

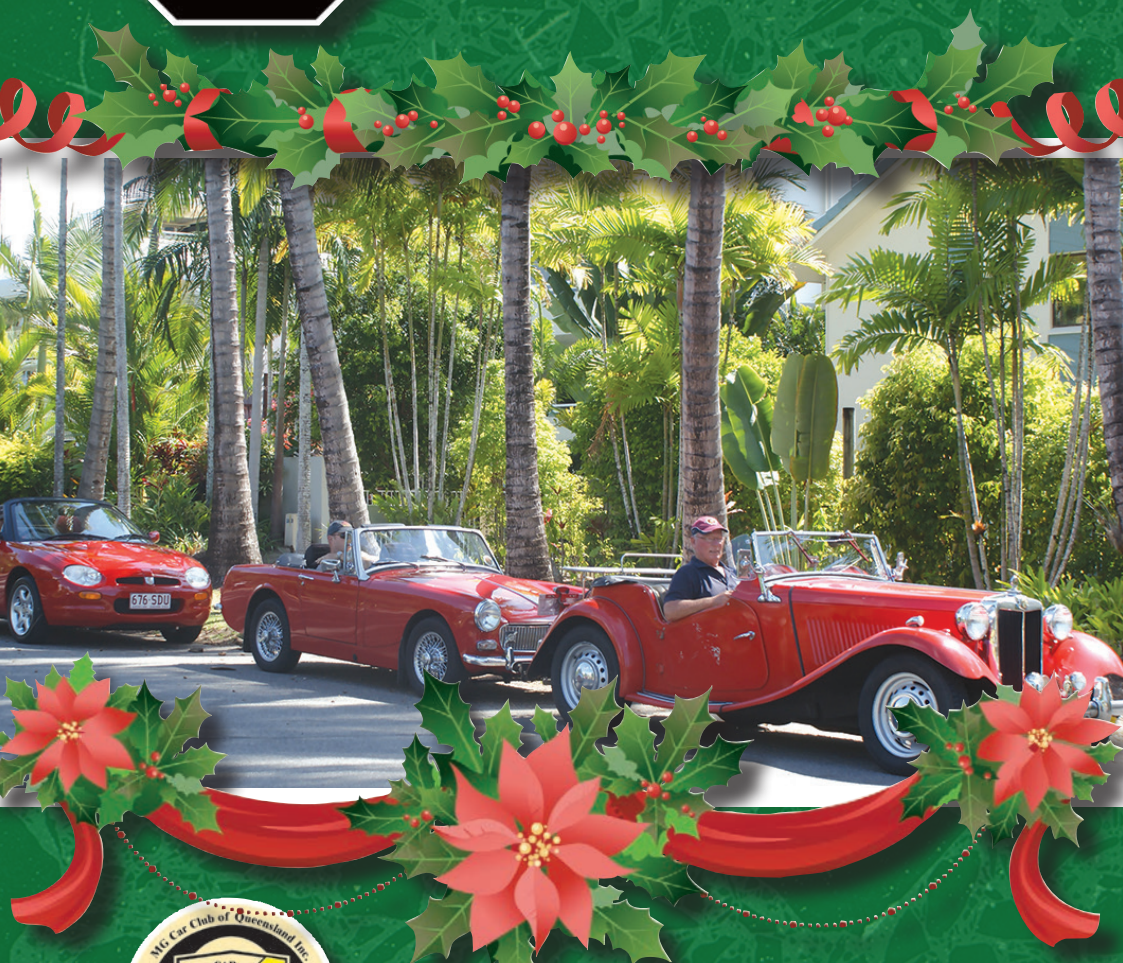
Official Journal of the MG Car Club of Queensland Inc.



# The Octagon

No. 6

November 2015



Pictured are Sam Figaro (Red MGF), John and Cherie Fransen (Red Midget) and Tony Basham (Red TD) lined up in readiness for a Far North Qld Chapter run in a photo featuring the colours and good fellowship of Christmas. (Photo by Cherie Fransen)



Patron: Dick Johnson

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# President's Report

As Neil Lewis predicted in his last President's report there have been changes to the Club's management committee since the AGM held back in September. Neil stood down after two years in the President's chair, with Gary Goulding (VP), David Robinson and Reg Tomkinson also deciding to have a break after some years back on the committee. I extend my thanks to them on your behalf.

We have been lucky to have kept a few old hands on the committee in Malcolm, Don, Ken and Carly. Neil Lewis is staying on as a committee member for a while to help with the transition to a new President, thanks Neil. We have one new committee member since the AGM, with Richard Higgs filling one of the vacancies. Richard has been one of the key organisers of All British Day for a number of years. A brief bio. of Richard is below and I welcome him to the fold. I'm hopeful that the remaining three positions may be filled soon.

For those you read their Octagon magazine and keep their eye on the Club's website you will know that 2015 has been another busy and successful year. The Club has managed, I believe, to cater successfully for the vast majority of its members through its offer of many and varied activities. From the social member looking for ways to enjoy their car with likeminded enthusiasts through to members wishing to use their vehicles in anything from a motorkhana, hillclimb or even circuit racing the Club continues to facilitate all of these activities and more for its members to enjoy. Much of this activity has been captured by Club members both in the written and photographic form which in turn leads to the great variety of interesting articles that continue to force our little Club magazine to grow to an even greater number of pages as time passes. Thanks to all those members who take the time to contribute to this wonderful publication. You will soon receive your membership renewal notice for 2016 along with an invitation to the annual presentation of trophies evening. This event will be taking place on the 6th of February and is being held at Boulevard Gardens in Indooroopilly. John Fraser will be our keynote speaker for the evening. John was an accomplished sports car racer in the 1960s, 70s and 80s, winning the Qld Sports Car Championship in 1982. He has run his own driver training business for many years and he has many interesting insights and thoughts about motoring and safe driving. I highly recommend that you

attend this evening as I'm sure it will be one not to be missed.

One of the great success stories of the Club in recent years has been the formation and growth of a number of regional Chapters. The first, in Wide Bay, was formed in 2005 with the original idea coming from the late Ian Bryant who worked with David Miles to establish the framework for enthusiasts who are located away from the SE corner where much of the Club's activities have typically been based. The Chapters have opened up so many more 'things' for members to enjoy. Before the formation of the Chapters I can't remember events such as the 'Outback Tour' taking place. I believe there are more similar trips and tours to take place in 2016 for members to enjoy. I highly recommend that no matter where you are based, if it's at all possible that you join in with the activities of another Chapter, even if it's just for a short period. By doing this you will be helping to foster the friendly relations that exist between members and you will be ensuring that MG continues to be the marque of friendship.

Finally, I'd like to wish everyone a safe and happy Christmas period. If you are on the roads please make sure you travel safely.

*- Richard Mattea*



## New Committee Member Richard Higgs

First MG purchased 1965, a 1948 TC, a second one actually given to me by a colleague who no longer wanted it. These two cars were then traded in for a TD which had been fully restored. I then traded this car for an ex Lancashire police 1956 MGA which I ran shortly before coming to Australia in 1969. Unfortunately I had a serious accident in this car and it was sold to a wrecker for £25. I have since found out however that both the TC and MGA are still running in the UK, the MGA having been totally rebuilt. I joined the All British Classic Car Club in 1997 and served various positions with that club including Vice President and President. During my time with the club I was heavily involved with running ABD together with Albert Budworth for five years up to the time when MGCC took it over.



# Some words from Elaine

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I thought I'd try a different approach this time and incorporate my words into an index as I guide you through the smorgasbord of treats inside this issue.

Cover - I always try to find a photo with some Christmas atmosphere to it for the 'Christmas' aka November issue of the Octagon. As soon as this beautiful photo came in from the Far North Qld Chapter, I knew it was what I was hoping for. The colours of Christmas, to me, are green and red - the colours of holly; the mood of Christmas should be that of good fellowship. I felt that this photo reflected both of those things even if the 'holly' has morphed into palm trees and the berries into MGs!

p 6 Brian Tebble Award - This request for nominations for this award always appears in the last Octagon of the year. This year there is extra meaning as the hillclimb recently played host to two of Brian's nephews at the Test and Tune.

p 7 Christmas message - Our Chaplain, Ken Trudgian, has once again found special words for us with particular relevance to us as members of this Club. Thank you, Ken, for your continuing Chaplaincy for the Club.

p 8 Stories from the Stables - This is something new and I explain my inspiration for this in the introduction to the stories. An open invitation is extended to every owner or past owner of an MG to write their own MG story to keep this column going.

p 13 ABD - Congratulations to Max Johnson who still took on the major task of organising this very successful event despite having a major health setback just prior to it.

p 18 Beginning of history of MGAs in Qld by Dan Casey. Those of you who have been in the Club for a while will recall a previous article by Dan who has a passion for MGAs and for following up the history of each one of them sold in Qld. It is appropriate in this 60th birthday year of the MGA that the first part of Dan's exceptionally well documented ownership this MG model is being published. There is lots more to come. If you are a

touch typist and are willing to assist me with converting his hand printed manuscript (which also offers some challenges of 'confused manuscript') into electronic form I would greatly appreciate your help.

p 23 Club runs including MGs to Amberley, September and October midweek runs and Dino Mattea's initiative in organising the run to the Qld Yacht Squadron at Manly.

p 34 Part 2 of the MGs through America story. The feedback I have received following the publication of Part 1 has been very positive so I know you will all enjoy Pt 2 of the journey of the MGs along the PanAmerican highway. The third and final instalment will be published in the January issue.

p 41 Alexandra Whitley story - Alexandra is a young female Club member from the Downs but spends most of her time in New Zealand where she is forging a name for herself as a racing driver. This is, hopefully, a story about the future rather than one about the past.

p 47 Chapter Chatter - Once again, the Chapters display the diversity and features of their run venues which should be added to your list of travel destinations. Why not try to time a trip to fit in with a Chapter run. Their calendar is incorporated into the Club calendar on the website and you would be made feel most welcome on any of their runs.

p 62 Competition corner includes a report of the most recent hillclimb, an account of our Club members' participation in the Coot-Tha Classic and a report of a different type of competition held in the Clubrooms recently.

