

Official Journal of the MG Car Club of Queensland Inc.



# The Octagon

No. 3

May 2023



Mighty Metros. This humble little hatch helped carry the Octagon forward in the dark days of the early 1980s, and played a starring role in a race series that helped fuel the careers of BTCC legends like Tim Harvey and Steve Soper.



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# President's Report

So far this year has been a bit of a roller coaster ride for most of the committee members, luckily some have had a chance to have short well earned rests while others have found time to attend the national meeting along with some of our dedicated club members.

This foray south has once again proven to us how loyal and hard working our members are.

We were lucky enough to have the Nuffield trophy presented to us at the dinner night , which our beloved secretary Malcolm has transported back to the club rooms for us.

This is I believe one of the most sought-after trophies from a national meeting and so it is with great pride that we welcome it back into our possession.

At the time of writing we had completed the first two hillclimb events for the year.

We have shown a slight rise in the number of competitors for the year but still very much short of the numbers we are used to having at an event. I

t still takes just as much effort for the volunteers to set up and pack up regardless of the number of competitors and unfortunately the number of volunteers is slowly decreasing therefore leaving more work to be done by fewer people .

While we may be all adding years quicker than we would like to, it would be refreshing to see some of the next generation come along and have a go either as a competitor or as a volunteer to help run the events.

We have also successfully hosted the first round of the state championship for the year at Morgan Park; many thanks to all the volunteers and of course the competitors who make it possible for these events to be held.

As a club we find ourselves in a difficult situation at present with running of future race meetings as we have some of our long standing volunteer organisers wishing to step back from the tasks which they have performed on behalf of the club for many years.

This once again highlights our need for more members to step up and assist.

Please remember that without the income from the racing events our club would be nowhere near as financial as it is .

At present I am working on dates and times to get around and visit each of the chapters, hopefully with as many of the members as possible present at the time.

By the time this goes to print I would like to have this calendar of visits locked in with each coordinator to allow plenty of time for members to hopefully make some time to come along for a meet and greet.

This will also give everybody a chance to put forward any ideas or concerns they have with the club at present.

It would be remiss of me not to thank all the volunteers who work very hard behind the scenes to make this club function, after all there is no 'I' in TEAM and that word stands for something I believe in...

**T**ogether  
**w**E  
**A**chieve  
**M**ore

Everybody please enjoy the change of season as the temperatures slowly recede and the days become shorter.

- Neil Lewis

# Octagon Submissions

PLEASE SEND SUBMISSIONS DIRECT TO: [admin@artxdesign.com.au](mailto:admin@artxdesign.com.au)  
Next publication deadline for submissions is July 31

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

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

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

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

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

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

## NO CAPTIONS WRITTEN OVER PHOTOS

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

## GENERAL NOTES

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

## IDEAL ARTICLE SIZE

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

## PHOTOS ARE ALWAYS BETTER THAN WORDS

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

## ADVERTISING IN THE OCTAGON

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<b>MGB</b>	Graeme Walker	0431 678 319			

# Events & New Members

Working Bees at Mt Cotton Hillclimb  
Every Wednesday 9:00 am – 2:00 pm, Malcolm Spiden

Noggin 'n' Natter at the Rocklea Club Rooms  
First and Third Friday monthly 6:30 pm - 09:00 pm

Management Committee Meeting  
Monthly, every third Tuesday

## JULY

4 Friday	MG Noggin N natter
5 Wednesday	Working bee hillclimb
8 Saturday	Social afternoon at clubrooms
12 Wednesday	Working bee hillclimb
19 Wednesday	Working bee hillclimb
21 Friday	MG Noggin N Natter
26 Wednesday	Working bee hillclimb / Mid Week Day Run
29 Saturday	Hillclimb round 5
30 Sunday	Hillclimb round 5

## AUGUST

2 Wednesday	Working bee hillclimb
4 Friday	MG Noggin N Natter
9 Wednesday	Working bee hillclimb
12 Saturday	Social afternoon at clubrooms
13 Sunday	Geary Sports Car Concours
16 Wednesday	Working bee hillclimb
18 Friday	MG Noggin N natter
23 Wednesday	Working bee hillclimb / Mid Week Day Run
30 Wednesday	Working bee hillclimb

**Don't forget to check the online calendar on the website for updates and more information on some of the events listed here.**

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# Mid Week Run

**May 23**

by Mark & Sharon

A total of 17 cars battled the morning traffic to meet at the Ferny Grove Aqua Park on a perfect autumn morning, including potential new club member Michael Davis in his very nice British Racing Green MGB roadster.

An impressive total of 12 MG's (2 TD's, 8 B's, 1 A and a ZST) were joined by an Abarth Spider, an MX5, an Alfa 159, an Integra Type R and Jeff's Hyundai.

It was great to see that all those who could go topless had done so, although drivers and passengers were well wrapped up... Prize for best head gear went to John and Pat Walker!

A relaxed drive through Samford and on to Dayboro was followed by a more energetic drive up Mount Mee Road before turning off on a picturesque single track road into the D'Agulier National Park for morning tea.

We then followed Mount Mee Road down to Woodford before winding our way up to Maleny to join the road to Kenilworth. Along the way we were serenaded by bellbirds and whipbirds through many sections, and of course got held at the obligatory road works traffic lights.

This second section was perhaps a tad long for some, with a couple having to make emergency stops to deal with potential water leaks...

Our lunch stop was at Kenilworth Town Park



where we were joined by a second MGA (Trevor and Joy Jones), a second Honda (Robyn Jenvey) and John Walker's brother and sister in a Porsche Spyder. Apart from the usual facilities, the location gave close access to the bakery and the cheese factory, both of which proved very popular!

After lunch we dispersed to our various destinations, with some choosing to take the challenging Obi Obi Road through to Mapleton and Nambour on the way home.

Don Webster - Blue MG TD, Ross & Shez Letten - Blue MG TD, John & Pat Walker - Red MGA, Trevor and Joy Jones - Red MGA, Michael Salt - White MGB, Michael Davis - BRG MGB, Lloyd & Karen Thomson - Red MGB, Allan & Joyce Tebutt - Blue MGB, Barry Lutwyche - Red MGB, Jan Burke - Red MGB, John Davidson - Blue MGB GT, Mark Lacy & Sharon Hill - Yellow MGB, Greg & Rhonda Hannant - Red MG ZST, Brian Cranley & Geoff Cook - White Abarth Spider, Dennis & Diana Kelly - Green MX5, Kevin Trower - Black Alfa 159, Kay Hawley & Michael Garratty - Yellow Integra Type R, Robyn Jenvey - Gold Honda, Jeff Heslewood - Grey Hyundai.



# Mighty Me

By Jeff Ruggles

The MG Metro Cup may have been running in the UK for 27 years now, but its appeal shows no sign of diminishing. For proof, look no further than two Metro-mad families...



# etros

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Safety Fast! the official publication of  
The MG Car Club [www.mgcc.co.uk](http://www.mgcc.co.uk)

From the outside looking in, the world of motorsport can look daunting.

Granted, at the top level it's mostly young blokes taking time away from their tax havens in Monaco and getting paid millions – hardly something that most of us can relate to.

But what if we told you that you could still get that all-important green-light adrenaline rush in a familiar three-door hatchback,

and all amidst a classless and welcoming atmosphere?

Step forward the Drayton Manor MG Metro Cup in the UK.

Started in 1992, the Cup is organised by the MG Car Club and caters for both A-Series-powered MG Metros and their K-Series Metro/Rover 100 successors. It's long been about providing an easy way into motor racing for





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drivers with a limited budget, but it's a lot more than just a stepping stone. The championship continues to attract a wide range of participants regardless of age, experience or gender. For evidence, you need only look towards two particularly closely-knit families – the Javes and the Trevetts.

### **Generation game**

Both families bring a lot to the championship, but together their contribution is even more remarkable.

Having joined forces from the very beginning, they now contribute an arsenal of drivers, committee members and helpers spanning three generations, not to mention four race-ready Metros.

At the root of it all are 71-year-old Dave Javes and 75-year-old Dick Trevett, who share the orange MG Metro Turbo, car 96. The red MG Metro Turbo wearing number 95, meanwhile, is driven by Dick's 24-year-old granddaughter, Kyla Birdseye, who shares the car with her mum and Dick's daughter, 47-year old Mel. Then there's Mel's 52-year-old fiancé Richard Garrard, who runs both a white MG Metro Turbo and a K-Series GTI.

But the involvement doesn't stop there. Emma Cross and Kim Javes are Dave's daughters, and though they don't drive, both are a vital part of the racing family. Emma is instrumental in the success of the championship in her role as co-ordinator, while Kim is the series' registrar. With both of their kids also heavily involved at race meetings, it is fair to say that both of these Milton Keynes-based families have Metro racing in their blood.

The strong relationship between the two families extends back to the late 1960s, when Dave and Dick began watching RAC rallies together as members of the Milton Keynes and District Motor Club – a group that both families are still heavily involved with. Both have a strong engineering background, with Dick having run Trevett Engineering Ltd since 1982.

"A friend of ours wanted to run a car, and because of our engineering knowledge, he

asked us if we'd help," remembers Dick. "Basically, we haven't taken our hands off his car ever since, because we bought it from him after two years!"

Purchased in 1993, that car was the orange MG Metro Turbo they still campaign to this day. It already had an illustrious history, however, having been raced to multiple title successes in the old Rover-backed Metro Challenge by the legendary Peter Baldwin.

Initially Dave and Dick competed in the MG Cup, which is now sponsored by Peter Best Insurance, but back then was known as the Phoenix Petroleum Challenge and later the Total Butler MG Challenge. After racing with other MG grids for a few years, they switched to the MG Metro Cup and have taken turns to complete a full season ever since.

Naturally, Emma, Kim and Mel all got involved, and it soon became the norm for their children to attend too, despite being as young as three weeks old. "I've been going to every race meeting with Dad and Dave since 1993," says Mel.

"I think we've only missed about three meetings over all those years, and I've always been on the pit wall doing the pit board, and in the early days, dragging a pit trolley around. I had my race licence for 10 years back then, on the off-chance that Dad or Dave wouldn't be racing one weekend, but it never happened."

Mel met her fiancé Richard in 2002, and by 2004 he'd joined the grid.

"I watched Dick race, absolutely loved it and thought 'I could do that'," he reports. "I'd done nothing else before, but went and did my ARDS, bought a car and got out there."

