McGarry in his Caterham R300 with a 48.07 seconds time whilst the Sports 1300 sports car class went to Jim Heymer in his Farrell L with a best run of 46.97 seconds. Other class wins went to Steve Torphey in the Sports Cars (Closed) recording 51.00 seconds in his Mazda RX 7 turbo and Jeffrey Graham in the Sports Cars (Open) 2001 with a 49.37 time in his supercharged Mazda MX5.

## **HISTORIC GROUPS**

Class wins went to Barry Smith in Group K in his Ford V8 Special with a 56.42 time, Geoff Cohen (Group Q Sports, Bulant Clubman Mk7L, 47.45) being just 0.20 seconds outside his class record, Greg Tebble (Group R, Van Diemen FF2000, 43.44 seconds), Bruce Jackson (Group S, MGB GT, 52.82 seconds) and David Dumolo (Group V, Formula Vee Venom, 55.26).

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Bruce Jackson recorded runs on Sunday of 53.08, 53.82, 53.48, 53.45 and 53.26 with Bruce receiving valuable advice and input from Gary Whittaker.

## FORMULA CARS

Superkarts class went to Luke Weiks (Honda/Arrow Kart, 48.01) with Stephen Edwards in the Silverline 125 Shifter recording a 50.75 best run.

The Formula Libre up to 1300 cc class was won by Jim Milliner in his OMS 2000M with a best run of 39.41 seconds from Paul van Wijk (OMS Hornet, 41.26), Matt Read (Readster MTR1, 41.94), David Quelch (Honda DPQ Special, apparently having bad understeer and recording a best run of 42.17), David Homer (Grp A GAE001 turbo, 44.14), Doug Daniels (Nu Tec Formula Libre, 44.66) with Jeff Daniels (Nu Tec Formula Libre, 48.08 seconds). Jim Milliner recorded a personal best time with the 39.41 seconds and, given the engine size of 998 cc which was sourced from the wreckers and has had very few modifications to the internals it was a remarkable time. Jim reported he is running out of available revs on the downhill section of the circuits. Paul van Wijk reported the OMS had the rear suspension bottom on entry to the second loop which resulted in his spin on his seventh run. Matt Read Readster MTR1 41.94 had scored a second outright at Noosa Winter hillclimb two weekends before in the Readster MTR1 and reported his 41 second time was achieved by changing his driving line also reporting the MTR1 was just sliding.

A new class record in the Formula Libre 1301 and over was set by Dean Tighe with a 36.69 time lowering his class record in the Dallara Judd from 36.79 set in October 2016. Next was Michael Von Rappard (who for the fifth consecutive time had won the Noosa hillclimb event) with a 38.42 time in the supercharged Dallara Hayabusa F392, Warwick Hutchinson (OMS 28 RRPV 03 turbo, 40.89) with Robert Vautin in the Jaguar Special entertaining with massive wheelspin to record a 52.53 second time.

Both Dean and Michael are using the Pirelli Zero ultrasoft tyres. Warwick reported his OMS felt light in the rear and as though it wanted to let go thus he is a little cautious. At present the OMS has no aero undertray and is still using the older tyres from the previous Van Diemen so once sorted we can anticipate to see quicker times. The Jaguar Special was built by Robert's father from a Jaguar XJS using a 4.2 litre engine and rear suspension from a Mark 10. At present the rear suspension needs to be raised as it appears to be too low resulting in the car bottoming which affects the ability to brake later into the hairpin.

## TOP SIX SHOOTOUT

To be eligible to run in the top six the driver must be one of the fastest 10 for the weekend. These were Dean Tighe (36.69), Michael von Rappard (38.42), Jim Milliner (39.41), Warwick Hutchinson (40.89), Paul Van Wijk ((41.26), Matt Read (41.94), David Quelch (42.17), Greg Tebble (43.44), David Homer (44.14) and Doug Daniels (44.66). Of these Michael Von Rappard concluded his runs after his 8th climb in order to catch an early flight, David Quelch found the top left front suspension tower was cracked explaining the bad understeer he had detected on a run, and Matt Read had a tyre which would not hold air and would deflate too quickly to chance a run.

Thus the Top Six were Dean Tighe (36.25) with Jim Milliner (39.33), Warwick Hutchinson (40.47), Paul van Wijk (41.55), Greg Tebble (43.19) and Doug Daniels (44.66 seconds).

Best MG: Bruce Jackson

Most Improved: Jeff Watson

Fastest Time of Day: Dean Tighe

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### **Night Observation Run**

Gathering at the Greenslopes marketplace the route went around the block into the Coorparoo industrial area then the Seven Hills area. The climb up to the top of Main Avenue at Balmoral Heights presented those with quite an impressive view of Brisbane City lit up before them. The route then went onwards past the Anglican College at Cannon Hill followed by a run down

Queensport Road to view the Gateway bridge by night before turning towards the Hemmant and Manly areas. A view over the bay and a final run along Royal Esplanade past the Yacht Marina took the to the finish at Fairlead Crescent and the many eateries at Manly.