So there you have your feast of Christmas reading. Please accept my invitation to you to submit your own stories for publication. Hopefully some of you will find a contribution to Stories from the Stables to your liking. I hope to hear from you. Email your contribution to me at [zzehamil@gmail.com](mailto:zzehamil@gmail.com).

The deadline for contributions for the January issue is easy to remember as it's New Year's Eve .... possibly motivation to get it in early!



# Notice Board

The Clubrooms are open on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$2.50. The goal will continue to be to have something special happening on the first Friday of each month. Your suggestions are welcomed.

(P) indicates that the event is pointscoreing for Club trophies. The rules for pointscoreing for trophies can be found on the News page of the Club website. The pointscore is updated throughout the year by Ian Fettes so you can see how competitive you are. Please contact Ian with any queries you may have.

## DECEMBER

**Fri 4 - Noggin 'n' Natter and Presentation of hillclimb trophies**

**Sun 6 - Christmas Party**

## JANUARY

**Wed 13 - Working Bees**

Commence at both hillclimb and clubrooms and are then held each Wednesday

**Fri 15 - Clubrooms reopen with first Noggin 'n' Natter of 2016**

**Wed 20 - Working Bees**

**Fri 22 - CAMS Evening of Champions**

At the Pavilion Function and Corporate Centre Bogan Street Albion

**Wed 27 - Working bees**

## FEBRUARY

**Sat 6 - Dinner and presentation of trophies**

At Boulevard Gardens in Indooroopilly

## New members

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

Jeanette Grother  
Peter Newman  
Stuart Thompson  
John Myers  
Kay Myers  
Christopher Slater  
John Smith  
Travis Allen  
Peter Friday  
Euan McGarry  
Lynne Bateman  
Timothy Bateman  
Stephen Gott  
Colin Gulson  
Perry Hamilton  
John Hennessy  
Travis Johns

Peter Levett  
Dylan Mazzer  
W Anthony Rogers  
Michael Scott  
Alan Stacey  
Trudi Stacey  
John Wood  
Andrew Woods  
Graham Barringer  
Peter Marshall  
Pauline Wraith  
Craig Templeton

Welcome back to:  
Ken Goldsmith  
Barry Wraith  
Stephen Price

## Maisie Campbell



Our sympathy goes to longtime Club member, John Campbell, on the recent death of his wife, Maisie.

John is Club member 898, was one of the first competitors at Mt Cotton and 'did time' on Committee and also as the Octagon Editor.

More recently he researched and published the history of the Centaur cars and gave all profits from the sales of the book to the Club for the establishment of the Honour Boards.

The photo shows John with Maisie at the launch of the Centaur book at the Clubrooms in 2007.

# THE STORY OF THREE 'TEBBLES'

It was a special day at Mt Cotton on Saturday 17 October for those who know the history of the hillclimb. As you can tell from the information below on the Brian Tebble Award, Brian was a driving force for getting the hillclimb built back in the early 60s and then showed further support as a competitor, even driving two cars at the very first meeting on Feb 18, 1968.



*Brian in Ann Thomson's Lotus 15 and Brian in his MG TD known as 'Gertie' (photos by Brier Thomas)*

In more recent history, Brian's nephew, Andrew Willesden, has become a Club member, Committee member, Vice-President and competitor at Mt Cotton. He has also been the liaison person with the Redland City Council on our Koala Agreement. Andrew moved to Toowoomba a year or so ago so we don't see as much of him as we used to but he was back in

action at Mt Cotton at the Test and Tune on 17 Oct along with his cousin, Greg Tebble, who is also Brian's nephew. To see two 'Tebbles' at a track with such a close association to their Uncle was a special sight. Even better to hear was that both of them have firm intentions of becoming regular competitors in the 2016 hillclimb series.



*Andrew Willesden on track in his Golf GTi (photo by Ian Colley) and Greg Tebble in his Locost Clubman with the streamlined Moose-badged body (photo by Steve Johns)*

## NOMINATIONS FOR THE BRIAN TEBBLE AWARD 2015

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

The award recognises particularly outstanding efforts made by individuals who tirelessly work, sometimes behind the scenes, to ensure that the facility's magnificent grounds are always looking their best and that events function smoothly. One person receives the award each year and nominations for 2015 are currently open.

If you know of any member not on the committee or any non-member who you feel deserves to be recognised for their efforts this year please let me know through the contact details below. Nominations will close on Dec 31 2015 and the award will be presented in early 2016.

*Andrew Willesden, [aswillesden@bigpond.com](mailto:aswillesden@bigpond.com) or phone 0410 059 266*

# Christmas

Christmas time suggests any things, mainly that it is a time to remember and reflect upon the birth of Jesus Christ and the significance it has for all people.

It also reminds us that one year is about to end and another begin. It is a time to look back and reflect upon the past year, which many older folk tend to do, while the younger generation look forward to what's coming. It's something we should all take the time to do.

Christmas allows us to reflect upon what we have and, to an extent, what we don't have. The latter can cause us to desire what others have which we want.

Most of us have not had the luck of our Prime Minister, Malcolm Turnbull, even if we have worked hard. Such things make us think about what we could possibly have with \$200 million. But is it not better and more enjoyable to consider what we do have? Life, family, friends and the many other blessings which God freely gives to us all. What we do with them is up to us, and the joy they bring depends on our attitude and beliefs.

Christmas is also a time to pause and think of others, such as the ones we cherish most, our families. How do we express our love and care for them in this joyous season? Gifts are one thing, but will they alone express what we feel toward them? Consider our everyday words and actions, will our gifts be a continuation of our every day lives?

Christmas, how do we express the true meaning of this festive season to our friends, neighbours, work associates and anyone else with whom we come in contact. Think of that telephone call at dinner time! "Can I take a few minutes to conduct a survey?" How do we react and respond? "NO!" and hang up; or politely say "I'm sorry but it is inconvenient at this time are you able call back later?" They are only doing



*Chaplain Ken Trudgian at the event commemorating the life of Ivan Tighe*

their job, a way to live, survive and share a gift with their loved ones. Poverty affects a large percentage of the world's population.

Christmas this year many will have nothing and receive nothing, even in Australia. We have our MGs and thoroughly enjoy the pleasure they give us. Reflect upon all the good times we've shared, the Day Runs, the Hill Climbs and the Noggin & Natters. Next year, what can we do to share our joys with those not so fortunate? Maybe take some older folk from a Nursing Home on a Day run; invite a group from a different sporting club to a day at the Hill; or even invite some people from a different culture to a Noggin & Natter to share their views and life.

Christmas; reach out to others and also next year. It's still a big world out there and sometimes we can become lost in our own little world. Reaching out to others this Christmas and throughout next year may help us accomplish far more and help others at the same time. Take time to reflect, take time to look forward, but most of all give time to others.

Christmas this year my thoughts are with you all, that it may be blessed and joyful, and that you may have a happy and rewarding New Year.

*Chaplain Ken.*





# Stories From The Stables

The heading for this item - which I hope will become a regular feature - was suggested by the first contributor, Cyril Bennett, with the explanation 'After all, they are all thoroughbreds.'

The idea for this item came to me at the meeting place for the Thursday run organised by Dino Mattea. Cyril was there without his beautiful and well-known TF because it is his no more, now being in the ownership of a Far North Qld member and then Craig Carlson arrived in his 'new' MG TC Special which he had only just taken delivery of from its WA owner.

I had committed to this column and then had the need for it reinforced when Col Schiller and his daughter, Belinda, turned up to the Come and Try/Test and Tune Day with their 'new' possession, a 1933 racing J2 so I invited them to tell their story too.

There are many more MGs either still in your possession, gone from your possession or recently procured by you whose stories would make interesting reading. Please send them in along with supporting photos. The three cars featured here are each fairly exceptional but every MG is exceptional in some way - even if it is its endearing quality of embarrassing you on almost every Club run you take it on!



*Cyril and Marie Bennett's recently sold MG TF*

## My 1953 TF 1250cc

by Cyril Bennett

It all began in the spring of 2000 when young men's fancies turn to love, and old men's fancies to foolishness and it is often said "there's no fool like an old fool."

On invitation I visited a friend who was selling his TF. The car was nearing the end of a ground up restoration and I thought, this is great, little to do, little to spend, halcyon days have arrived! But mistakes are easily made whilst wearing rose coloured glasses. On closer inspection I was convinced it was worth the effort and with dedication and a little help from my friends, I pushed on. At the time of purchase, the car was quite driveable and in roadworthy condition which made the ongoing work much more enjoyable. Eventually, engine, gearbox, tail shaft, diff, and any other thing between the front and rear number plates seemed to require attention. On completion it became a car which I was very proud to own.

We went on to win over 50 awards in 15 years including the "T"Series Register for 12 consecutive years. I contested in 8 National Meetings entering in the 3 required disciplines for the opportunity to win the most club points. I managed points at every meeting and my most prized effort was to bring home the New Zealand Plate. Locally, I have competed in Hill Climb, motorkhanas, Ironman, Concours, and have often been on social runs. Speed events were not my greatest success as the TF1250 cc was a wee bit unpowered for speed events. In fact, I was once told by a club wag not to take my car to New Zealand as I may be passed by the Franz Josef Glazier.

My dear beloved was very recently put out to stud at Yungaburra NQ. The current owners stated they will enjoy the company of like minded owners in the FNQ Chapter. "Drive 'em till the road wears out"



*Cyril and the TF in action at a National Meeting*

## Craig Carlson's recently purchased MG TC Special by Craig Carlson

I am still trying to get together a proper history for the car so I can try to get a logbook and C of D for it but so far I know the following:

It is a TC and the body was built in 1954 by Cliff Byfield in Perth. Cliff has a well documented history of making special one-off bodies for racing and road specials (mostly Jaguars). I believe he is still playing around with cars and car bodies and I think he is over 90.