Fast forward a decade, and it was time for Mel's daughter Kyla to take to the track. "I went to my first-ever race when I was four months old, so I've grown up with it," Kyla explains.

"Because I'd been going for so many years, and with the excitement of being round the



race cars, I really wanted to have a go. My ARDS licence was my Christmas present at 17, and I'd only been driving for a year when I started racing. My first race was in 2014 at Silverstone, on the National track."

That first outing took place in Richard's car, but by then a third MG Metro Turbo had joined the fleet. This one had started out as a donor car but proved to be too good to cut up, and so would prove ideal for Kyla once it had been stripped and rebuilt to the correct specification.

She's raced the car ever since, but has missed a few meetings due to work commitments.

Luckily, though, Mel has been able to step in.

"In 2014, Kyla and Richard bought me my ARDS test and I got my licence, and in 2015 I finally had my first race at Mallory Park," she tells us.

"Only when Kyla is unable to race do I get the chance to drive the car. I did more than two races for the first-time last year."

A couple of seasons ago, Richard added his K-Series Metro to the fleet, completing a quartet of race cars between the two families.

The old car hasn't sat idle, though, as family friend Mark Wilson took over the controls for 2019. He was only planning to do one or two races, but true to form he loved the paddock environment so much he ended up doing the full season.

### Warm welcome

The families have enjoyed plenty of success over the years. In the 2019 standings, Dick and Richard were third and fourth behind the victorious Jack Ashton and Dan Willars, but there's a whole lot more to their continued involvement than results.

"I've been in the same championship for so long because it is a good championship," says Dick.

"It's a great weekend away with friends and the racing just comes on top of it. It's very friendly – if somebody breaks down, you get half a dozen people giving you a hand," Dick continues.

"If you're stuck for a part, there will be someone in the paddock who will find it for you. We had a breakdown at Donington this year and somebody lent us a cylinder head all ready to run – they actually went home and got it for us."

Emma recalls an incident at Cadwell several seasons ago: "On the Saturday, one of our drivers had brake failure and ploughed straight into the barrier at the hairpin. He was ready to give up, but within two hours people had called around the local suppliers and scrapyards and got replacement bits delivered.

They were all working on it under torch light until midnight, and though he missed the first race, he managed to get out for the second one and came in the top six!

"Our ultimate aim is to have everybody



starting and finishing a race, and for everyone to enjoy themselves with clean, fun racing,” she adds. “I know I’m a bit biased, but I do feel we have ticked those boxes.”

Of course, the elephant in the room when encouraging people to race Metros is a perceived lack of cars. MG Metros are now rare in any guise, and they haven’t made any form of Metro, even the Rover 100, for more than 20 years. However, that doesn’t appear to be much of a hindrance.

“There are cars out there,” says Emma. “We know of a few that are for sale, and over the winter we will be updating our website so that people can list car and parts. We’ll also be covering things like getting your race licence, as we want to show everyone it’s not as scary or hard as some people may think it is.”

We shouldn’t underestimate the impact of nostalgia as an attraction either – many potential racers in their 30s and 40s will have grown up with MG Metros and can now afford to race them. On top of that, the Metro has gained a retro-cool following amongst younger enthusiasts. In any case, later cars are still relatively plentiful, and you can even race a five-door version if you so desire.

“There is a whole clan of Metro lovers and we want to reach out to them,” explains Emma. “Coming with us would be the next step up from a track day. I know that once they’ve come and raced with us, they won’t want to go anywhere else.”

To further encourage new racers, there’s also the option of teaming up with someone who

lives nearby to act as a mentor, perhaps to help with preparing the car or to offer advice. And should you happen to be under 25, the Club runs a scheme that halves the price of your race entry fees. “When I started I was still in college, so it’s helped me a lot with the affordability over the years,” explains Kyla.

It all makes for a very compelling case to join the grid, but should potential newbies go for an A-Series Metro, or head down the K-Series route? The A-Series is definitely more specialised with its requirement for modified parts and straight-cut gears, but Dick assures us that they last a fair while when built properly. You’ve got two options with the A-Series – a modified turbo motor to a maximum capacity of 1293cc, or naturally-aspirated up to 1380cc with a free choice of carb or carbs.

The 1400 K-Series, on the other hand, is still mainstream enough that complete engines can be had for a few hundred quid. They’re kept almost entirely stock, too, making the K the cheaper option of the two.

Otherwise, it’s down to personal preference, with both very evenly matched. “A few years ago the performance was quite different,” says Emma.

“We wanted to ensure that the championship had even closer racing between everybody, whether they had an A or a K-Series car, so we made some adjustments to the regs to balance them all out. As can be seen from the results, they are mixed up now, which is exactly what we wanted.”



### Go your own way

The four cars you see on these pages are all prepared by Dave, Dick and Richard on various weeknights and weekends, with Kyla lending a hand when she can. Kyla reckons the knowledge she has gained has been invaluable in understanding how the car is running and spotting any problems, but you don't have to be a mechanic to go racing.

As Emma explains, some people do all the mechanical work themselves, while others send the car away and just do the driving. With such a relaxed and welcoming ethos, there's no pressure to conform to any pre-set ideals.

"One of our drivers isn't bothered about winning, he's just out there for the whole package of atmosphere and friendliness, and that little bit of adrenaline rush on the grid," Emma explains.

"Others are in it for the mechanical side, tinkering with the car to take a tenth of their lap time, and there are people that want to push for placings and get trophies. The nice thing is that you can get out of it whatever you want to get out of it."

Still need convincing? Then get along to the MGCC stand at Autosport International, where you can see Richard's Metro GTi in the metal.

Be warned, though, as these two families prove, these seemingly innocuous small hatches can be seriously addictive.

For what appears to be a humble little hatch, the Metro is a car full of surprises. Not only did it help carry the Octagon forward in the dark days of the early 1980s, it played a starring role in a race series that helped fuel the careers of BTCC legends like Tim Harvey and Steve Soper. Even reigning champion Colin Turkington cut his teeth in a Metro, having won his first-ever title in the 1998 Northern Irish Metro Championship.

The factory-backed Metro Challenge replaced the outgoing Mini 1275 GT Challenge for 1981, and by 1983 had been renamed the MG Metro Challenge. The cars competed at circuits home and abroad, with an upgrade to Turbo spec for 1987. Sponsors over the years included Unipart, British Car Auctions and Esso, with Metros acting as a support races at prestigious events like the British Grand Prix. Rover moved its support to the multi-discipline Metro GTi in the early 1990s, but that wasn't the end.

The MG Metro Cup stepped in, and has been running for 27 successful seasons, and with ever-present sponsorship from long-term backers Drayton Manor Theme Park.

Long may it continue!

# Old Petrie Town Day Run

## from Malcolm Spiden

The prospect of seeing some steam traction engines was enough impetus for a run to Old Petrie Town. The annual Steam Fair offered artisan market stalls, food outlets, speciality stores, museums, a grand parade of steam traction machinery through the ages, fire engines, boiler house with working machinery.

Meeting place was the popular Pine Rivers Park which provided toilets, swings, climbing apparatus. Unfortunately the promised coffee van did not eventuate.

However this requirement could be met a short distance down the road. Journey along Gympie Road past the Pine Rivers State High School, the location of the Strathpine Race Circuit from 1946 to 1958, and onto Dayboro Road to Old Petrie Town.

There, after the coffee one could view the Dennis Fire Truck, blow the steam whistles, watch Werner and his Beale Street Organ Pianola or a 1900 juke box, or enter the Boiler house. Inside the boiler house a 600 hp Steam Mill engine which was used in the Maryborough area.

Specifications of the engine were a 24 inch bore, 48 inch stroke driving a 12 foot diameter flywheel weighing 9 tons. Other engines in the house included a Belliss and Morcom steam generator, small steam engines (Ford 105e Anglia engine, Radial steam engine, JAP petrol engine), Twin cylinder ship's steam winch, Large steam safety valve, and a Blackstone diesel engine

The Grand Parade just after lunch commenced with the volunteers in period dress, cyclists, Steam Rollers, large Traction engines, farm tractors. Ultimate finale was the steam blast from each of the Traction engines outside the Heritage hotel and Function Centre.

Those who enjoyed the Steam Fair were Bev Clydesdale (Honda), Ian & Karen Fettes (MG Magnette), Brian Purvis & Rex Johns (MGB), Michael & Judith Salt (MGB), Don Webster (MGTD), Kay Hawley & Michael Garratty (Mazda MX5), John & Pat Walker (MGB GT V8), Jeff Heslewood (Saloon), Malcolm Spiden (MGB).





# 52nd National

*By Delia Rayment, Photos by Max Johnson,  
David McNab & Delia Rayment*

## **Thursday 6th April - Glenelg Adelaide.**

Thursday was spent taking everything out of our cars, cleaning them and getting all our washing etc up to date because it was going to be a busy long week-end.

Megan Perrett cleaning her "new" car. I am sure everyone's room in the Motel looked the same as ours – as if a bomb had gone off in it. We wonder at the amount of stuff we can put into our 'sport' cars at times.

When it comes to going home again though it is easy – whatever is in that room has to go back in the car! So, it doesn't take long to repack.

## **Good Friday – 7th April -Seacliff**

Friday morning and we were all off to Registration and Scrutineering at the Kauri Community & Sports Centre, Seacliff. Luckily directions to this venue had been sent out in a final email which we received just before we left home.

The last communications we had re the address for this was way back in May 2022! We knew once we registered and received our entrant's handbook that the other venues information would be in it.

Catching up with 'old' friends from other centres was, as always most enjoyable. The South Australians, as always, were well organised. The way that registration happened was a lot more efficient than at other National Meetings.

Entrants went from a queue to the next available counter and didn't have to wait for a vacancy at the first letter of their surname

eg L in the K-O lot. Helpers at the back of the checker/counter simply delivered the entrants goodies bag from alphabetic boxes in the background. Very smooth.

## **Friday Night – Noggin'n'Natter- Festive Function Centre Findon**

Saw us off up to the Festive Function Centre. More chatting, catching up with friends, making new ones and eating finger food at tables!

At least we weren't expected to stand up or have to chase a waitress around for food, it was bought to us. The lack of tea or coffee afterwards wasn't well received though, after all that greasy food.

The caterers hadn't turned the urns on and there wasn't any milk anyway!