## **CARRIC TIGHE CAMS MOUNT COTTON HILLCLIMB SERIES ROUND 4**

### **REGULARITY**

Shaun Rankin was ahead in the class from the first run to finish with a loss of 25 points in his MGBGT from Lindsay Derriman (Toyota Camry, 30 points lost) and Chrystellee Semple down 37 points in the Ford Falcon.

### **HISTORIC**

Historic Group K class went to Barry Smith in his Ford V8 Special (56.61 seconds) with Geoff Cohen winning the Group Q Sports in his Farrel Clubman Mk 7L (47.77 seconds), Greg Tebble won Group R (Van Diemen FF2000, 42.71), Bruce Jackson (Group S, MGBGT with a personal best time of 52.53) and David Dumolo (Group V, Formula Vee Venom) with a 54.62 seconds time.

### **SEDANS**

Christopher Balhatchet took the up to 2 litre capacity class of the Road Registered cars in his Renault Clio with a 53.42 second time from Shawn Sheather (Peugeot 206 GTi, 53.60), Richard Marken (Peugeot 205 GTi, 54.63) and Joshua McAndrew in his Toyota Corolla in 55.45 seconds. Shawn was ahead at the end of the Saturday runs with his best run of 53.60 from Christopher (54.38), Richard (54.83) and Joshua (55.45). The order remained until run 8 when Christopher ran a 53.42 time and recorded the exact time on his ninth run to win the class. Phillip Rowen won the over 2001 cc class in his Ford Falcon XR8 (49.96) from Matthew McGrath (Ford Fiesta turbo, 50.34) with Ray Balhatchet in his Nissan Skyline turbo with a best run of 52.25 seconds.

The Improved Production up to 1600cc class went to Waco Hamlin in his Honda Civic (53.49) from Grahame Rumballe in the Volkswagen Golf Mk1 with a best run of 55.88 seconds. Dave Sidery was quickest in the 1601 to 2000 cc class with a 49.64 time with Greg Cameron recording a best run of 53.25 seconds in his Hyundai Excel.

Dave had abandoned his first run in the Volkswagen Beetle which appeared to be beset with more electrical problems like those which had plagued him earlier in the year. However the problem was overcome with a change of spark plugs enabling Dave to record two sub 50 second runs of 49.94 and 49.64 seconds. Pauline Graham (Datsun 1600 SSS) won the over 2 litre class with a 46.15 time from Ken Graham (Datsun 1600 SSS, 46.30), Troy McGrogan (Mitsubishi Lancer, 48.50) and Terry Scharf (Nissan Skyline turbo, 50.29 seconds). Pauline was ahead after run seven with a 47.72 from Ken (47.95) and Troy (49.42) only for Ken to be in the lead on run eight with a 46.30 time from Pauline (47.20), Troy (48.70) and Terry (50.49). Run nine resulted in Pauline claiming the class with her fastest time of 46.15 from Ken (46.30) with Troy improving his time on his final run (48.50) and Terry with his best at 50.29 seconds.

All Wheel drive Forced Induction went to Anthony Bonnici on his final climb for the weekend when he recorded 47.27 seconds in his Mitsubishi Evo IX turbo just 0.50 seconds from Sebastian Black (Subaru WRX turbo, 47.77) and Jeff Watson in his Audi TTRS turbo with a best time, again on his final run, in 47.87 seconds. Sebastian and Jeff recorded the same time of 49.11 on run 7 of the weekend with Anthony ahead (48.16) before a change on run 8 with Sebastian (47.77) leading Anthony (47.95) and Jeff (48.38). Run 9 saw Sebastian still in the lead (47.77) then Jeff (47.93) and Anthony (47.95) before the final run and the final places Anthony (47.27), Sebastian (47.77) and Jeff (47.87).

The only record broken during this meeting went to Mark Pryor in the Circuit Excel class who lowered the time from 51.10 seconds, which Mark set in June 2017 to 51.00 seconds. Next in the class was Gary Goulding (52.66), from Jeremy Mattea (55.69), Ross McAndrew (56.66) and Jack Turner in 57.10 seconds. Phillip Dalton was quickest in the Modified Production Sedans up to 2 litres with a 47.45 run in his Honda Integra followed by Noel Dore (Volkswagen Beetle, 53.26), Karl Reinke (Hyundai Excel,

57.26) with Jo Reinke (Hyundai Excel, 57.98 seconds). The Volkswagen of Noel Dore is a 1976 VW Beetle originally owned by the Mayor of Port Adelaide, still in the original colour with very few changes except for car twin carburetors, a different camshaft profile and extractors. Jonathon Anable won the larger engine capacity class with a best run of 48.45 seconds run in his BMW 325i.