The car was built for John Walker and most famously raced in the 1957 Australian Grand Prix at Caversham in WA. The car was sold to Ron Miller in the late 50's who continued to race it. The car changed hands a few times more and I purchased it from Ian Barron who had the car since 1971.

When I got the car I had the motor checked out by Percy Hunter in Sydney who found it to have a cracked crankshaft, two different types of pistons and numerous other problems. It now has a fresh motor with a supercharger fitted.



*Photos from top: Ready for its first Club run, Joe Kaiser takes a closer look. FROM THE PAST - John Walker's mechanic Reg Baird with the car and action shot from York, WA.*

## Col Schiller's recently purchased 1933 MG J2

by Col Schiller



*Belinda in the driver's seat with father Col looking on at Mt Cotton*

On the "Come and Try" day at Mt Cotton Hill Climb, my daughter and I were able to experience both a new (old) MG and test our nerve on a hill climb track. Our congratulations to the volunteers and MG Car Club for running a smooth event and being extremely helpful to newbies like ourselves.

After running the 18/80 around Morgan Park during the Toowoomba National Rally, I began to get interested in historic racing. At first we purchased Brant Rayment's MG B GT and gave it a couple of test runs before deciding that, to make it fully race compliant, a fair bit of work had to be undertaken.

Being a bit of a pre-war nut, I began looking for something suitable for track use. A few months ago John Payne advertised his 1933 MG J2 in the Oily Rag magazine and I was immediately interested and gave him a ring. The car was completely rebuilt by John in the early 1980's and has been raced

by him ever since on various tracks around Australia. John purchased the J2 from Don Shinnars who had owned it from 1965. I have no knowledge of who owned the car

prior to Don and can only assume it was a normal road going J2. It is now log booked as a Kb vehicle through the CAMS system for use on the race track. John delivered the car to us in September and we have been able to drive it on the dirt roads around our small farm at Cambooya.

After seeing an advertisement for the come and try it day in the Fiat Car Club magazine (I

seem to have missed it advertised through the MG correspondence) I contacted Elaine and asked who I needed to talk to. Elaine put me in contact with Gary and we were allowed to enter. Belinda, our youngest daughter, also has a heavy right foot and asked to accompany me to the Hill climb. She has previously raced with me at Morgan Park in our Fiat 124 CC or Mini Cooper S, so I was very willing to let her come along. We both enjoyed ourselves immensely and will gradually improve as we get used to the car.

John tells me the J2 drives best with the tail hanging out at 30 degrees, anymore and you're in the grass. I had a go at swinging the tail out, near the nuts and almost lost control before straightening and continuing up the hill. Belinda drove more conservatively and several people had a go at me for not allowing her to use 2nd and third gears. This was not true (but all in good humour) and as I found out, she could



not get the gear stick back into first once she had engaged second gear - her arms are shorter than mine apparently. Next time we will take a cushion and move her torso forward, allowing access to both third gear and back to first when necessary.

Thank you also to Mike Rukert and Dehleia for their constant encouragement and the MG Car Club for running and maintaining such a nice facility. The only negative is that for us, it takes two and a half hours from our house near Cambooya to the Mt Cotton track. My wife, Jacqui was not impressed when I suggested we build a track around our farm.

*Having fun, Col*



*Col (top photo) and Belinda (lower photo) in action at the Test and Tune on Oct 17*

## MG INFORMATION

|                 | Name           | Phone         |
|-----------------|----------------|---------------|
| PRE - WAR       | Dino Mattea    | 3263 2625     |
|                 | Ross Kelly     | 3352 4151     |
| T TYPE          | Peter Rayment  | 0407 693 947  |
| MGA             | Richard Mattea | 3325 0409     |
| MGV             | Tony Slattery  | 0407 364 543  |
| MAGNETTE SALOON | David Robinson | 3255 9037 (W) |

|               | Name           | Phone         |
|---------------|----------------|---------------|
| MGB           | Graeme Walker  | 0431 678 319  |
| MGC           | Bruce Ibbotson | 3366 1889     |
| MG US RV8     | Barry Evans    | 3425 1695     |
| MIDGET        | Ron Clydesdale | 3263 6575     |
| MGF           | John Boyce     | 3345 2530     |
| MG ZR, ZS, ZT | Ken Wasley     | 0423 15 27 23 |



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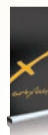
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# RACQ Automotive Services All British Day 2015

by Max Johnson; photos by Elaine Hamilton, Matt Johnson, Grahame Amy and Jim Heymer

The weather earlier in the week looked grim, just like last year and the groundsman would not hazard a prediction.

Sunday turned out fine and again they came in their hundreds, the Morrises, Healeys, Jags, Rollers, Fords, Triumphs and lots more - even a couple of 20's Armstrong Siddleys and an odd looking beast apparently made from an MGB underframe, homemade body and TD doors and wings. Every year something different turns up.

Mr Whippy was there, in his Commer Van, to the delight of the kids and heaps of adults who were lining up for his treats.

The high point of the day was the arrival of Ian Fordyce and his crew on the ex-Brisbane City Council Aveling Porter Steam Roller. What a magnificent sight, belching smoke and that steam whistle, bet that got the locals arced up. Despite two days of travelling and a breakdown they got there to the delight of the crowd. We are hoping for more next year.

Unfortunately, the clouds gathering in the distance frightened off the fainter hearted British enthusiasts and some beat an early retreat but the rain did not eventuate.

The Queensland Mini Car Club took the award for the Best Club display with their Minis at the Drive-In theme.

Whilst competitor numbers seemed to be slightly down on last year, walk in spectator

numbers looked to have increased.

Teams from our selected charities, RACQ CareFlight and QIMR Berghofer Medical Research Institute, were on hand again to educate the public on the services they provide to the community.

The organising team wish to thank our sponsor RACQ Automotive Services for their continued generous sponsorship of this event.

Enthusiasts agreed that it was another great day of British automotive history on display and are now looking forward to another great event on 18 September 2016.

*Representatives of our event sponsor - RACQ Automotive Services - and our beneficiaries - RACQ CareFlight and QIMR Berghofer Medical Research Institute - were presented with plaques in appreciation for their attendance on the day.*



*The arrival of the ex-BCC steam roller*





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# The Trophy Winners

## **Trophy Winner Best of British AND Best Veteran/Vintage**

Grant Singer,  
Alvis 12/50 Ducksback

## **People's Choice Best Individual Vehicle by Ballot**

Joe Day  
Austin Healey

## **Owners Choice Selected by ballot**

Simon Fritz  
1984 Range Rover

## **Best Sports Car**

Vic Agnew  
1954 Morris Minor Convertible

## **Best Motor Cycle**

Garrett Lovell  
Velocette

## **Best Commercial Vehicle**

B Simpson  
Morris 'Z' Ute Capabala Produce

## **Best Classic**

Paul Hamer  
1955 Morris Minor Series II

## **Best Classic - Modern**

Patrick Feltham  
Mini R56

## **Best British Thoroughbred**

Martin D'arcy - Evans  
Daimler Double Six Coupe

## **Best Club Display**

Queensland Mini Car Club











# KNOWN HISTORY OF MGAs SOLD NEW IN QUEENSLAND

## Part 1 by Dan Casey

*A few years back I wrote an article on the 141 MGAs sold new in Queensland between 31 May 1956 and 19 August 1962. (Ed: Dec 2008 Octagon)*

*This information was supplied from a photocopy of the ledger of Howards Ltd of Adelaide St Brisbane who were the Queensland Agents. I have given a copy of this ledger to number of Clubs over the past 36 years. It is a pity that these Clubs would not reciprocate with their records they have locked up. (Privacy Laws – Rubbish) Included in this list of 141 were the 4 Twin Cams they received in one delivery on 17 September 1959.*

*The history of these four Twin Cams is near complete, whereas that of the others listed in this article is scratchy and is lacking information on Queensland previous and current owners, chassis and engine numbers. These are needed in order to add to the Australian register of Twin Cams of which Bob Somerville of the Melbourne Car Club is the Registrar.*

*I became the unofficial Queensland Registrar in 1987 when Rod Hiley (Abingdon Motors) handed me the baton (records he had collected over the years) and I am still running, trying to finish the race and still have his 1973 records which are very tatty.*

*This article is written in good faith with personal experience, knowledge and information supplied by like-minded Twin Cam owners (odd bods) and others over the past 56 years. It is not intended to cause angst or heart attacks for any of its shortfalls, so please bear with me and don't slap a lawsuit on me. Any help with outstanding information and or correction would be appreciated.*

*My email address is - until I end up in jail or fall off the perch or end up in a nursing home (Heavens to Betsy) is [daniel.casey2@bigpond.com](mailto:daniel.casey2@bigpond.com)*

ITEM 1 - The four new Twin Cam roadsters sold in Queensland

**YD2#1679 (1500 body style), engine #1327. Old English white**

This was sold to E R Dugeon of Landsborough on 12 November 1959. I met Eric, just by chance, at the Caloundra Surf Living Club just before Christmas in 1959 (I was in my recently purchased new VW) and told him I had just looked at Twin Cam YD2#2250 in Howards' Showroom. He offered to take me for a ride in his pride and joy which was parked outside and which had drawn me into the Club House to try and find its owner. After a spirited ride I was hooked and planned to get one of these one day soon.

Eric was involved in a serious accident in January 1960 and his Twin Cam was off the road for a lengthy period of time. Reg Upton of Mapleton/Nambour eventually was able to purchase it and had it repaired and painted black. During his lengthy period of absence from home, his wife sold it to Ian Pettigrew of Brighton in 1986.

I tried to purchase it from Ian before my trip south to acquire a Twin Cam (refer information under YD2#2306 below). He had acquired it for \$12,000 together with three motor bikes and two Valiant (press button types) sedans. He was asking \$18,000 so I walked away and headed south. He could not sell it at that price so took it off the market and stored it on a number of properties for the next 25 years.