The Rocker Cover Race was held under a different interpretation of the rules. Some people were very serious about the whole show, but most people saw it as light entertainment. It certainly needs some good engineering and time to create a winner.

## **Easter Saturday – 8th April – Concours at the Wigley Reserve Glenelg**

Dawn came - it was a little overcast and there had been rain through the night. The organisers were praying for fine weather as the lovely grassed area at the reserve could have become too wet, and they wouldn't have been able to use it. It was just right.

What a wonderful spectacle. Overview of Concours – Glenelg Some of our members had elected to help judge. Most said that they had enjoyed the experience and had learnt more about the cars in the class they had to judge – which is good.

# Meeting Adelaide, SA





## Disney Theme Party at the Stamford Grand Hotel, Glenelg.

Our club's accommodation co-ordinator, Cathy Bartley, had booked taxis to take us to the venue – but they did not show! So, some of our members walked, in their outfits, whilst others were “ferried” by Max Johnson. There was a full array of Disney characters – from Tinkerbells, Chimney Sweeps, Mary Poppins, 101 dalmatians (Victoria Club), through to Mickey and Minnie Mouse ( NSW Club).



*Most of the MGCCQ contingent in their Disney character outfits.*

One lady, who stole the show, 98 year old Joy Pearson, dressed as Alice in Wonderland, danced through-out the night. The band (Final Touch) were good and chose the music well for the clientele. Dancing Queen went over well and some of us thought of friends who are no longer with us who would have been up there with us dancing. We are all getting old.



*Bert & Mary Poppins - David Hall & Lyn Hayward*

Presentation of the Concours Class Winners was conducted throughout the evening. The octagon shaped medallions, which have been used now for some years, were most welcome. Their simple unique design said it all.

A full report of the results can be found on the South Australian MGCC NM website. Many thanks Max for coming to the fore and taking some of us less able folk home.

Easter Sunday -9th April – Motorkhana at The Bend Motorsport Park, Tailem Bend We had packed the car the night before with not only our competition gear but also stuff for an overnight stop at Tailem Bend. It was an early morning as we were meant to be

at the drivers briefing at 8am and The Bend was some distance away. In Victoria (Y) we knew it would take us longer than the 1 and a quarter hours they had advised. We left in the dark.

The day was grey, windy and cold and I felt for the folk sitting doing the timing. The area, normally used for drifting, was beautiful, smooth bitumen with plenty of room to run off if you accidentally went a little wide!

However, the poles were not very visible and there were no flags. Not that they would have been able to use the flags as they would have been blown over all the time.



*The Bend pits area – Noelene Johnson guarding son Matts B Special.*

The 3 tests were going to be challenging. They were called Happy Birthday, Loopy Slalom and Try Angles. 2 of the tests we had never seen before. And the Try Angle one had been talked about to some length by the SA Patron Ed Ordynski, the night before, as being a very difficult test.

I think he put the kibosh on us all. As there were not too many people who got the test right. There were WDs in all directions. Personally, these were the worst motorkhana events we have ever done. But then with no practice what does one expect! Sorry, we did have some walking practice in the motel parking lot the night before where we used some orange plastic cones that Warwick Protheroe (NZ) had bought over. Still, we had a go and earned points for the club towards the major trophies.

If you look at the results most people did some WDs.

However, there was one bright spark amongst the Queenslanders - Megan Perrett. For a first timer she did wonderfully well. Clean sheeted the lot. It just goes to show what a little practise does. Because she and partner Wayne Kirwan had been practising on their tennis court at home with their bikes!!! Different. Plus, she is a little younger (like 25 years) than us, too, with good eyes.

### **Sunday night – Free Night**

We had decided to stay up at Tailm Bend, where we had booked into the Riverview Hotel together with the Protheroes and the Edwards, whilst the Johnsons stayed opposite in a Motel. That night we, as a group, had a lovely dinner overlooking the Murray River. The bed was good, the food was good and the company good. And we did not have to go back and forth to Adelaide!

Alternate to the motorkhana there was the Kimber Run, non-point scoring, up through the Scenic Adelaide Hills.

### **Easter Monday – 10th April – Super Sprint at The Bend Motorsport Park – West Circuit – 12 turns.**

After a sighting lap the field was broken up into groups. Each group was allowed 15 minutes long sessions. So, depending how quick you were you might have ended up doing 8 or 12 laps for the day. Or you might have just done 1 or 2 to get your club points and come in. It was entirely up to you. From all accounts everyone enjoyed the circuit. Some were a little hairy but most kept to the track.

Alternate to this event was the Observation Run which was a point scoring event.

### **Monday Night - Presentation Dinner-Festival Function Centre, Findon**

And so, it was back up to the Festival Function Centre again. Because we were only such a small group, Cathy had organised taxis for us and luckily

this time they turned up. The room was beautifully decorated and had tables of 10 for MG Centres. A 3-course meal including beverages was served as the rest of the trophies for the week-end were presented.



*Matt Johnson with his "full set" of trophies from the weekend.*

One of the major trophies which Queensland Club won was the Nuffield Oceania Trophy. Congratulations team! Well done. Thank you to all the team who went down from MGCC Queensland to compete and support us.

The competition team consisted of:- Tony Basham, Brian Phillips, Megan Perrett, Malcolm Spiden, Ray Edwards, David Hall, Peter Rayment, Delia Rayment, Wayne Kirwan, Matt Johnson, Ian Fettes, Stephen Riley, and Catherina Bartley .

Whilst the support crew were;- Alison Drewer, Susanne Edwards, Lorraine Eriksson, Karen Fettes, Steward Freeman, Lyn Hayward, June Phillips, Alan Quinan and Rozlyn Riley.

Only a small number this year – but we all had a good time and made a lot of noise, when it was necessary to do so. A full list of the trophies can be found on SA.s website.

### **Tuesday Morning – 11th April - Farewell Breakfast – Stamford Grand Hotel, Glenelg**

What an ideal spot for a farewell breakfast, overlooking the beach and ocean. South

Australia have used this site before and it surely puts the icing on the cake. Well done. It was now time to say good bye to all our friends, as we were going different directions home, with comments like "See you next year, in Tamworth!" or "Travel Safely!" For us however, we weren't going anywhere – and that is another story.

Our Congratulations to Tim Edmonds, as the team leader of the South Australians for an excellent meeting. The meeting was certainly up to the standard that we have come to expect over the years from South Australia. Thanks for your hospitality and MG friendship.

See you in Tamworth, Easter 2024. Cathy Bartley (cathy-bartley@hotmail.com) has booked our accommodation already. So, if you are thinking of going then put your name down for a room.

It is only just down the road for us Queenslanders as the 2024 event is being organised by the MG Car Club of NSW.

Go to their website for more details. The format for the meeting is to follow most National Meetings. But this time there will be a Ball!



*Admiral Boom & Mary Poppins – Peter Rayment and Delia Rayment*

# Chapter Chatter

## WIDE BAY CHAPTER

by David & Lyn

### Sunday 21st May

Our plan was a trip to Barry and Coral's motor museum in Bargara, however due to Coral being very ill we decided to cancel that run until later in the year. Hopefully when she returns to good health and be the perfect host that she has been in the past.

We then decided to have a BYO morning tea at Anzac Park in Maryborough and to our surprise the Council had the car park blocked off with extensive works being carried out in the park.

However we managed to find a nice spot to have our mornos. A nice drive in the cars to Burrum Heads via Torbanlea arriving at the Burrum Heads Hotel for a nice meal where we met up with a number of members waiting for us to arrive in style. An enjoyable Sunday had by all who attended.

### Friday 19th May

19 members enjoyed a morning out at the Hervey Bay Special School training coffee shop.

The children are an inspiration to all of us and the coffee and cake was a bonus. A tour of the school facilities by a senior staff member showing us some of the things that



Lyn and I have been involved with over the years at the various locations of the school was enlightening to say the least.

We had some very nice cars in the car park with MGB's , BMW's, MX5 and Rod's newest acquisition, the magnificent red Aston Martin .

### April 13 RIVER HEADS

A beautiful mid-week morning for a run from United Servo at Hervey Bay to River Heads Cafe.

Our President and some other members were in Adelaide for the Nationals, but we still had a great turnout of 29 members and friends in various vehicles including 7 MG's. It was lovely to see both Leonie's red MGB and Richard's red MGB back on the road. Great food available at the cafe



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and members enjoyed delicious cakes for morning tea, and some had an early lunch of fish and chips.

We also celebrated Ken's 88th birthday with a boisterous rendition of 'Happy Birthday'.

Members attending: Leonie & Rod (MGB), Keven & Maree (MGC), Richard (MGB), Allister & Caroline (MGB), Blair & Joan (MGB), Mark & Jan (MG Midget), Peter & Joy (MGF), Val & Ken, Loraine & Roger, Gerry & Wendy, Erich & Barry Morris, Gavin & Barb, Daryl & Jackie, David & Dilys and Peter and Renate. Everyone enjoyed catching up with friends. Thank you to Peter and Renate for organising the run.

*by Maree Sly*



### April 26 - TOOGOOM

A great breakfast run to Salty Squid at Toogoom was organised by Peter & Joy Dore on 26 April. Wow, what a turnout with 53 members and prospective members attending. We had an early start and everyone bought their appetites with them and delicious breakfasts were served to all.



Due to the inclement weather only 7 MGs braved the rain but Jan and Mark in their MG Midget were adventurous enough to come topless! (I think they had a bit of a shower on their way home.) Everyone had a wonderful morning catching up with friends, new and old. Many thanks to Peter and Joy for the run organisation.

*by Maree Sly*



# Chapter Chatter

## BUNDABERG CHAPTER

by David Cook

### April 16

We had a good collection of members and one potential member turn out with his Austin Healey 100/6. After the usual inspection of the cars we all wandered off to Gin Gin to meet Steve & Tracy Gable. Good to see Steve is on the mend after his set back. We had a very pleasant morning tea and the weather was excellent with the MGBs having their hoods down. As we were leaving, Les decided to head home as he was in bit of pain from his back.

The rest of us headed off on the very pleasant drive to Mt Perry where we were met by John & Maria Learbuch. We had a very nice lunch at the Federal Hotel. Service was a bit slow but not a problem as we had a drink and enjoy each other's company. The meals were of a very good standard and the hosts very friendly.