## **SPORTS SEDANS**

The up to 2 litre class went to Ross Mackay recording a 44.47 time in his Escort Mk1 just 0.02 seconds outside his class record set in August 2018 with Daryl Morton (Morris Cooper S, 49.36) next and Jason Martell in his Ford Escort Mk11 with a best run of 51.26 seconds. Scott Anable was quickest in the over 2 litre class in his BMW 325i turbo (45.78 seconds) from Glenn Anable (BMW 2002 turbo, 46.58), Robert Souter (Datsun Sunny turbo, 47.19), Doug Anable (BMW E30 325i turbo, 47.69) with Roger Bartlett (Ford Escort turbo, 54.22). The first run saw Glenn ahead (47.74 seconds) from Robert (48.62), Scott (49.46), Doug (57.31) and Roger (68.72). Scott claimed the lead on the second run with a 46.49 and held it for the weekend with runs of 46.17, 46.08, 45.94 and 45.78 seconds. Robert held second spot (47.44) on the second run ahead of Glenn (47.49) the Doug (55.06) and Roger (63.02). Run three would see the order for the weekend as Glenn moved into second place with a 47.02 and 46.58, whilst Robert recorded 47.44, 47.23, 47.20 and a 47.19 time. Doug held the next spot with 50.41, 48.38, and a 47.69 whilst Roger ran times of 61.88, 61.4, 59.67, 56.13, 55.47, 55.19, 55.09 and 54.22 seconds.

## **SPORTS CARS**

Winners in the Sports Car classes were Brian Pettit who took the Clubman Sports class in his Westfield Clubman (45.53 seconds), Ian Finglas (Mazda MX-5, 52.40) in the Production Sports Cars up to 1600ccs, Stephen Torphey (Mazda RX7 turbo, 49.96) in the Sports Cars (Closed) and Jeffrey Graham (Mazda MX-5 Supercharged, 48.98) in the Sports Cars

(Open) class.

Rod Thomas finished ahead in the Production Sports Cars 1601 to 2000 ccs class with a quickest run of 49.74 seconds in his Mazda MX5 ahead of the MGs of Peter Andrews (MGF/TF, 52.42), Flavio Paggiaro (MGF, 54.63) and Andrew Lake (MGF, 54.89) with Chris Lake in his Toyota 86 recording a 56.92 time. Michael Larymore won the over 2 litre class in his Toyota MR2 turbo (44.63 seconds) from Jay Matsen (Datsun 240Z, 49.60), Paul van Wijk (Bullet Roadster, 53.25) and Andrei Shinkarenko (Bullet Roadster, 58.08 seconds).

## **FORMULA CARS**

Superkarts class went to Luke Weiks in his Honda/Arrow Kart (46.30) with Stephen Edwards recording a 49.67 time in his Silverline 125 Shifter.

Jim Heymer swapped his Farrell Clubman to run the Hornet Formula Vee. His 53.21 seconds time is a little slower than the Clubman (some 7 seconds) and the brakes are not quite as efficient with Jim locking wheels during his earlier runs.

Formula Libre class up to 1300ccs went to Jim Milliner (OMS 2000M, 39.58) with Paul van Wijk (OMS Hornet) recording his best to date with a 40.69 run from Matt Read (Readster MTR1, 41.73) and David Quelch in his Honda DPG Special with a 41.92 time. Michael von Rappard recorded a 37.85 to claim the over 1301 ccs class in the Dallara Hayabusa until an issue with the supercharger ceased his weekend. Warwick Hutchinson, now with Pirelli Zero ultrasoft tyres, was under the 40 seconds mark with 39.91, 39.42, 39.09, and a 38.93 times to be the third driver to record sub 40 seconds times in two different cars. He reported the Pirelli was a slightly taller tyre which changes the ride height and roll centre of the OMS and may need shock absorbers units with slightly longer travel. Next in the class was Robert Vautin in the Jaguar Special with a 51.88 time. Robert's first run on Saturday finished at the first corner with a broken shock absorber mount at the rear

suspension which dropped the Jaguar onto the ground. An overnight repair enabled him to compete on Sunday.

## TOP SIX SHOOTOUT

Top ten quickest times for the weekend were Michael von Rappard (37.85), Warwick Hutchinson (38.93), Jim Milliner (39.58), Paul van Wijk (40.69), Matthew Read (41.73), David Quelch (41.92), Greg Tebble (42.71), Ross Mackay (44.47), Michael Larymore (44.63) and Brian Pettit (45.53).

Jim Miliner recording his personal best run and his first time under the 39.00 seconds mark to win the top six shootout with a 38.97 seconds time from Warwick Hutchinson (39.42), Paul Van Wijk (40.55), David Quelch (41.94), Greg Tebble (43.71) and Ross Mackay (44.33).

Fastest time of Day: Michael Von Rappard

Best MG: Peter Andrews



Photos by David Woodley

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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:

Jim Scott  
Membership Secretary  
on 0411 601 711



Hillclimbs



Concours



Day Runs

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Race Meetings