I regularly kept in touch with Ian over the years and finally talked him into selling it to Ross Kelly with 14504 original miles recorded on the speedo for \$24,000. In my previous article some years back I stated that if this Twin Cam was not restored and put back on the road shortly, then I would offer to restore it free of my labour, just to see it as it was when I went for my first ride



in it back in 1959. I am pleased to advise that Ross did not keep me to my word and paid me handsomely to restore this Twin Cam to his specifications (and some of mine) and his favourite genuine colour of Ash Green (Refer ITEM 6). The motor was rebuilt by the Pre-War MG engine Guru, Norm Goodall. Ross also supplied me with unlimited beer when YD2#1679 won the Twin Cam class at the Concours at the 2013 National Meeting. This Twin Cam is now housed together with Ross's fine stable of Pre-War racing MGs and his Pre-War Aston Martin.

### **YD2#2232 Engine#1888 Iris Blue**

This was sold to Peter Pollard of Toowong on 1st November 1959. Peter sprinted this Twin Cam a number of times at Lowood. I competed against him in a 1500 push rod roadster which was warmed up a bit. The Twin Cam eventually went south and Stuart Schofield of Melbourne purchased it in 1997. He has recently sold it to Les (?), a friend of Steve Foster, owner of YD2#2133, in Byron Bay.

### **YD2#2250 Engine#1876 Old English White**

This car was sold or used as a demonstrator to Russ Howard, son of the Howards Ltd dealer on 12 November 1959.

In late November 1959 I went into Howards' showroom and sat in this Twin Cam and was given a sales brochure which I still have. If I remember correctly, the price was £1585 (this was £more than a push rod MGA) ... a little out of my range so I then sat in a push rod MGA and was given another sales brochure which I still have. This also was outside my price range as I only had £900.

I then decided to buy a new VW for £875. The then cost of a new 4-door Holden sedan was slightly less than £1248.

This Twin Cam was in New Guinea for a number of years circa 1970. It returned to Australia in 1971 and was sold for \$3500.

Current owner, Max Pegler of NSW, installed a five bearing MGB motor (God forbid) and has raced it in NSW and Victoria. He states that he still has the original motor (good show!) but that, as yet, has to be confirmed (bloody hell!).

### **YD2#2306 Engine#1943 Old English White**

This was sold to Bev Fleming of Gympie on 21 September 1959 and was the first one sold in Queensland.

Following his purchase, Bev had Jimmy Bertram of GP Cars at Chermside retune the motor, fit a close ratio gearbox and sway bar as he was going racing (yahoo - let's go). Bev ran at the first Lakeside meeting - I could not afford to enter for a reason we won't disclose - and a number of times at Lowood.

I competed him against him later at both venues, also against Harry Cape in his coupé YD2#2414 (Refer Item 2) as well over the next period of time. Both Bev and Harry were much faster so I always finished somewhat back in the field.

In 1963 Bev acquired a Lotus 11 and traded the Twin Cam on a Falcon station wagon in Rockhampton so he could tow the Lotus to race meetings.

The Twin Cam then went to a well known sports car dealer at Windsor. He also had a VD2#2122 on display for sale. (Refer Item 2 for information.)

In a weak moment of judgment - so I thought a week later - I traded in my 1500 push rod MGA on this coveted Twin Cam which was fast and expensive at £850. It also was fragile as it burnt #3 piston after five days of wonderful driving. (Horror! What have I done!)

It took a further two weeks of saving and waiting for another piston and a further one week to get it back on the road. The close ratio second gear was stripped so I replaced



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all the gears with those from a Morris Major that had crashed and been written off. I have used these close ratio gears from this car in a number of MGAs I have owned over the years and are presently in my YD2\$2147 mated to an overdrive unit.

As I had returned immediately to the dealer when the piston burnt, he agreed to hand back my 1500 and tear up the hire purchase agreement provided I repaired the Twin Cam to his satisfaction and at my expense. (He was/is a tough cookie who had me over a barrel, so to speak.) I was reunited with my hot 1500 and learned to live with a bent wallet. I still have a bent wallet (I am slow learner!)

B O'Neill of Flat 1/11 Eastment St, Rainworth is shown on Rod Hiley's list dated Jan 1973 and was showing it registered (no number shown) and painted bronze at that time before it ended up in Adelaide. There is a distinct possibility that Geoff and Kay Hawley (Club members) had it as they had an Old English White Twin Cam in 1966-67.

They had purchased it from Keith and Chirteen Anderson (not the Keith Anderson we know) in 1966 with registration NIQ 582 and, from this number, we can safely assume that it was indeed the ex-Bev Fleming's, as this was the only white 1600 Twin Cam registered in Queensland at that time.

I have tried previously to access MRD old records without success.

In 1966 I sold my 1600 so was not involved in the MGA movement for a few more years. However, as I still had some good gear I started collecting a few bits and pieces as the dream was still alive.

I had by now lost contact with this and the other three Twin Cams. Kay advised me that she still has a burnt Twin Cam piston on her mantlepiece that happened during the two years of their ownership. Lightning seldom strikes in the same spot twice so it must have been No 4 piston as I had previously replaced No 3 which I still have under the workbench (never throw anything out).

In 1978 I purchased a full restored 1622 Mk 2 MGA which came up from Melbourne for \$3000. This was shortly before the prices started to go up. This information is offered for comparison of valuations of MGA push rods.

1959 (New) - \$2496 (equivalent)  
1963 (Second hand) - \$1200 (equivalent)  
1978 (Restored) - \$3000  
2015 (Restored) - \$45,000-\$50,000  
and should be higher

In November 1986, Mike Mudford of the Gold Coast Club (who had the third MGA sold in Queensland and which I maintained) and I went to the Sydney Car Club Concours to view Twin Cam Coupé YD1#1834 that I was interested in purchasing (Refer Item 2).

Then we went on to Adelaide to view Bob Bazzica's YD2#1737 which he had purchased at the 1985 Adelaide National Meeting. (Refer Item 2). A friend of Glen's, Andrew Buick, had recently purchased a Twin Cam, also from Adelaide. We went around to his home in Melbourne and I recognized the numbers even though it was now painted bronze.

Andrew restored VD2#2306 back to Old English White and is its current custodian. I sat in it at this year's National Meeting at Lilydale and cursed it again just in case it had forgotten the heartache and expense it had caused me many years ago. Would I buy it back again if it ever came on the market you may ask? The answer is NO.

I never buy back any MGA that I have owned, restored or sold for someone else, the reason being that I have been there and done that and look forward to the challenge of the next new project.

It is interesting to note that three of these Twin Cams are still running with their original motors installed and running much better now than when supplied new from Abingdon Factory. All are fitted with carburettor soft mounts and transition ignition (safe move).

**PART 2 TO COME**



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# MGs to Amberley 2015

Report from event organiser, Max Johnson; photos from Max Johnson and Shez Letten

The troops were lined on the parade ground at the designated time, a snappy salute and a quick briefing by the CO and we were moving off in "Column of Route".

Arrived at the front gate and lined up ready for inspection, "Stand by Vehicles for Inspection and Identity Check", when completed "Mount Up" and we were off.

All parked in line in the AAHC compound, some drivers need to learn the meaning of "Right Dress", can't expect too much I suppose from non-military types.

A quick welcome and safety brief and they were off to see the exhibits followed by coffee and sausages on bread and all were happy. From those that I later talked to a good day was had by all.

The later arrival of more MGs turned out to be members of the Gold Coast Antique Car Club with members from GCMGCC, they even brought their own tilt tray, that's confidence. Thank you to all those attended and on behalf of the Heritage Centre thank you for your generous donations, I knew MG owners had money.

## Participants Were:

Don Webster  
Peter Gannon  
Neil Mills & Rob Avis  
David Miles  
Ross & Shez Letten  
Gary & Judith Tucker  
Rob Grant  
Gary & Dawn Lawrence  
Ron & Bev Clydesdale  
John & Pat Walker  
Matt Johnson  
Paul & Kerry Strange  
Peter & Norma Upham  
Peter & Michelle Sellars  
Scott Ramsay  
Peter and Suzi Rea  
Russ Geraghty & Tom Fisher  
John Davidson

MG TD  
MGB  
MGB GT  
MG Magnette  
Mini Cooper S  
Micra  
MG R  
MGB GT  
MG Midget  
MGB GT V8  
MGB  
MGB  
MGA  
MGB  
MG TF  
MG TD  
MGB GT  
MGB GT



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# September Midweek Run

by run organiser, David Miles; photographs by Malcolm Campbell

An eager group assembled in the car-park of the Calamvale Hotel on Brisbane's south side, anticipating the opportunity to escape the congested, red light riddled urban commute for the freedom of more open roads of South-east Queensland and Northern New South Wales.

Departing on time at 9.30, the route saw us deviate from the Mount Lindsay Highway through Mundoolan to by-pass Beaudesert, then through Tambourine Village and up the newly re-surfaced road to Mount Tambourine.

The "double barrelled" downhill Henri Roberts Drive was safely negotiated by all, and, after an un-scheduled, lightning inspection of the very impressive rock wall of Hinze Dam, it was time for morning tea.

From here we enjoyed a welcome, traffic free run through the beautiful Numinbah Valley and on over the border into New South Wales, through Chillingham, then another deviation which took us through cane fields and contrasting rainforest,

## Participants Were:

|                                  |               |
|----------------------------------|---------------|
| David Miles                      | MG Magnette   |
| Bruce Mutch                      | MGB           |
| Allan & Joyce Tebbutt            | Audi          |
| Dave & Ann Ferro                 | MGB           |
| Neil Mills & Robert Avis         | MGBGT         |
| Dennis & Diana Kelly             | MX5           |
| Jeff & Pat Heslewood             | WRX           |
| Vern & Elaine Hamilton           | MGBGT         |
| Graham & Brenda Maynard          | BMW           |
| Greg & Rhonda Hannant            | MGB           |
| Colin Fox & John Dalton          | MX5           |
| Kay Hawley & Michael Garratt     | Honda Integra |
| Bruce Bayliss                    | Volvo GT 242  |
| Val Horgan & My Shadow           | MX5           |
| Brian Cranley & Tony George      | MGB GT        |
| Ian & Karen Fettes               | MG Magnette   |
| Malcolm Campbell & Kathy Burford | Golf GTI      |
| Gary & Dawn Lawrence             | MGB GT        |
| Denis Thomas & Bruce Bishop      | MGB           |
| Barry Lutwyche                   | MGB           |
| Jan Burke                        | MGB           |





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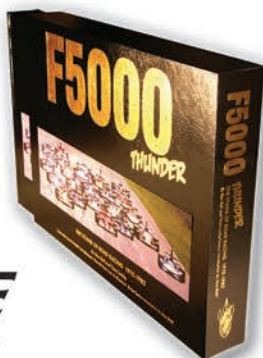
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back over the Tweed River at Tumbulgum and on to our lunch stop at Chinderah. It was on this last section, however, that Vern Hamilton's GT "failed to proceed," and was un-ceremoniously left by the side of the road to contemplate its indiscretion while Vern and his rescuers enjoyed lunch with the seagulls by the banks of the Tweed River.