Attendees: Dave & Jenny Cook Audi Q7 (the MGF stripped engine mount bolt), Les Stevens MGB, Graham & Marilyn MGB, Graeme & Paula Brown Mercedes, Peter & Val Walkington Honda, Denis & Imelda Logan Dodge Ram, Ian & Tracy Ninnes MGR V8, Bob & Sue Murray Porsche 911, John & Maria Learbuch MGB, Graham & June Austin Healey 100/6, Larry & Brenda Lipscombe Porsche Boxster & Steve & Tracy Gable Mazda 3.

### May 7

We had a small turnout of members at Quay Street with many of our regulars having other commitments. We left on time around 9am and headed down the Gin Gin Rd and turned left to Wallaville over the Burnett River and on to the Bruce Hwy, where of course there were road works. We turned right down Booyal Rd for a few kms and right again to Paradise Dam. No one else was there so we took up the table area and enjoyed our morning tea & the view over the dam.



After very pleasant conversation we headed off back the way we came to the Booyal Rd to the Childers Biggenden Rd though Dalarnil to Biggenden, where we caught up with Brian & Carol Crossley at the Grand Hotel. The meals were of a good standard and enjoyed by all. After a lengthy lunch we said our goodbyes and headed home.





# MG CAR CLUB OF QUEENSLAND



Affiliated with the Motorsports Australia  
Postal Address: GPO Box 1847, Brisbane, Qld, 4001

## Membership Application Form

The Membership Secretary  
MG Car Club of Qld Inc.  
GPO Box 1847, Brisbane Q1d 4001

Name in Full: \_\_\_\_\_ (PLEASE PRINT CLEARLY)

Residential Address: \_\_\_\_\_  
Postcode: \_\_\_\_\_

Postal Address: \_\_\_\_\_  
Postcode: \_\_\_\_\_

Occupation: \_\_\_\_\_ Company: \_\_\_\_\_

Phone (W): \_\_\_\_\_ (H): \_\_\_\_\_

(Mob): \_\_\_\_\_ (Email): \_\_\_\_\_

Previous Member Yes/No (If yes, please advise Membership No. if possible): \_\_\_\_\_

Date of Birth : \_\_\_\_\_

### Particulars of Vehicle(s)

Manufacturer: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Registration No: \_\_\_\_\_ Engine No: \_\_\_\_\_ Capacity: \_\_\_\_\_

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

Dated: \_\_\_\_\_ Signed: \_\_\_\_\_

Proposed by: \_\_\_\_\_ Seconded by: \_\_\_\_\_

**\$90.00 - Annual Membership**

**\$70.00 - Country Membership** (outside 100km radius of Brisbane)

**\$35.00 - Junior competing membership**

**\$35.00 - Club T-Shirt** (Plus \$10 P/H). Please circle

**\$ 15.00 - Name badge** (incl post.)

Size -- S, M, L, XL, XXL and colour -- sand or maroon

**\$33.00 - Grille Badge**

**\$ 8.80 - Cloth Badge (80mm diameter)**

**\$ 2.00 - Windscreen Sticker** (incl post.)

**\$15.00 - Club Cap** (Plus \$10 P/H)

Print name/s required on badge: \_\_\_\_\_

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

**DIRECT TRANSFER** Account name: **MG Car Club of Qld** NAB BSB: **084 255** Account: **464938785**

Please use your surname and/or Club Number as the deposit reference ID (ie Smith 1234)

MGCCQ New Membership	<b>CREDIT CARD PAYMENT</b>				Amount \$ _____
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# Social & Motorsport Calendar

The following abbreviations are used for Chapter names:

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

JULY	
4 Friday	MG Noggin N natter
5 Wednesday	Working bee hillclimb
8 Saturday	Gold Rush HillSprint Mount Morgan / Social afternoon at clubrooms
9 Sunday	Gold Rush HillSprint Mount Morgan
10 School	Term 10 July to 15 September
11 Tuesday	Wolseley Car Club at clubrooms
12 Wednesday	Working bee hillclimb
14 Friday	ARC/QRC Rally Queensland Gympie / HRCC Historic Queensland at Queensland Raceway
15 Saturday	ARC/QRC Rally Queensland Gympie / HRCC Historic Queensland at Queensland Raceway
16 Sunday	ARC/QRC Rally Queensland Gympie / HRCC Historic Queensland at Queensland Raceway / All French Car display at TradeCoast Heritage Centre
19 Wednesday	Working bee hillclimb
20 Thursday	Morris Minor Car Club at clubrooms
21 Friday	MG Noggin N Natter
26 Wednesday	Working bee hillclimb / Mid Week Day Run
29 Saturday	Hillclimb round 5
30 Sunday	Hillclimb round 5
AUGUST	
2 Wednesday	Working bee hillclimb
4 Friday	MG Noggin N Natter
8 Tuesday	Wolseley Car Club at clubrooms
9 Wednesday	Working bee hillclimb
12 Saturday	Social afternoon at clubrooms
13 Sunday	Geary Sports Car Concours
16 Wednesday	RNA Exhibition PUBLIC HOLIDAY / working bee hillclimb
17 Thursday	Morris Minor Car Club at clubrooms
18 Friday	MG Noggin N natter
19 Saturday	Leyburn Historic Street Sprints
20 Sunday	Leyburn Historic Street Sprints
23 Wednesday	Working bee hillclimb / Mid Week Day Run
30 Wednesday	Working bee hillclimb
ALWAYS CHECK INFORMATION ON THE WEBSITE <a href="http://WWW.MGCCO.ORG.AU">WWW.MGCCO.ORG.AU</a> FOR UPDATES AND MORE DETAILS	

SEPTEMBER

1 Friday	MG Noggin N Natter
2 Saturday	Interclub hillclimb
6 Wednesday	Working bee hillclimb
8 Friday	Motorsport Australia State Championship race meeting 3 Warwick 1000 Morgan Park
9 Saturday	Motorsport Australia State Championship race meeting 3 Warwick 1000 Morgan Park
10 Sunday	Motorsport Australia State Championship race meeting 3 Warwick 1000 Morgan Park
12 Tuesday	Wolseley Car Club at clubrooms
13 Wednesday	Working bee hillclimb
15 Friday	MG Noggin N Natter
16 Saturday	School Holidays 16 September to 2 October
20 Wednesday	Working bee hillclimb
21 Thursday	Morris Minor Car Club at clubrooms
22 Friday	MG 100 tour to Canberra
23 Saturday	MG 100 tour to Canberra
24 Sunday	MG 1000 tour to Canberra
25 Monday	MG 100 tour to Canberra



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Thanks to Teena for the photos.

Attendees: Teena & Steve Johnson Hyundai  
Marilyn Kerrigan & Graham Leacock  
MGB, Ian & Tracy Ninnes MGRV8, Dave &  
Jenny Cook MGF, Brian & Carol Crossley  
Mercedes ML500, Steve Dunn MGTF

### June 11

On Sunday 11th of June, we had our second Noggin & Natter for the 2023 year at Ian & Tracy Ninnes house in Gooboorum.

Members and guests arrived around 11:00 - 12:00 and started leaving around 3pm so I would say everyone had a good day.

We had an excellent turn out of members with a couple of new ones, the weather was cool but perfect for our get together. Ian fired up the Pizza oven and we all made our own Pizzas. Very enjoyable and of course better than you buy in town.

The members brought a very good selection of salads and sweets. We had a few good discussions on the coming outings with suggestions on where our overnight run will be.

We eventually set the calendar although we certainly got off track many times with yours truly probably the worst instigator.

Thanks very much from us all to Ian & Tracy for their hospitality & great food.

A very enjoyable day with a great turn out of members. Hope to see you all in the coming months.

Attendees: Bob & Sue Murray, Graham & Paula Brown, Alan & Joy Kruger, Graham Leacock & Marilyn Kerrigan, Steve & Teena Johnson, Steve & Karen Dunn, Ian & Tracy Ninnes, John & maria Learbuch. Colin & Heather Gibbs, Keith & Diane Charman, Daryl Copithorne, Chris & Ann Murray, Rodger Warne, Alan & Joy Kruger, Steve & Tracy Gable, Brian & Carol Crossley & David & Jenny Cook



# Chapter Chatter

## DARLING DOWNS CHAPTER

by Owen Douglas

### May 28

It is a bit of a surprise that almost half the year has gone and we are now feeling the chill of the winter coming on.

On Sunday we were all pleased to get into the comfort of our cars and head off on our trip. Ten( cars were in the group that left Ernest Peak Park at Drayton and headed south through Wyreema, Cambooya, Clifton then to Allora for our morning tea break. The terrain through this area is reasonably flat with many wide open paddocks with very healthy looking cattle grazing in them. A few challenging potholes tested us a bit, but we handled them without trouble.



At the park in Allora we met up with Phil and Marilyn (and that made 11 cars). We then each sought out a sunny spot to set up our chairs for our cuppa and chat. It was quite comfortable there and we enjoyed catching up.

After we left Allora there was a short stint on the New England Highway then we turned east towards Goomburra. We followed this road to Gladfield where we joined the highway to Warwick until we reached the Freetone road. We followed this road through much hillier and picturesque terrain to Freestone, then Yangan, Killarney and on to Browns Falls Park at the base of the hill before Queen Mary Falls.

Once again we found a sunny spot to sit as the breeze was a bit on the cold side. As we had lunch it was discussed who wanted to go up to Queen Mary Falls and who wished to go up the creek to Browns Falls. About 50/50 went each way and they seemed to enjoy their effort.

Of course Queen Mary Falls is developed for the tourist and the other falls are much more natural (meaning harder to get to without either getting wet or spraining an ankle). Both worth seeing though.

It soon came time for us to leave and head home, but a couple of us decided to stop to watch a Polocrosse competition being held in Killarney for a while. Unfortunately we arrived just as it was finishing, so we still don't know much about the sport, except you need very strong and smart horses to play. We will stick to MGs.

Attendees: Ron & Judy Gillis; Andrew & Susan Willisden; Michael & Marilyn Keating; T & K Martin; Gaye Hawkshaw & Debbie; Owen & Kay Douglas; Mal Campbell & Barb; Andrew & Sally Sainsbury; Rob Fraser & Kev Wruck; Phil & Marilyn O'Brien; Jim Carstens.

# Chapter Chatter

## CAPRICORN CHAPTER

**April 23**

By Phil Henry

Photos by Phil Henry, Clare and Paul Lynam

Sunday 23 April 2023 dawned a bit chilly (at least on the coast) but promising perfect conditions for sports car motoring. A small, optimistic group gathered at the Oaks servo and headed into Rocky to the Duckponds. At last the gathering was complete after a couple of cancellations, a couple of no-shows and one addition who tried to claim he'd previously told me he was coming. The ultra schmick Triumph TR4A of new members Bruce and Julie Dickson drew a lot of attention.

Once assembled and duly briefed, off we trotted down the highway to Raglan. Run co-conspirator Phil White had handily obtained the info that, to access the Raglan Rifle Club, it was safer to do a u-turn in the Raglan Tavern carpark than attempt to turn right directly off the highway. With no turning lane and semis hurtling by in both directions at 100km/hr, this was excellent advice.

After parking in neat rows in our designated area at the Rifle Club, we were met by club member Warren Sim and led to a comfy under cover area. While we tucked into our morning smoko, Warren gave an amiable and informative overview of the working of his club. It quickly became evident that target shooting is a highly technical sport subject to lots of variables, such as ambient light and particularly wind. But the regular cracking

sounds from the range indicated that the Rifle Club has a good number of members who participate.

After morning tea we headed down to watch the action. On this morning Rifle Club members were shooting on a long, 1000 metre range. Looking at the targets without a scope highlighted how difficult the sport is; even using the spare scope provided it seemed not much easier. The Rifle Club members on hand were more than happy to talk about their sport, answering lots of questions from our members.

At last it was time for lunch so, after thanking Warren for his hospitality, we nipped back to the Raglan Tavern. The Tavern staff coped admirably with such a large influx by insisting that we all decide where we were going to sit and then sitting there. It wasn't long before drinks were being consumed and after that, all the food appeared. Participants at my table were very happy with their steaks.

With lunch over, some members decided to head straight back home while the remainder turned off on the Port Alma road. The first stop was at Cheetham Salt for a photo shoot and then we proceeded to the end of the road at Port Alma where the club tradition of using every break to stop for a protracted chat was reinforced. This is a rare skill that all Capricorn Chapter members have in abundance! But eventually it was time to head for home, which is what we all did.

Jo conducted the various prize draws and





raffles while we were at the Rifle Club. The choccies were won by Lyle Fielding and Joanne Davey, Rob Holbeck (who's on a bit of a tear) won the poker run and John Rowe won the raffle we are holding every event to raise funds for a defibrillator.

Those participating on the day were: Gordon Kelsey, Clem & Jean Hill, Rob & Yvonne Holbeck & Yvonne's sister Sonya Hogan, Kev & Yvonne Carr, Phil & Pam White, Gurney Clamp, Anne Burbidge & Terry Dwyer, John Rowe, Gary Whight & Doris, Lyle & Pat Fielding, Paul & Joanne Davey, Bruce & Julie Dickson, Ian & Rosemary Carleton, Jo Emmert, Keith Fullard (owner of the classic Vincent motorcycle) and Phil Henry.

### **May 13, Afternoon on the farm.**

By Jim Armstrong.

Photos by Phil Henry.

Well, looking at the weather today, the day after, I think the first person we should thank is Livio Regano for organising such glorious weather for our fund-raising function. It was a glorious Central Queensland autumn day.

Seriously though, many thanks go out to Rae and Jack Cowie for hosting us on their absolutely picturesque orchard where we held our get together to raise money for our chapter Defibrillator and first aid kit. Forty-three generous members attended our bar-b-que and silent auction.

It all started around 11:30am when people started to arrive. By noon most people were there and were warmly welcomed by Jack and Rae and myself. It was explained that Jack would take the participants for a walk



around some of his orchard while Jo, Rae and I prepared to cook the bar-b-que.

Jo being the excellent chef that she is, soon had the onions, sausages and steaks sizzling, sending out an aroma that bought Jack's walking tour to an end. Before long everybody present was tucking into their lunch. Rae then bought out the desserts that quite a lot of ladies had bought with them. What an assortment. Ladies you really done yourselves proud.

When everybody was happy fed, the silent auction commenced narrated by none other than our own Jo and what professional job she did. I hear that the TV show, "Antiques Road Show" is seeking her for a presenters job audition.

With over 60 items to bid on the auction quite some time, however everybody was enjoying themselves and Jo was wrangling the last cent out of them particularly on the items that had no silent bids. In the end only two items were not sold.

Our Major raffle for the day, a vintage style metal esky complete with Two bottles of Wine, Glasses and a six pack of beer was very well supported by everybody was won by Trevor.

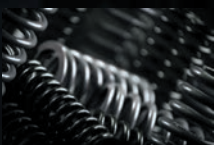
Auction and raffle over, the sun now getting low in the sky, people started to pack up to go home but I am sure that everybody had an enjoyable day. The chapter achieved its target and now has enough money to purchase the Defibrillator and the First Aid kit for our runs, both long and short.

Along with our committee, special thanks go

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out to Katie and Sandra who worked tirelessly organising ticket sales and collecting cash on the day.

But really, I think that the members of the Capricorn Chapter of the MGCCQ of Qld. Inc., should take a bow and congratulate themselves on the generous way in which they got behind this most worthwhile project. Many donated cash as well as supported the various raffles that were held during the course of this fund raiser.

Several business houses also extended their generosity towards us including, "The Alley" in James Street, Yeppoon, "Food for Thought Cafe" James Street Yeppoon and "Megway Electrical Contractors". Please support these businesses whenever you can.

In closing, I wish to state that now we have (or soon will have) the defibrillator and the first aid kit, I sincerely hope that we never have to use it but as the saying goes better safe than sorry.

Regards to all and thank you once again Jim.

### **May 20, Byfield Eco Tour**

Photos by Phil Henry and Clare Lynam

Despite having three consecutive weekends of MGs a full contingent of 30 people and around 18 cars ventured up to Byfield for lunch and a visit to Byfield's Tea Tree Farm and Waterpark Creek Eco Tour.

The day started out when Jo mustered the Rocky group at the Government Building Car

park on the outskirts of Rocky and travelled down to meet up with the Yeppoon Group who were gathering at the Woodbury Rural Fire Brigade's car park on Byfield road.

It being a pleasant day, the group mingled and enjoyed the sunshine while Jo and Katie got the first leg of Gloria's poker run under way. Then off to Byfield for a delicious lunch at the Byfield store which is quite well known around the Capricorn Coast for its ability to serve groups such as ours particularly on weekends. While we were waiting for our fare to be served, Jo and Katie completed the Gloria's poker run which was won by Gary and Robbie Galloway with three of a kind. The lucky Rusty door prizes were won by Phil and yours truly.

We then had a little show and tell as after last week's successful fund-raising day and several Friday night dinner raffles, we had raised enough money to purchase our Defibrillator and a very comprehensive St Johns first aid kit. These items arrived during the week so our chapter is now well equipped should a life-threatening situation arise. At the risk of repeating myself let's hope we never have to use them. Training will be held in the near future.

Lunch over, we headed off towards the Waterpark Creek Tea Tree farm some two or three kilometres back towards Yeppoon. Two or three kilometres. Hardly think you could get lost in that distance, do you? Somehow Gary Whight, Richard Hughes and Phil White did. After a few phone calls, they arrived to the applause of everybody else present which by now had boarded the tour bus/truck.

Now because the Farm tour and Eco tour can each only accommodate 15 persons, the group was divided at this point and were swapped over at afternoon smoko. The farm tour was quite informative and was guided by Elody our French born hostess who explained the working of the farm. For instance, did you know that tea trees (a species of Melaleuca) are harvested when approx. 1mtr tall but do not require replanting and depending on rainfall are ready to harvest again 10 to 11mths later. This cycle repeats many times over and over. Elody then explained back at the homestead

how the distillery is used to extract the tea tree oil as we know it.

Of course, there was a small shop stall where we could purchase some of their products including the tea tree mulch, excellent for the garden and endorsed by Gary Whight.

Meantime Jordan hosted the other half of the tour on the boat ride down the Waterpark creek through the rainforest. The reflections of the overhanging trees on the water reminded a few of us of the pristine Arthur River on the Nth Western side of Tasmania. Apparently due to tannins and the cold temperature there are very few fish and Jordan states that in his 15years of doing tours, he has never spotted a crocodile upstream from the weir.

This little creek supplies the Capricorn Coast strip with most of their drinking water. It surprisingly deep and is fed by rainfall and through underground water from lakes near Five Rocks. Rainfall is quite high in this area and the locals measure yearly falls in meters rather than millimetres. Keeping in the Eco theme, the 15-seat punt is powered by batteries rather than conventional internal combustion engines.

After both groups had experienced the Eco tour and the farm tour it was time to say thank you to our hosts and head for home in the now diminishing daylight.

Those in attendance were: Jo & Katie Emmert, MGB, Martin & Narelle Adamson, MGB, Gary & Robbie Galloway, MGB, Gary Kunst, MGB, Paul Davey, MGB, Brian & Glenis Russell, MGB, Phil White, MGB, Phil Henry, MGTF, Paul & Clare Lynam, MGA, Lyle & Pat Fielding Audi TTI, Ewan and Meredith Sutherland, BMW Z3, Richard

Hughes, Jaguar XJ12, John & Gail Newton, Jaguar E-type, Gary Whight & Doris Lisle, Triumph 2500 TC, Rick and Michelle, Taylor Chev Corvette, Bob & Wendy Schoevaart, Ford Mustang, Gordon Kelsey, Subaru Outback, myself, MGA

### **May 28, Classics by the Coast.**

By Jim Armstrong,

Photos by Phil Henry, Jo Emmert.

Each consecutive year, The All-Classic Motoring Club hold an event called "Classics by the Coast" at Bells Park, Emu Park. This event attracts car enthusiast from all around the state with cars of American, British, European, Asian and Australian origins put on display. This year, we the Capricorn Chapter of the MG Car Club of Qld, were again invited and presented 20 vehicles for display. The proceeds of this show are distributed to various charities around the district.

Our day started when the Rockhampton members gathered at the Carpark of the PCYC on Emu Park Road while the Yeppoon group gathered at the Capricorn Tavern in Taranganba Yeppoon.

The plan was to proceed to where Taranganba road meet the Emu Park Road so that we could form up and arrive at the Bell Park entrance to ensure that we were all parked together as a group, however Rae (MGBGT) and Jack (Bentley) missed the turn to Tanby and continued straight on to Emu Park.