Lunch over, most proceeded home via the M1, while the Fettes and Hamiltons, armed with multi meter and wire returned to the stricken B GT to coax it back into life. Ian's resuscitation efforts were successful, and all returned home safely. Yet another well attended Mid-Week Run providing a very enjoyable day for our members.





# October Thursday Run

By Dino Mattea; photos by Shez Letten and Elaine Hamilton

## DAY RUN TO ROYAL QUEENSLAND YACHT SQUADRON

Nervously watching the grey sky, 23 members in 11 MGs and 3 other makes gathered together at Colmslie Beach Reserve at 10am.

The unusual choice of the Thursday for a run was necessitated to suit accommodation at our destination, the Royal Queensland Yacht Squadron. The short notice did not help the desire to attract as many members as possible but those who did make the effort were pleased with the outcome.

Not many risked the top down style but the wind and rain was short lived and all arrived at our Manly destination well pleased.

The RQ venue is a classic presentation and the masses of Yacht masts bear witness to the popularity of sailing and sharing the healthy/wealthy life style of Queensland

Greeting us at RQ were Shez and Ross Letten and long time member Geoff Anderson. This trio had been on site since 6am bringing from their mooring to the V.I.P.Jetty, the two yachts to be inspected. This jetty is adjacent to the Rigging Lawn where our MGs were assembled.

We were invited to go aboard the Lettens' Jeanneau Sun Odyssey33i a Cruising Yacht named Sensation, and similarly Corum, the Mumm 36 Racing Yacht of Geoff and Glennis Anderson.

### *Participants Were:*

|                                             |                   |
|---------------------------------------------|-------------------|
| <i>Graham Moore</i>                         | <i>MG TD</i>      |
| <i>Jeff &amp; Pat Heslewood</i>             | <i>Subaru</i>     |
| <i>Cyril &amp; Marie Bennett</i>            | <i>Camry</i>      |
| <i>Vern &amp; Elaine Hamilton</i>           | <i>MGBGT</i>      |
| <i>John &amp; Pat Walker</i>                | <i>MGA</i>        |
| <i>Bruce Mutch and Joe &amp; Pat Kaiser</i> | <i>SUV</i>        |
| <i>Owen McNeill</i>                         | <i>MGBGT</i>      |
| <i>Craig Carlson</i>                        | <i>MG TC Spl.</i> |
| <i>Don &amp; Ann Webster</i>                | <i>MG TD Spl.</i> |
| <i>Grahame Amy</i>                          | <i>MG Y</i>       |
| <i>Neil Mills</i>                           | <i>MGB GT</i>     |
| <i>Dino &amp; Margaret Mattea</i>           | <i>MG L</i>       |
| <i>Greg &amp; Rhonda Hannant</i>            | <i>MGB</i>        |
| <i>Dave &amp; Anne Ferro</i>                | <i>MGB</i>        |

### *Joining at RQYS*

|                                |                |
|--------------------------------|----------------|
| <i>Ross &amp; Shez Letten</i>  | <i>MG P</i>    |
| <i>David &amp; Meryl Miles</i> | <i>Hyundai</i> |

The on board inspection and the factual commentary by the yacht owners was first class. The standard of both world class vessels left one gob-smacked - but not surprising knowing the personal traits of these honourable members (and consistent with the characteristics of MG Car Club members). Notwithstanding the blowy conditions, the experience was quite pleasant.

The Boardwalk Café which abuts the lawns was the venue for a pleasant chat and luncheon. Unable to make the start, David and Meryl Miles joined us for lunch. Ross assisted with a short inspection of Sensation for the latecomers.





Without any hassle members departed in the early afternoon safely to their homes.

Thank you to the RQYS for their hospitality, for the support of attending club members and the Lettens, Andersons and our own Club Captain Don Webster.

PS There were some very pleasant surprises at the meeting place as Bruce Mutch bringing our members from Florida, Joe and Pheona Kaiser, along with him. Craig Carlson then arrived in his recent purchase, an attention-demanding just registered MG TC special. The only rain we experienced on the run chose to fall on the convoy as it went along the Esplanade at Manly. Fortunately this is where Craig Carlson lives so he was able to do a quick right turn into his driveway to escape the rain. Fortunately no one followed him!



# October Midweek Run

by Joy and Trevor Jones; photos by Malcolm Campbell

## MIDWEEK OVERNIGHT RUN TO CASINO

**Ed:** Unfortunately space always limits the number of photos which can be published; however, Malcolm has made 157 of them available online at [www.flickr.com/photos/motor-racing-photography/albums/72157658210270743](http://www.flickr.com/photos/motor-racing-photography/albums/72157658210270743)

What a good time was had by all. Well we hope folks did. 25 cars with their 49 passengers participated in the Mid Week run to Queen Mary Falls. New Members Chris and Betty had a little trouble with their car and had to return to their home in Narangba, unfortunate, but things do happen to the best of MGs.

We had only 9 MGs as the weather was very inclement. Just as well that some members chose more weather proof vehicles as we did experience showers. Even though we had the showers the country side is just so pretty after the rain that has fallen in the areas we visited, the scenery was beautiful, the greens of the hills and paddocks was lovely.

Morning tea, fun at Wyaralong Dam, lots of talk and laughter. Followed by lunch at Queen Mary Falls, where we found the lost Bruce. Lucky he knew the way to Queen Mary Falls. Six Members departed for home from there with the others heading down the Summerland Way to Casino via Kyogle. Again a very pretty journey. Lots of lovely scenery, BUT those NSW roads, they really are shocking in places, the comments from those members on the CBs re the roads caused laughs. We arrived at the Casino Motor Inn where our hosts Janis and Ian had arranged our lodgings and an enjoyable meal. Lots of noise, laughs, jokes and a few juices indicated that all enjoyed the comradeship of all the club members present. We all certainly had fun.

After breakfast we headed off again with a few detours, supplied by the leader of the pack, Trevor, not knowing left meant left, not straight ahead. After a turn around the block, the contingent headed off towards UKI for morning tea. Some took the advantage of a purchase or two at the

### Participants Were:

|                                   |              |
|-----------------------------------|--------------|
| Errol & Wendy Hoger               | MGB          |
| Bruce Mutch                       | MGB          |
| Ian & Karen Fettes & Diane Davies | MG Magnette  |
| Trevor & Ann Mills                | MGB          |
| Greg & Rhonda Hannant             | MGB          |
| Denis & Vicky Thomas              | MGB          |
| Dino & Margaret Mattea            | MGA Coupe    |
| Trevor & Joy Jones                | Jaguar Mk 2  |
| Ray & Susanne Edwards             | Outlander    |
| Barry Smith                       | Commodore    |
| Denis & Diana Kelly               | MX5          |
| Allan & Joyce Tebbutt             | Audi         |
| Kerry & Dane Horgan               | Merc Benz    |
| Bruce & Gail Bayliss              | Volvo 242 GT |
| David & Meryl Miles               | Hyundai i-45 |
| Ian & Kay Wells                   | Honda Accord |
| John & Carol Loth                 | Merc Benz    |
| John & Trish Cranley              | Honda NSX    |
| Martyn & Gail Browne              | Merc Benz    |
| Jeff & Pat Heslewood              | WRX          |
| Ted & Rosemarie Jones             | Merc Benz    |
| Bryan Ponting & Carmen Daly       | Liberty      |
| Malcolm Campbell & Kathy Burford  | VW Golf Gti  |
| Chris & Betty Jarnjevic           | MGF          |
| John & Pat Walker                 | Honda Jazz   |

UKI Bakery, and the Cafe, yummy, before heading off with a very short stop at Nimbin. Now that is an experience. The scenery, again even though we were experiencing showers, was interesting with the clouds hanging around the mountains. We again lost Bruce but found later that he had had bonnet trouble and was assisted by John and Pat Walker and Jeff and Pat Heslewood. RACQ came to Bruce's assistance and now he also has a





HAPPY FACES!





## HAPPY EATING!



reward out for a missing phone. The figure for the reward is in the thousands, so keep a look out for Bruce's Mobile Phone.

Members said goodbye at Nerang and headed North, South, East and West with the promise to meet at the next MG outing soon.

All the cars would have been looking for a lovely bath the following day; this would have surely happened. All in all it was a fun trip, plenty of lovely scenery, fun and laughs.

Thanks for your participation, Cheers Trevor and Joy.

And here follows Bruce Mutch's account of his two days ...

## THEN IT HAPPENED

A wonderful two day run when some get lost before they start but the weather was a bit clouded over so one knows where we are to go and do just that. The road up to the clouds and Queen Mary Falls was brilliant then Smoko and down the very bad / bad road to the Summer-Land way to Kyogle and then Casino. A fully conducted tour around the town and we finally found the Motel across the river.

What a night was had by all of the "MG and others Car Club" After a leisurely breakfast we were taken on another tour of Casino and then we headed off to Nimbin (first time and really something to see). On then to Euki and smoko and the Thrift /Antique shop and pies.

The next ruff road was when it happened. The bonnet on my car popped and we found the thread on the bonnet nut had stripped. So not wanting to end up in disaster with a bonnet over the hood, John & Pat topped as did Jeff & Pat and the hood was strapped down but still bobbed u/d.