That aside, so far so good but then news rang through that Gordon Kelsey's E-type Jaguar suffered a brake system lock up at the last set of lights leaving Rockhampton. Our hearts go out to Gordon who has painstakingly restored





his car for the past two years to an absolutely brilliant standard and had the brakes overhauled by a local brake specialist only the have this happen on his maiden voyage. None the less, it puts Gordon in contention for our yearly award of the Broken MG Trophy. The Rocky crew saw him safely off the road so that he could return home and then continued to Emu Park.

Once formed up at Tanby Road junction, we travelled to Emu Park where Jack and Rae joined us once more.

We were then directed into our parking area and settled in for the day. Once again, the ladies had baked all sorts of delicious sweets with of course Henryka's scrumptious Rocky Road.

By now Gordon had re-joined us for the day even if it was only to argue that Gary Kunst's MGB having a temporary loss of clutch put Gary further into the contention for the Broken MG Trophy. Good on you Gordon. The rest of the day was quite uneventful with the exception of the presentation to Rae Cowie of our recently acquired Defibrillator and comprehensive first response kit to Rae by myself and the run committee members. Thank you, Rae, for taking on the responsibility of First Aid Officer. All our chapter members really appreciate your commitment.

At the end of the show, The All-Classic Motoring Club were drawing out several prizes and our Phil Henry was the winner of toolbox which contained several useful tools and a



voucher to spend at the "Piney", the local pub at Emu Park which he and I dispensed of on our way home.

Now you wouldn't think anything else could go wrong for the day but our ol' mate Gurney tried to sneak off early (a habit he learned from his mining days) but the car he was driving (Trevor Andersen's MGTF) had a flat battery.

Eventually, Jo who always carries a jumper pack, got Gurney going to a lot of cheers from our group and crowd surrounding him by this time. I wonder who should get the point for the Broken Mg, Gurney or Trevor who was also displaying his Daimler SP 250 elsewhere.

Soon it was sad to see the grounds, that was earlier filled with all these glorious, shiny classics, emptying. Another most enjoyable day by the members of the Capricorn Chapter. Next run is to Cania Gorge in June.

Those in attendance were: Jo Emmert - MGB, Clare Lynam - MGA, Paul Lynam - MGTC, Brian & Glenis Russell-MGB, Gary Whight & Doris Lisle -Triumph 2500TC, John Sheppard & Henryka Mitchell - Jaguar MK11, Bruce Dickson - Triumph TR4, Clem & Jean Hill-Mazda MX5, Neville Funch - MGB, Bruce Acheon - MGB (first day out for this car), Phil Henry - MGTF (late), Gurney Clamp - (MGTF early), Gary Kunst - Series 3 Land Rover Paul Davey - MGB, Paul Davey's son - MGB, Rae Cowie - MGBGT, Jack Cowie - Bentley, Richard Hughes -Triumph TR8, Lloyd Armstrong - MGBGTv8, Jim Armstrong - MGA.

# Chapter Chatter

## WHITSUNDAYS CHAPTER

by Richard Collier

### May 14, Covered in Chrome

This informal gathering of vehicles (young and old) occurs on the second Sunday of each month. Chapter member numbers attending were down due to competing activities, namely Mother's Day. Whilst display car numbers were down by normal standards, quality replaced quantity on the day.

Chapter cars on display included an MGA Coup, MGA MKII Roadster and MGRV8. Two display cars which generated a high level of interest by attendees were a pair of Austin Sevens' of 1928 and 1929 vintage. Basic Technical information engine 7hp 700cc, 4 cylinder side valve; gearbox 3 speed; top speed 30 – 40 kph).

As display vehicles and public began to disperse, Chapter members agreed to re-grouped at the GoodGuys carpark, North Mackay at 0930hrs departure and a short run into the city to enjoy brunch at Porters Charlies Mitre 10.

### May 28, "Baby Austen"

With autumn nearly spent and winter fast approaching the conditions were perfect for a run up the Pioneer Valley to the Eungella National Park and Eungella Chalet. The township of Eungella is located 80kms west of Mackay and 700 metres above sea level.

Once known for dairy farms it now boasts many unique attractions and facilities. Eungella township is cradled by the Eungella National Park and provides access to many kms of walking tracks and is the home of the platypus.

The departure time had been set at 0930hrs from the GoodGuys carpark. Members and their vehicles began arriving from 0900hrs



and whilst cars provided an impromptu display their owners were off having the mandatory coffee fix. A car count pre departure recorded some late withdrawals and several additions.

The run up the valley and ascent to Eungella was uneventful, with all vehicles keeping their cool. Upon arrival vehicles were directed onto the front lawn of the Chalet with the Pioneer Valley providing a perfect photo background. The weather conditions were postcard perfect; meals were ordered with group discussions ranging from next month's activities to solving the world problems.

Attendees: Peter Mumford (MGA); Paul & Dianne Octrin (daily commute); Rod Pacey (Porsche 911); Jim Robb (MGB); Jim & Lorna Forest (daily commute); Gerry Deguara (MGBV8); Roger Green (MGRV8) and Richard Collier (MGF).

# Competition Corner

## 2023 Cottons Creations/SEQ Towing Service Queensland Hillclimb Championship

The Queensland Championship event attracted a good field of formula racing with current Australian and State Champions contesting the State title. Entries included Australian and New South Wales Champion Dean Tighe in his Supercharged Empire Wraith, defending State champion Dean Amos (Gould GR55B Nicholson McLaren V8) as well as South Australian and Victorian Champion David Mahon in his Dallara F394 Hayabusa. These plus local drivers who have recorded lap times sub 40 second were Brett Bull (Van Diemen RF 03 Kawasaki turbo), Neil Lewis (Fly 001 Hayabusa) and Jim Milliner in his OMS 2000M Hayabusa.

Practice is for practice and the Saturday practice times gave the best times from Dean Amos (36.56), David Mahon (38.37), Dean Tighe (38.38), Brett Bull (39.64). On his first run for Greg Tebble resulted in his over driving out of the hairpin to finish on the grass. This created much mirth with loud cheers from his own pit crew all being led by Jim Heymer, how cruel. Best times from the sedan drivers were Gavin Taylor (45.50), Adrian Purcell (46.21), Ken Graham (46.98), Brendan Merrick (48.04), Sean Wade (48.17), Phil Rowen (48.21). Sports cars saw Michael Larymore (44.70), Mark Crespan (45.21), Jason McGarry (47.28) and Jim Heymer (47.96 seconds).

### HISTORIC CARS

Results from the Sunday runs saw class wins in the Historic Groups to Barry Smith in his Ford V8 Special (Group K, 57.93), Paul Shergold (Ford Cortina Mk 2, 55.70) just 0.06 of a second from Greg Schildt (Ford Cortina Mk 1, 55.76) in Group N under 2 litres engine capacity. The Group N over 2 litres went to Glen Wesener (Torana GTR XU1, 48.81) with David Malone in his new Holden Torana GTR XU1 with a best time of 53.42 seconds.

### SEDAN CARS

Sean Wade was quickest in the Road Registered cars up to 2 litres in 49.19 from Rhys Ellison 52.05 Renault Clio RS197. Over 2 litres went to Brendan Merrick (Datsun 120Y turbo, 47.35) then Derek Holstein (BMW Cooper S turbo, 47.67), Phil Rowen (Renault RS 250 Megane turbo, 47.93) with Harrison Waldron in his Ford Falcon tray back in 56.31 seconds. Brendan was ahead for the first two runs before Derek claimed the lead with his best time (47.67 as well as a neat gyration in the first loop) and Phil with his best time (47.93). Brendan jumped to second spot with a 47.71 run, then 47.70 and his best on his final run 47.35 seconds.

Circuit Excel class went to Brad Smith 51.94 Brad was not running his best engine out for a freshening up and using a replacement engine from a damaged Excel.

Tim Blake took the All Wheel Drive Forced Induction in his Subaru Impreza WRX with a time of 44.54 set on his fifth run with Adrian Purcell recording a 47.98 time in his Subaru WRX.

Robert Martin won the Improved Production up to 1600 ccs in his Daihatsu Handi 60.40 seconds, Dave Sidery Volkswagen Beetle 49.32. Five of his seven runs Dave recorded in the 49 seconds bracket (49.92, 49.58, 49.97, 49.78 and 49.32). Ken Graham was the quicker in the larger engine capacity class 46.34 in his Datsun 1600 SSS with Lindsay Derriman running a 57.47 time in his daily drive Toyota Vienta.

Daryl Morton claimed the Sports Sedan up to 1600 ccs in his Morris Cooper S (50.54) whilst Gavin Taylor, Gavin Taylor winning the 1601 to 2000 ccs class in his Volkswagen Golf (44.99) with Ben Everson next in his Subaru WRX with a best run of 52.75. The larger capacity class went to Grafton visitor Daryl Small in his large 6 litre engine Holden Commodore VL (47.74) from Jeff Daniels (2.5 litre turbocharged Ford Escort, 47.79) and Richard Marken (Peugeot 405 Mi16, 49.78). Jeff was ahead for the first three runs with a 48.11 run from Richard

(49.78) and Daryl (50.60) before Daryl set his best run and Jeff finishing in second spot separated by just 0.05 of a second. Fastest Sedan was recorded by Tim Blake (Subaru Impreza WRX turbo, 44.54) with Gavin Taylor (Volkswagen Golf, 44.99), Ken Graham (Datsun 1600 SSS, 46.34), Brendan Merrick (Datsun 120Y turbo, 47.35), Derek Holstein (BMW Cooper S, 47.67), Daryl Small (Commodore, 47.74), Jeff Daniels (Ford Escort turbo, 47.79), Phil Rowen (Renault RS 250 Mergane, 47.93), Adrian Purcell (Subaru WRX turbo, 47.98 seconds).

#### SPORTS CARS

Jeff Graham was the quicker in the Sports Cars (Open and Closed) with a best run of 49.44 seconds in his Supercharged Mazda MX-5 from Connor Tebble recording a 57.05 run in his Locost Roadster turbo.

Jason McGarry won the Production Sports Cars up to 2 litres in his Caterham R300 Clubman with a 47.05 seconds run to finish 0.91 of a second from Zaid Latif (Lotus Exige, 47.96), Ben Stevens (Lotus Elise, 51.93) with Chrystellee Semple (MG TF, 82.54 seconds).