On to Nerang and another tour of the village. So, without a GPS, I decided to head home and got to Canungra but, after a pit stop, the car wouldn't start -flat battery. The old problem, the wire at the back of the alternator had come off with the bumpy roads so I borrowed a Telstra chap's mobile ( had misplaced mine in Casino ) and called RACQ who came and fixed the problem. When I got home we got the Flexicoil man to fix the bonnet and after a good wash the car is like a 'bought one'. A wonderful trip thanks to Trevor & Joy and The Best Route Instructions ever. A special thanks to John & Pat Walker and Jeff & Pat Heslewood for their help "When it Happened".

Safety Fast, Charlie Brown aka Bruce Mutch



*Was it all too much for the run organisers ??*

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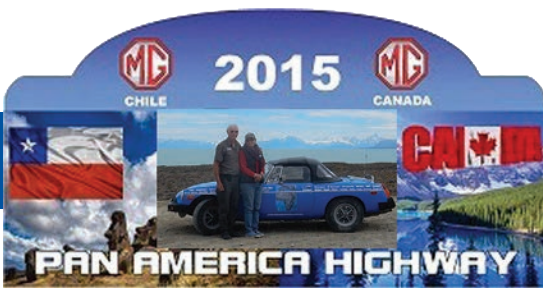
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# 34,600 kilometres, 1

by Shez and Ross Letten

## Tolls

We faced frequent tolls along the way but these were particularly challenging for Simon who, driving on his own after Maddy's departure in Machu Picchu to do the four day hike, struggled to reach across to give the fee to the attendant. Here Simon displayed true ingenuity – spot the fishing net sticking out of the window!



## Mud Slides

While driving along a mountain pass in Northern Argentina, Casper, Shiraz and Navy Car who happened to be at the back of the convoy experienced such torrential rain that they could no longer see the road ahead. So they did the sensible thing and pulled over until it eased. Instead the rain got worse with continuous thunder and lightning and, as they looked up at the cliff to their left, a mud slide started coming down the side of the mountain with rushing muddy water full of rocks and uprooted trees. The mud and rocks only encroached across a quarter of the road so they started the engines and managed to progress a few hundred metres until they came across another slide across the whole road. Staying put was not an option so Shiraz led the way through flowing muddy water, rocks and logs which turned out to be not too deep.

The reprieve was short lived, however, because further along the road was blocked by a third slide, this one being 20 metres across and two metres high. With 20 stranded vehicles ahead of them they accepted the inevitable and out came the reading matter in stoic fashion. With much wailing of sirens the emergency authorities did a great job to bring in a grader on a truck and then a front end loader within a couple of hours to push the mud to one side of the road. Eventually they got through and arrived at our destination of San Carlos de Bariloche some 3.5 hours late.



## Accidents

In Patagonia we came across a perplexing situation. A 4x4 had left the road and rolled over. A lady was standing in the middle of the road frantically flagging us down. Initially suspicious, we discussed the issue on the CB radio and agreed that one car would stop well clear until we were sure this was no ambush. But it quickly became clear that the passenger had been flung clear, presumably unbuckled, and had suffered a head injury. We applied first aid as best we could and were much relieved when the very next car to pass along the remote highway turned out to be a German doctor who swiftly took over. In the absence of a mobile signal we then pressed on to get emergency services help. About 70 kilometres along the road we came to the next establishment which fortunately had a land line. Having summonsed help we were



# 14 countries, 17 border crossings, 130 days

## Part 2

relieved to see an ambulance heading back down the road some time later.

The group was fortunate to have been involved in only a couple of accidents, both comparatively minor. One involved Goldie which was performing a legal U turn to the left at an intersection in Bariloche when a car came up on their left travelling fast and simply ran into them just behind the passenger door. Initially concerned that the damage might spell the end of the trip, John got out to inspect but the other driver started yelling aggressively and threateningly. Because no-one was hurt and because of the aggression of the other driver, John and Ros decided to drive off. A mistake - it turned out that leaving the scene of an accident is unaccountably frowned on in Argentina but furthermore the miscreant was an off duty policeman! Later that afternoon while driving in company with Shiraz and Navy Car they were stopped at a police road block. The other cars were waved through but not Goldie.

Despite communication being hampered by the absence of any English speakers among the police, John and Ros's worst fears were confirmed when they spotted their rego number written right at the top of the police clipboard! Police reinforcements continued to arrive until they were noisily surrounded by about 20 of them. Eventually a young policewoman with some English arrived and so John attempted to refute with the aid of a diagram the claim that the accident was their fault. After much argument they managed to convince them that the cop was, in fact, in the wrong and that they had the correct SOAT insurance papers. You can just imagine the relief when Goldie was let go.

On another occasion Shiraz collided with another car while exiting a filling station.

The knock was of sufficient force to throw the steering alignment out of true. However an hour's worth of hammer and spanner work and the handing over of a small amount of money to the other party by way of compensation put the show back on the road.



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In Peru, Colombia and Mexico police and military checkpoints were everywhere. In most cases the MG 'train' was flagged down sometimes for perfunctory passport checks but more often out of interest to know where we were going.

In Panama we suffered a two hour delay caused by a colourful demonstration by the local community in protest at the Government's failure to honour a promise to improve the road to their village at the same time as highway improvements. The delay was slightly annoying for us but interesting at the same time.



### Traffic in Cities

La Paz, Lima, Bogota, Panama and Guatemala City stand out as the most chaotic. For example it took us 1.5 hours to get out of Lima. In the densest traffic our Dear Leader's directive was for the MG crocodile to stay bumper to bumper to prevent interlopers barging in. But of course this didn't work when a homicidal bus or taxi decided it needed to change lane... it was a

case of give way or collide!

Anyway we generally managed to stay together except for Panama City where we had an all-fall-down. The lead car that day had got lost a couple of times so did the sensible thing which was to hire a local taxi to lead us on to the correct highway. All good except we had become a bit separated and a critical right turn was not called by the car in front leaving Red Car and Blue B in early morning traffic heading off in the wrong direction. Tolls have to be pre-paid in the form of a magnetic pass and ours didn't seem to work so, after some delay explaining our predicament in broken Spanish, the attendant suggested we used Red Car's pass. This worked OK for us but the handed-back pass then wouldn't let Red Car through at which point Ken had a rush to the brain and drove through the plastic barrier snapping it off at the root. Sorry Panama City Municipality, we didn't mean it, honest!



### Border crossings

For me, an Englishman who unaccountably lacks the queuing gene, the worst parts of the whole trip were the border crossings. The whole process was poorly planned, lacking in effective controls and unnecessarily bureaucratic. But of course I could have said the same thing about our African experience. The worst was a seven hour nightmare after we had unloaded the cars from the ferry in the aptly named Colon in Panama. We were sent from pillar to post and back again, asked for photocopies of newly completed documents and treated with disdain. (Conversely the best was the treatment we received from the US border



control people on the Mexican border at Douglas – they couldn't have been more friendly or welcoming).

## Topes

And a close runner up in the “worst bits” stakes were the “topes”, the local word for speed humps. One of the delinquents in our group had nothing better to do than count them and came up with a total of 388 in one day in Mexico!

## Car problems

Every car on the trip encountered its share of problems and virtually every day saw a cluster of bush mechanics surrounding a raised bonnet in deep conversation or speculation. The willingness to advise, assist and share spare parts was unstinting, so much so that sometimes it was difficult for the owner of the recalcitrant car to get close enough to the action to help! The incidence of problems spiked about four weeks into the trip due to the harshness of the gravel roads in Argentinian Patagonia.



Blue B had been pretty well prepared prior to the Cape to Cairo and proved to be one of the most reliable cars on that trip. Accordingly I rather took the view during preparation of the car in late 2014 prior to shipping that “if it ain't broke don't try to fix it”. So work was focused on general maintenance and the braking system which had been a bit spangy.

I fitted virtually all new brake components including a new master cylinder, wheel cylinders and all hoses and was

disappointed that the end result was not much better in terms of sponginess. Anyway after much effort using an Eezibleed pressure system at the reservoir end and a SP Tools vacuum brake bleeder at the other we got more or less acceptable results. At the same time I converted to silicone brake fluid and I'm not sure whether this was a good thing. We subsequently had some alarming moments descending into La Paz when, after sustained braking, the pedal finished on the floor.... not confidence inspiring. Anyway, after allowing the system to cool down, pressure returned to normal and a chastened driver used engine braking to a much greater extent for the rest of the trip.

Apart from minor electrical contact problems exacerbated by the relentless vibration, we had to replace a head gasket, distributor, alternator, silencer, fractured engine mount, overdrive solenoid and inhibitor switch and overcome a baffling case of intermittent fuel delivery caused (we think) by a collapsing fuel hose. Fortunately the group carried many spares between us and we were able to beg, borrow or steal to keep the cars rolling. For example, by the end of the trip Blue B had Shiraz's spare electronic distributor aboard and conversely Shiraz sported Blue B's spare fuel pump.



Having said that we were supremely lucky (as was the case with the Cape to Cairo trip) that no job-stopper arose that would have spelt the end of the trip.

Casper came closest to disaster as a result of a Ford Sierra based independent rear

suspension conversion. For arcane technical reasons, the rear hub bearings failed in Cachi, Argentina and again on route to Bogota in Colombia. Trying to organise a flat bed tow truck in Spanish was challenging but Shez managed to pull it off!

Of course parts had to be procured for Casper and repairs effected by the local garage and it was only through dint of heroic long distance driving efforts that George and Cherie were able to catch up with us several days later on both occasions.

Apart from this, and a blip when Mike and Kay lost their passports and had to leave us for a couple of days to fly to Buenos Aires to arrange emergency ones, the rest of the group slept every single night in the beds that we had booked months before - a testament to the durability and simplicity of the MGA and MGB designs and the ability of the team to keep the cars on the road.