A new class record in the 2001 ccs and Over class went to Michael Larymore (Toyota MTR2 turbo) at 43.56 seconds which he set on his fourth run to win the class ahead of Mark Crespan (Ford Cobra RMC, 44.78) and Flavio Paggiaro (MGB GT V8, 53.77). Sports 1300/Supersports class went to Jim Heymer in his Farrel L Clubman in 47.34 seconds. Jim is one of the many hill climb drivers awaiting the arrival of the shipment of new tyres, due sometime in July. He reports that driving on the old tyres is like driving on ice.

Michael Larymore (Toyota MR2 turbo, 43.56) and Mark Crespan (Ford Cobra RMC, 44.78) continued their close encounters for the Glyn Scott award for the fastest Sports Car. Michael set a new class record of 43.56 to reduce the old record by 0.05 of a second from 43.61 which had been held by Mark Crespan. Next fastest Sports Car was Jason McGarry (Caterham R300, 47.05) followed by Jim Heymer (Farrel L clubman, 47.34), Zaid Latif (Lotus Exige, 47.96), Jeff Graham (Mazda MX-5 Supercharged, 49.44).

#### FORMULA CARS

Class wins went to Chris Beahan in the Formula Vee class (Allman Formula Vee 1200, 51.67), Rick Miles in the Formula Ford (Kookaburra F91, 46.29), Mick Harders with a 45.61 time in his Esprei (45.61) to win the Superkarts class whilst Stephen Edwards (GS Yamaha R6FL, 47.07) won the Formula Libre up to 750 ccs class. Stephen needs to commence his runs with the vehicle in second gear. During practice on Saturday he commenced his two runs in first gear and on both occasions this starting procedure would result in the breakage of the gear linkage usually half way up the first hill.

Formula Libre 751 to 1300 ccs David Mahon was ahead in the Formula Libre 751 to 1300 ccs class from the first run to claim the win with a 38.75 time from Neil Lewis (39.25) Jim Milliner (40.78) David Quelch (41.17), Michael Ciccotelli (41.28), Luke Weiks (41.35), Greg Tebble (43.38). Neil and Jim were separated by 0.10 second on their first run then 0.05 on their second run before Neil set three runs in the 39 second bracket (39.58, 39.25 and 39.64) to Jim's 40.78 seconds. David Michael and Luke all recorded times in the 41 second bracket. David was in fifth place in class for the first three runs before his best time to date of 41.17 gave him fourth spot from Michael who recorded 41.28, 41.43 and 41.44 to finish in fifth spot with Luke coming to terms with the Empire 1 running times of 42.49, 41.48, 41.51, 41.89, 41.47 and best of 41.35 seconds.

The Formula Libre 1301 and Over class went to Dean Amos (35.82), Dean Tighe (36.63), Brett Bull (37.98), Reid Hinton (Stohr F1000 turbo, 43.39), Stan Pobjoy (Supercharged VW Formula Libre, 44.66). Dean Amos was in the lead on the first run 37.46 to Dean Tighe (41.79) Brett Bull (44.32) before Dean Tighe was ahead with a 36.82 to Dean Amos (37.11) Brett (40.45). Run three Amos was ahead 36.18 to Tighe (36.86), Brett (39.60). Amos set his best on run five with a 35.82 with Tighe setting his best run of 36.63 on his fourth run. Brett set his best of 37.98 on run four. Reid Hinton having his first meeting at Mount Cotton set his best on his third run at 43.39 seconds.

The 2023 State title was captured by Dean

Amos with a 35.82 run in his Gould GR55B 3500 ccs Nicholson McLaren V8. Dean's time is 0.57 seconds outside the outright record set by Malcolm Oastler (OMS 28 Hayabusa turbo, 35.25 seconds). Second in the overall results as Dean Tighe (Empire Wraith 1640 ccs Hayabusa Supercharged) with a 36.63 time followed by Brett Bull (Van Diemen RF03 1350 ccs Kawasaki turbo, 37.98), David Mahon (Hayabusa, 38.75), Neil Lewis (FLY 001 Hayabusa, 39.25), Jim Milliner (OMS 2000M 999 ccs Hayabusa, 40.78), David Quelch (Homebuilt DPQ03, 41.17), Michael Ciccotelli (Stohr F1000 998 ccs Suzuki, 41.28), Luke Weiks (Empire 01 998 ccs engine, 41.35), Greg Tebble (Spreads RM11 998 ccs engine, 43.38).

#### PERPETUAL AWARDS

Hamilton Trophy for the Best Performance by an Historic vehicle: Glenn Wesener (Holden GTR XU1, 1.02 seconds from the Group N record);

Best MG awards to Chrystellee Semple (up to 2000 ccs, MGF) and Flavio Paggiaro (2001 ccs and Over, MGB GT V8);

Fastest Lady award: Chrystellee Semple;

John English Trophy for the Fastest Time by a Queenslander: Dean Tighe;

Vince Appleby trophy for Fastest Time by a Sedan: Tim Blake;

Martin Tighe Trophy for the Fastest Time by a Formula Ford: Rick Miles;

Paul Aitken Trophy for the Best Average Time by a Motor Cycle powered vehicle: Luke Weiks with an average time of 42.89 seconds from all of his timed runs;

Tasman Building Society Perpetual Trophy for Fastest Time of Day: Dean Amos

#### MOUNT COTTON HILL CLIMB

25 – 26 MARCH

Second hill climb event at Mount Cotton was held in beautiful weather until the final 10 minutes of the event.

#### REGULARITY

First class on the programme was for the drivers in the Regularity section. Robert Martin won the class in his Daihatsu Handi from Rob Souter (Toyota Corolla), Lindsay Derriman (Toyota Vienta), Shaun Rankin (BMW Z4), Cassie McQuilken (Subaru WRX), with Chris Lake in his Toyota 86.

Robert Martin was ahead from the first run with no points from Cassie (3 points), Lindsay (5 points), Shaun (7 points), Chris (9 points) then Rob Souter (14 points). Positions after the second run saw Martin from Derriman who held this spot until the sixth run then Rankin, Lake and Souter equal then Cassie. Third run had Martin, Derriman, Lake, Souter, Rankin and McQuilken. After the fifth and sixth run Martin was still ahead from Derriman, Souter, Rankin, Lake and McQuilken. Final order saw Martin (12 points), Souter (30 points), Derriman (34 points), Rankin (48 Points), McQuilken (51 points) with Chris Lake on 53 points).

#### HISTORIC

Barry Smith took the historic class win in his Ford V8 Special with a best run of 57.74 seconds until the gearbox cried enough on his first run on Sunday morning.

#### SPORTS CARS

Jason McGarry was the quickest in the Clubman Sports Car class recording a 53.42 time in his Caterham R300 clubman before encountering clutch trouble which cut short his weekend. Junior driver Connor Tebble drove the Locost Roadster turbo for a best time of 55.06 seconds.

Jim Heymer (Farrel L Clubman) took the Supersports/Sports 1300 class with a 47.02 second run from Terry Sproston in his Aussie Race Car with a best run of 49.06 seconds.

The Production Sports Cars up to 2 litres went to Rod Thomas (Mazda MX-5, 47.71) from Greg King (Toyota MR2, 50.59), Ben Stevens (Lotus Elice, 52.83) with Ian Power having his first run at Mount Cotton for a best time of 62.41 in his Mazda MX-5. Rod Thomas competed at the first and second rounds of the New South Wales Hill Climb Championships at Bathurst where he won his class on both rounds. The first round is the Esses track where Rod established a new record of 32.19 seconds and broke the existing record for the Mountain Straight track to a new mark of 58.17 seconds.

Dave Roberts won the Over 2 litre class in his MGB V8 as well as the fastest MG driver over the weekend Dave Roberts recording 48.37

seconds.

Jeff Graham took the Sports Cars Over 2 litres class with a best run of 48.69 in his Mazda MX 5 Supercharged from Andrei Shinkarenko (Saker SV1, 60.88) until he encountered brake issues. Andrei may have overcome the problem if there had been a 1958 Mark 11 Jaguar at the circuit and the owner obliged to lend Andrei the brake master cylinder.

#### SEDAN CARS

Class wins went to Waco Hamlin (Honda Civic, 49.82) in the Over 2 litre Improved Production class, Jeff Watson (Suzuki Swift, 53.32) in the Road Registered Cars up to 1600 ccs class, Ben Everson (Subaru Impreza turbo, 52.40) in the All Wheel Drive Forced Induction group and Gavin Taylor (Volkswagen Golf, 46.56) in the Under 2 Litre Sports Sedans class.

Fastest in the Over 2 litres class for Sports Sedans Sports was Glenn Anable (BMW 2002 turbo, 47.20) with Jeff Daniels (Ford Escort turbo, 48.52), Scott Anable (BMW 325i, turbo, 48.74) with an equal time set by Richard Marken (Peugeot 405 Mi16, 48.74), Stephen Natoli (Volkswagen Beetle, 50.76) with Robin Manning with a best of 55.54 seconds in his Morris Mini turbo.

Stephen Natoli was having his first competition at Mount Cotton setting times from 55.25, 53.34, 52.12 with his best at 50.76 seconds.

Jeff Daniels suffered axle troubles on Saturday on Saturday in his Escort turbo whilst Richard Marken recorded his personal best time in the Peugeot at the hill climb.

The Under 2 litres Modified Production cars class went to Sean Wade (Nissan Pulsar, best run of 48.21), Jay Masten (Honda Civic, 52.75), Noel Dore (Volkswagen Beetle, 53.62), just 0.03 of a second from Darryn Huxham (Honda Civic, 53.65), Gary Worrall (Honda Civic, 56.08), Karl Reinke (Hyundai Excel, 59.60), with Joanne Reinke (Hyundai Excel, 61.00). The Over 2 litre engine capacity class went to Brendan Merrick recording a 47.72 time in his Datsun 120Y turbo with Jonathon Anable (BMW 325i) with a best time of 49.38 seconds.

Christopher Bakker ran his Volkswagen Kombi to record a best run of 66.87 seconds. Possibly

the first occasion a Kombi Van has been driven in competition at the Mount Cotton. Chris reported the Kombi needs better brakes to make the downhill runs more comfortable.

Hyundai Circuit Excel class went to Brad Smith with a best time of 52.64 seconds with Ross McAndrew in the run McAndrew Family Racing Excel with a 56.41 seconds time. As the Excel is a new addition to the fleet of the McAndrews Family the X3 was entrusted to Ross to find the idiosyncrasies of the newly acquired Excel.

Dave Sidery won the Improved Production up to 2 litres in his Volkswagen Beetle with a best run of 497 seconds with Greg Cameron setting a best run of 53.97 seconds in his Hyundai Excel.

The 1601 to 2000 ccs Road Registered saw a tight contest between Mark Cunningham in his Toyota Celica (51.30 seconds) to finish 0.05 of a second from Jarrad Olazabal (Renault Clio, 51.35), some 0.28 of a second from Rhys Ellison (Renault Clio RS197, 52.03) with Krystal Cunningham recording 60.54 in the Toyota Celica. Mark was in the lead from the first run with Rhys then Jarrad, Jarrad was in the second spot for the second and third runs, Rhys regained the second place for runs four to six being 0.28 of a second from Mark and 0.19 ahead of Jarrad, before Jarrad set his best time of 51.35 to remain in the second spot.

The Over 2 litre class was won by Phillip Rowen (Renault RS 250 Megane turbo, 47.70) from Harry Doling (Ford Falcon turbo, 49.42), Chris Balhatchet (Nissan Skyline turbo, 51.62) with Ray Balhatchet (Nissan Skyline turbo, 52.61). Harry Doling was another competitor who competed at the first and second rounds of the New South Wales State Hill climb championships where Harry won his class on Saturday (Esses, 31.67) and set a class record on Sunday (Mountain Straight, 55.04) in his Celica.

#### FORMULA LIBRE

Superkarts class went to Mick Harders (Esprei KZ, 45.90 seconds) with his climbs on Sunday. On Saturday Mick attended the Dirt Kart track situated inside the Mick Dohan speedway to assist his daughter who was competing in

that form of the sport. Chris Beahan took the Formula Vee 1200 Club class with a best run of 51.45 seconds in his Allman Formula Vee.

The Up to 1300 ccs class was won by Jim Milliner (OMS 2000M, 40.49) ahead from David Quelch (Homebuilt DPQ03, 41.09) just 0.30 of a second from Luke Weiks (Empire 1, 41.39), with 0.53 of a second to Michael Ciccotelli (STOHR F1000, 42.32) and Greg Tebble (Speads RM11, Formula 1000, 43.87). The Saturday order saw David ahead on 41.17, Luke with a 41.79, Michael with a 42.79 time and Greg with a best run of 44.20 seconds. During his second run Jim Milliner had the issue of the throttle jamming as he turned into the first corner sending the OMS onto the grassed area on the outside of the corner. Jim hit the "Kill" switch however some damage to the left front pushrod which was repaired for the Sunday runs.

Dean Amos was quickest in the Over 1301 cc class as well as setting the Fastest Time of Day with a 36.71 in his Gould GR55B V8 set on his older tyres. Warwick Hutchinson was next in the class with a 38.12 in his OMS 28 RPV 03 turbo and Matt Read in his Readster MTR 1 with a best run of 44.47.

#### TOP SIX SHOOTOUT

As the heavens became darker the Top Six Shootout commenced. Jim Milliner was the fastest in the conditions with a 53.96 time, Mick Harders (55.98), Luke Weiks (62.71) and Greg Tebble (79.49 seconds). Warwick Hutchinson and Dean Amos probably wisely chose not to venture out as the heavens opened.

Fastest Time of Day: Dean Amos

Best MG: Dave Roberts

Most Improved: Jarrad Olazabal

The next hill climb events are scheduled for 29-30 April with the Queensland Hillclimb Championship on 27-28 May. Supplementary Regulations will be posted on the website.

Thank you to all those who volunteered to assist with the running of the meeting, the officials, track marshals, canteen people.

MOUNT COTTON HILLCLIMB  
ROUND 3

#### REGULARITY

The cold weather conditions made the predictions a little difficult especially with the first run. Chrystelle was ahead with 9 points from Robert Martin (11 points), Shaun Rankin (17 points), Rob Souter (18 points), Lindsay (32 points) then Stephen (45 points). From the second run Chrystelle remained in the lead on 11 points from Rob, Robert, and Shaun all on 21 points with Stephen (47) and Lindsay (48). Next run Chrystelle still in the lead on 18 points then Rob on 21 points, Robert and Shaun on 23 points, Stephen (47) and Lindsay (58 points). The final round ended in a tie between Robert Martin and Rob Souler, both were on 25 points from Shaun Rankin on 29 points, Chrystellee Semple (39 points), Stephen Callaghan (54 points) and Lindsay Derriman (62 points).

#### HISTORIC

Class wins in the Group K went to Barry Smith (Ford V8 Special, 59.14) and in Group Q Sports to Steve Purdy in the Mawer Clubman with a time of 51.29 seconds.

#### SPORTS CARS

Ryan Campbell won the Clubman Sports with a best run of 47.81 seconds in his Westfield Sei with Connor Tebble recording a 54.27 run in his Locost Clubman turbo.

The Supersports 1300 class went to Jim Heymer (Farrel L Clubman, 46.60) from the Aussie Race Car of Terry Sproston who set a best run of 50.02 seconds.

Class winners in the Production Sports Cars were Rod Thomas (Mazda MX-5, 48.43) from Greg King (Toyota MR2, 50.18) and Ian Power (Mazda MX-5, 60.59) in the up to 2000 ccs engine size. The 2001 ccs and Over class went to Mark Crespan (RMC Ford Cobra, 45.75) and fastest MG of Dave Roberts with a 49.15 time in his MGB V8.

Jeff Graham was the winner in the Sports Cars (Closed and Open) with a 48.52 second run in his Mazda MX-5 Supercharged followed by Maldwyn Parker (Hyundai GT380 Coupe, 51.97) and Andrei Shinkarenko in his Saker SV1 with a 57.04 second time.

## SEDAN CARS

from Class wins went to Waco Hamlin in the Improved Production 2001 ccs and Over class in his Honda Civic with his best time of 49.15 seconds and Brad Smith won the Circuit Excel in a 52.31 time.

All Wheel drive Forced Induction class was won by Chris Ryan in his Volkswagen Golf R turbo (46.82) with Cassis McQuilken Subaru WRX turbo with a best run of 53.24 seconds. Jarrad Olazabal (Renault Clio, 50.65) was the faster in the Road Registered under 2 litres from Rhys Ellison (Renault Clio RS 197, 53.00). In the Over 2 litre class Harry Doling (Ford Falcon turbo, 49.46) captured the class on the seventh run from Chris Balhatchet (Renault Megane turbo, 50.59), Ray Balhatchet (Nissan Skyline turbo, 53.20), Harrison Waldron (Ford Falcon Utility, 59.41) and Derek Holstein (BMW Cooper S, 67.15). Chris was ahead on Saturday with his best 50.59 from Ray (53.87), Harry (56.91), Harrison (59.41) and Derek (67.15).

Harry improved his times on Sunday with runs of 53.07, 50.83, 49.99 and 49.46 seconds. Harrison was celebrating his 18 th birthday with his first hillclimb event at Mount Cotton. The Modified Production up to 2000 ccs class was won by Sean Wade (Nissan Pulsar, 49.33) from Darryn Huxham (Honda Civic, 54.83), Noel Dore (Volkswagen Beetle, 55.37), Gary Worrall (Honda Civic, 55.39), Shane Marsh (Honda Civic, 57.09) and Blair Jedras (Honda Civic, 57.24 seconds).

Saturday evening Sean had set his winning time with Darryn (54.83) Gary (55.39), Shane (59.63), Blair (65.32) and Noel (73.85). From the Sunday runs Noel improved his times with 59.67, 56.72, 55.82 and 55.37 to finish 0.54 of a second behind Darryl and 0.02 of a second ahead of Gary. Both Shane and Blair recorded quicker times on Sunday to be separated by 0.15 of a second as Shane lowered his times to a 57.62 then 57.09 and Blair 57.35 and 57.24 seconds.

Sports Sedans up to 2000 went to Daryl Morton in his Morris Cooper S (51.61). We anticipated another close event in the larger engine class between the Anable family. Scott

Anable (BMW 325i turbo, 45.24) finished from Doug Anable (BMW E30 325i turbo, 45.82), Glenn Anable (BMW 2002 turbo, 47.24), Jeff Daniels (Ford Escort turbo, 49.14), Richard Marken (Peugeot 405 Mi 16, 49.57), Robin Manning (Morris Mini turbo, 51.92) with Geoffrey England (Ford Falcon EB, 57.22). First run saw Glenn (48.11 seconds) from Doug (48.19), from the second climb all of the Anable drivers had run a 47 second time with Doug (47.05), Glenn (47.24) and Scott (47.46). The third run Scott was ahead with his best (45.24) from Doug (45.82), Glenn (47.24) then Jeff (49.14), Richard (49.57), Robin (51.92) and Geoffrey with runs of 61.10, and 57.22 seconds.

## FORMULA RACING CARS

David Quelch was fastest in the up to 1300 ccs class in his Homebuilt DEQ03 with his best time to date of 40.96 seconds from Luke Weiks (Empire 1, 42.81) and Greg Tebble (Speads RM11, 43.71). Both Luke and Greg are gaining more experience with their new cars, Luke from his Arrow Superkart and Greg from the Ford Pinto engine Formula Ford 2000.

In the larger engine capacity class Dean Amos's first run in his Gould GR55B was a 37.19 time then his second run was the fastest time of day at 36.83 seconds. Warwick Hutchinson was second in the class recording a 42.95 time in his OMS28 RPV03 turbo before investigations revealed the compression was down in the rotors meaning no further involvement for the weekend. Next in class was Matt Read with a best run at 43.69 seconds.

Fastest overall runs were Dean Amos (36.83), David Quelch (40.96), Luke Weiks (42.81), Warwick Hutchinson (42.95), Matt Read (43.69), Greg Tebble (43.71), Scott Anable (45.24), Mark Crespan (45.75), Doug Anable (45.82), Jim Heymer (46.60), Chris Ryan (46.82), Glenn Anable (47.24), Ryan Campbell (47.81), Rod Thomas (48.43), Jeff Graham (48.52), Dave Roberts (49.15), Waco Hamlin (49.15), Sean Wade (49.33) with Harry Doling (49.46).

Best MG: Dave Roberts

Fastest Time of day: Dean Amos

Most Improved: Harrison Waldron

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# MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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



Hillclimbs



Concours



Day Runs

We need your support to keep this publication full of interesting reports and points of interest, so any ideas or thoughts would be most appreciated!

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- Handy Hints - Points of Interest & History
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Race Meetings