As well as corrugated roads the high altitude of Bolivia and Eastern Peru sapped the power of the poor little engines and caused much rough running and fiddling with mixture adjustment screws. The only fuel available was 85 or 87 octane but apparently this is adequate because the thinner air reduces the propensity to knock. From memory the highest altitude we reached was 4,300 metres.

Descending down to sea level in the Atacama desert of Western Peru exposed us to a whole new environment: hot, dry, barren and windy but at least the cars' performance improved dramatically.

Other happy memories include getting mired in San Rafael (the photo shows Blue B about to be ignominiously rescued using half

a dozen tow ropes after an over-ambitious recce of the route), fords of uncertain depth and inclement weather in North America.



Part 3 to follow in Jan issue - The best bits of the trip and Iconic moments

Another Club couple who enjoy motoring adventures abroad are Max and Julie Stephenson now in Asia with Penny, their 1923 Vauxhall, pictured here in Bhutan (Himalayas in background).

See and read more at their blog at [www.adventuresofpenny.com/](http://www.adventuresofpenny.com/)





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# ALEXANDRA WHITLEY

## Our young member making her way into competitive motorsport



I didn't start karting until the age of 16, quite late compared to most, but it didn't take long for me to realise it was something I really enjoyed and was also good at. Over the next five years with the help of my Dad who engineered my kart, I achieved numerous race wins and championship placings including

winning the ladies national's title 5 times.

Whilst I learned a lot during this time, I started to feel like my career was stalling. We were travelling all over Australia to compete in as many events as we could but could not see how or where we were going to be able to fund that next step by ourselves. We really struggled to find sponsorship at that level and I had almost given up hope, then we heard about a ladies only test day at Queensland raceway. We ummed and arred and after weeks of being unsure I said to Dad. "If we miss out on an opportunity because we didn't go I will be very disappointed". It was one of those 'I had nothing to lose' moments and so took the day off work (which is always good) and registered for the event. We hired a race prepared MX5 for the day and gave it our best shot.

At the ladies day we were all assigned mentors as a lot of the girls had never raced before and some had not even driven cars like this before. Heather Spurle was my mentor for the day. Little did I know she was a very successful racer in her own right, having raced many different cars throughout her career. She had quite the name for herself and still to this day is the fastest lady in the world on water!

All I wanted to do was go fast but when she was not in the car with me, she was watching from the circuit edge, making comments on my driving style and coaching me on how to adapt from kart to car. Toward the end of the day I asked dad what he thought and he said she was even running up and pit lane timing me! We left after a great day hoping that we were able to impress someone out there and if not at least we tried. Heather gave me her card and we kept in contact.

A few months later Heather contacted me to tell me how impressed she had been with my ability to listen and apply what I was being told to do and my feedback on what the car was doing. She offered to help me find some sponsors to get into the Suzuki swift racing series...Long story short that fell through but not from lack of trying!

It was about 12 months later that Heather rang me and

asked if I wanted to go racing in New Zealand. She had been offered a drive in a brand new class of racing over there but had broken her wrist so was unable to drive. I was a bit...is astonished the word? but said yes I would absolutely love to! She said the race was only a month away and there were a few hurdles to jump so it still might not happen but told me to get my licence and my gear ready just in case. I was absolutely over the moon and couldn't believe the opportunity that Heather had given me and immediately started applying for my passport, Cams race licence and buying new race gear.

One month later I was in New Zealand at the Ricoh Motorsport Park in Taupo sitting in a race seat getting my seat belts setup, thinking to myself wow this is actually happening! Heather flew over with dad which was fantastic, as it was reassuring to have a mentor there that backed me 100%

I met the Ssangyong New Zealand distributors, Rick and Deon Cooper, who, with the help of Series Race Director, Mark Petch, created the Ssangyong Racing Series and imported the 30 identical race prepared utes. They had discussed my involvement with Heather and had agreed to give me a start at the first round of the season to see how I went.

The transition from kart to ute was huge but each time I drove my Waikato Ssangyong sponsored Actyon ute I learned more. It was a baptism of fire though and I didn't qualify very well but had a great first race passing lots of utes before finding out just how much more room you need to allow when diving up the inside of another competitor to overtake them. We collided and I was penalised and finished in a disappointing 23rd position overall, a valuable but costly 1st lesson.

I was also very disappointed because all I had wanted to do was impress the Ssangyong team so I could have a shot at coming back to compete at the next round too. I thought I had blown my chance to prove I was good enough to make it. My efforts were noticed though and when Deon Cooper asked me if I would like to do the rest of series, I couldn't thank him, Mark Petch and Heather enough for the opportunity they were giving me and promised I would grab it with both hands and give it 100%.

I flew over for the next round at Hampton Downs and raced cleanly to finish in 18th, still not fantastic by my standards but still an improvement.

Following that round I had to think hard about my

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future and my commitment to the opportunity I had just been given. If I was going to do well I had to consider the thought of staying in New Zealand to do the rest of the series. It would be a life changing choice but one that I needed to make... I decided that after the next round at Pukekohe I would stay in New Zealand rather than travel back and forth meaning I could save money by working on the Waikato Ssangyong ute myself and also take advantage of scheduled test days.

I was very grateful when Deon and Heidi Cooper kindly offered for me to stay with them because I would be living away from family and friends for the first time in my life. They have been amazing with their support and unbelievable help providing a car to drive and a job between races. I went testing at Hampton Downs and Pukekohe every chance I could get to practice.

At the very next round I qualified second, only half a tenth off pole which I was ecstatic with! I won the first race by 3 seconds and was so happy that all the hard work and effort was starting to pay off. I finished 6th overall for the weekend which was a great result.

The last round of the season at Pukekohe was my best! Every race I dominated and passed utes left right and centre. I took two race wins and finished 2nd overall for the weekend. Deon was ecstatic and I was so happy, I was able to prove that I was there to win and serious about being a successful race car driver! Overall I finished 6th out of 51 drivers in the championship.

**Overall results:** Round 7 2nd; Round 6 5th; Round 5 15th; Round 4 6th ;Round 3 16th; Round 2 17th ; Round 1 23rd and Placed 6th outright in the

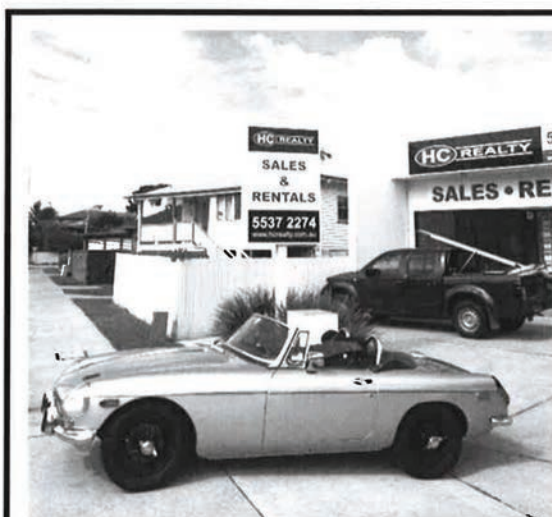
championship.

I returned to Australia at the end of the season but am currently (July) back in New Zealand for a short while again, to take advantage of further race opportunities in the North Island Mahindra Endurance Series. This also allows me to continue working with my New Zealand sponsors, Waikato Ssangyong and 'I Sign it' signwriting and my Fitness trainer, Susan Duncan, to help maintain my fitness levels. I train 6 times a week.

I teamed up with Christina Orr to race the Waikato Ssangyong Ute in the North Island Mahindra Endurance Series. Christina started racing karts when she was 6 years old before stepping up to cars in her teens. She has raced Formula First, Formula Ford, the Toyota racing series and New Zealand V8s. She has also raced in Australia and even America in the Indy Lights Series before taking time out to start a family. She returned to compete in the Ssangyong Utes this year and was the only other female to win a race.

In the first round of the 3 hour endurance races we beat all the other Ssangyong utes but were not quite as competitive with some of the other vehicles in our class and so finished down the order slightly. At the second round we again beat all the other Ssangyong utes and this time claimed a credible 3rd place in class too.

Deon also invited me to co-drive with him in his beautiful Ford GT sports car in a 1 hour endurance race recently. He had jokingly offered during the Ssangyong Racing Series that if I could finish on the podium in my first year, he would offer a co-drive in the Ford GT as reward – little did he know...



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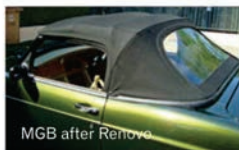


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It was another huge learning curve though, stepping up from a 150hp Ssangyong Actyon ute to a 500hp rear engine monster. I loved every minute though and settled in well. We qualified and raced our way to 3rd place outright.

Deon and I will again compete in the Ford GT at the 3hour at Pukekohe on the 25th of July.

Between endurance races I travelled back to Australia to compete in a 12hour endurance kart race with a team of karters including CEO of SP Tools, Tom Tucker. We led for much of the race before an unscheduled pit stop to repair a broken tie rod, fighting our way back to the lead in the last 5 minutes to take a very rewarding 1st place overall.

Back in New Zealand I am proud to have been asked to attend the CRC motorsport speedshow in Auckland, as an ambassador for women in motorsport and will have the Waikato Ssangyong ute on display.

With the help and support of so many on both sides of the Tasman, I have managed to secure continued sponsorship support from Ssangyong New Zealand, Waikato Ssangyong and 'I sign it' signwriting to be able to confirm my entry into next season's Ssangyong Racing Series. I am looking forward to competing in this very competitive class of racing again with the aim of taking more race wins and a possibly a championship trophy at the end too.

I am also both pleased and humbled to have just been awarded the WAMS academy (Women in Motor Sport) Junior Development Scholarship for 2015. I will be attending a driver development camp in Melbourne in September and will receive training in many different areas other than the driving such as nutrition, media, sports psychology, mentoring and networking.

This is a great accolade and an important step in my career. To be recognised and chosen to learn from those who have already been there done that is invaluable and provides opportunities that will definitely help me advance toward my goal of becoming a professional race car driver.

### **23 September 2015**

*Alexandra Whitley joined 10 upcoming female drivers from around Australia were all put through their paces both physically and mentally over the weekend as they attended the Wams Elite Drivers Fitness Camp in Melbourne on the weekend. They attended the camp to boost their abilities and to find the winning formula. Whitley headed to Melbourne a day earlier than the other girls to meet with Karen Smythe of The Vibrant Edge to go through a Speak Up For Sport course. She will be coaching Whitley over the next 12 months with public speaking, media interviews, social media and how to look after sponsors as a part of her WAMS*

*Junior Development scholarship.*

*The Camp was on the Mornington Peninsula with trainers Damian Prasad high performance motorsport coach, Brett "Moose" Stephenson professional footballer, Jay "Bottle" Thompson professional surfer, Cara Black elite tennis player, Leanne Tander and Samantha Reid - both successful female drivers and inspirational mentors.*

*The Ladies learnt what it's like to be a professional racecar drivers, they ran, sprinted, jogged, hiked, walked and even paddled across almost 40km over 2 days starting on the sand and finishing in the bush learning the importance of exercise and fitness routines, nutrition and mental determination.*

*The philosophy for the weekend, as the girls are all different stages, fitness levels and ages in their careers, was that it's not about the result, but the effort you put in. Whitley won the best effort award. After each activity treating it like her last for the day she was on the ground catching her breath and in pain and lactic acid building from the extreme effort she had put in. Whitley said 'I couldn't even lift my legs the first day to drive a car! I have been sore from training before but nothing like this.'*

*A great learning experience the ladies aren't going to forget, they have all taken away a lot from the weekend and are very grateful for the opportunity from WAMS.*



*At WAMS Elite Drivers Fitness Camp.*



### **21 October 2015**

On Monday the 5 October I headed to Taupo earlier than all the other

competitors and did 2 full test days ready for the first round of the SsangYong Actyon Racing Series. My race plan was to get local track knowledge under my belt before the race meeting on 17th/18th October. I wanted to get the jump on all the other competitors, I am so determined to win this series. I have to win to better my career on my path to V8 Supercars.

The first test day didn't go so well and I struggled with the ute all day; I spent half of the next day at the workshop trying to work out what the problem was and we found one! One of the welds from the chassis to the front steering arms had started to crack and the more I drove the worse it was getting; this had a major effect on the wheel alignment. With the pressure of 1.7

tonnes it was deteriorating quickly. We fixed that and went testing the next day and were straight down to fast lap times. I was happy and thought we had sorted all our problems before race day began. I headed into the weekend in Taupo with high expectations of myself. Last time I raced I had a few race wins and finished second overall missing out on the win by only 1 point. I have been training hard to increase my fitness level and I had been pre-season testing and raced a few endurance rounds to keep my eye in; The Waikato SsangYong and I are one.

Unfortunately I was wrong. I rolled out for qualifying and battled every corner, a second and a half off the times I was doing earlier that week. I knew it wasn't fast. Before I knew it qualifying was over. I parked in the shed and dreaded the time sheet that would soon be coming around. I qualified 19th out of 27 utes. It hit me hard and disappointment rolled over my whole body...

I had to get this ute sorted; I knew if I could work out what was wrong I could drive through the traffic, set a good time and make it back to the front, where I know I should be. I made changes to the ute and rolled out for race one. I started 19th and finished 16th, I battled with the ute the whole race only moving forward a few positions.

Starting from grid 16 I needed to make my way to the front pack; we had made some changes to the ute to try and fix the problem. I made it to 13th and was hit from behind and spun completely around losing many places and almost back to last; I drove forward again and finished in a disappointing 18th place.

My grid position for race 3 was all the way back in 23rd. I'm not used to being this far back, I had nothing to lose; the weekend had pretty much been a write off. I made more changes to the ute again. From lap one it was an absolute rocket! Woohoo! I found the 2.5 seconds I had lost! Turns out my new tyres were duds! Just a bad batch of tyres, which was unfortunate because they are controlled tyres (all utes race in the same brand and batch of tyre) by the series, and there was nothing I could do but drive the wheels off the Waikato SsangYong. In half wet conditions I drove from 22nd to 13th and was neck and neck on the line for 12th. I set the 4th best lap time for the race in traffic which is an excellent effort. Finally I'm getting somewhere!

Starting 16th in the final I wanted to move forward 10 positions; the plan was to pass one ute per lap. By the 3rd last corner I was in 7th place 2 more turns and one more ute to go, but I was pushed out wide and hung out to dry and nearly spun the ute around with the loss of grip on the marbles. I muscled the ute swinging like a pendulum and finished in 8th place, setting the 3rd quickest lap time of the race, and again doing this time in traffic.

It was a hard weekend for me, finishing 12th from 27 utes. I knew I should have been at the front and once the problem was fixed I proved that I was just as fast as the winners. Unfortunately now some of the drivers have a small jump in the points on me for the outright championship but it is a long w season and consistency is the key. Whilst I didn't win a came away with a wealth of knowledge. I head into the next round with my head high and as determined as ever!



Ed: Update - She competed in the three races in the SsangYong Actyon Racing Series held as part of the ITM Auckland 500 weekend at Pukehoke in Oct. In a field of 29, she came 6th in the first race on Sat (7th Nov), 1st in the second race and 12th, after a spin, in the third race on Sun (8th Nov). She is currently lying 6th in the series.



# CHAPTER Chatter

## Capricorn Chapter Report by Gurney T Clamp

### Friday 4 September 2015 -- AFISHIANDOS

Jim Armstrong, being the first to arrive at Afishiandos, was lucky enough to score a parking spot nearly right out the front of the restaurant. Gurney & Gloria Clamp who arrived soon after scored a parking spot behind Jim as did Ian & Rosemary Carleton. It wasn't long before the Rocky mob started to appear and Ian Wilhelmsen was lucky enough to be able to park his MG in front of Jim Armstrong's. Parking in the area was scarce due to the beach front upgrade works currently being carried out.

Next to arrive were Stuart & Ada Clark and Garth & Leslie Barnes who did a tour around Wreck Point for a photo shoot of their car with the solid roof on their MG B. Last to arrive were the coastal stragglers, Phil & Margaret Henry, Wayne Kirwan and Trevor Anderson who brought along an old friend in Kevin Brown.

It proved that we were lucky that we booked as the restaurant was a very popular venue for

the locals and some southerners to enjoy on a Friday night as the beautiful fish 'n' chips etc., that were prepared for our members was really appreciated. We will return.

After dinner we all moved next door to the New Zealand Ice Creamery shop for desert followed by a very short walk to the Coffee shop for a coffee and an update of MG experiences and other topics of interest.

### 20 SEPT - GLADSTONE HARBOUR CRUISE

Sunday morning's weather website indicated that there was possible 40% chance of showers for Yeppoon, Rockhampton and Gladstone so all looked good as coastal members Gurney Clamp with guest Bruce Cook and Phil & Margaret Henry started their trip at the Oaks service station. They had to leave the Oaks without Ian Carleton who was experiencing carburetor problems. On their arrival at Kershaw gardens they were greeted by Stuart & Ada Clark, Neville Funch, Ian Wilhelmsen and Yeppoon member Trevor Anderson who was there with partner Glenis Benson. Gary & Robbie Galloway, Phil White and Ian Carleton made it in time for



departure to Mt. Larcom where we met up with new members Neil & Jenny Crother in their green 1972 MG B.

Time was still important so short introductions were carried out before heading off to Gladstone. After arriving at the Tourist information Centre with 10 minutes up our sleeves, the next step was to pay for our harbor cruise on the Curtis Endeavor, after which we had to get back in our cars to get to where the Curtis Endeavor was berthed, a surprise to some as the ferry was one that was capable of carrying anything and everything so we had to walk up the front loading ramp to board the vessel with us all heading up the steps to find suitable seating that gave good views of the marina area.

The 2 hour cruise started right on time with commentary commencing almost immediately. The lady who did the commentary was excellent as throughout the journey she gave all on board an unbelievable description and explanation of everything that was to be seen throughout the trip with mind boggling figures on the tonnage of all the different materials that either arrived or departed from Gladstone Harbour and the construction costs of the large number of jetties and megastructures that lined either side of the harbor, figures of it all that were hard to believe. Thirty minutes into the cruise the on-board crew made available a well presented morning tea that was enjoyed by all.

After disembarking from the ferry we watched a Red MG B arrive into the car park with new Gladstone members John & Angela Rowlands on board. They were invited to join us at the Gladstone Yacht club for lunch. Shortly after arrival at the Yacht club, long time MG Car Club of Queensland member (33 years) Trevor Webb in his yellow MG B arrived on the scene telling us he knew we were in Gladstone but took a while to find us. We were soon to find that not making a booking for us all for lunch was a big mistake with most finally making themselves comfortable in the ships captain's upstairs clubhouse quarters with most being reminded that hats were not permitted in the club house, while Gurney & Bruce enjoyed lunch in the deck hands quarters down stairs, with their hats on.

After lunch the threat of large storm appeared to be fast approaching our location, but lucky for us

it headed north so we headed to local member Gary and Rosalyn Behrendt's house to view the early stages of an MG A that he was restoring after his successful restoration of a MG B. From here some members headed straight home with the rest making a stop at the Raglan pub for a refreshing ale and chat of the day events.

### **October 5 - Labour Day Tour by Ian Wilhelmsen: Assistant Coordinator**

Several members expressed an interest in going on a run for the Labour Day holiday, so an impromptu one was organized and, considering the short notice, was deemed a success. Those present at the Kershaw Gardens for the start of the day included Neville and Barbara Funch, John Hinton and Inga, Rosco James, Garth Barnes and his co-pilot for the day, Sparky who is a member of the Singapore Air Force and flies Apache helicopters and last but not least, Ian Wilhelmsen and his co-pilot Lesley Barnes. Arriving at the last minute was Jo Emmert. This group then headed to Yeppoon where they met up with Jim Armstrong, Phil and Margaret Henry, Trevor Andersen and Kevin Brown and Ian Carleton. Well, not quite all made it to Yeppoon, as Jo unfortunately had engine trouble before the Oaks and decided that discretion was the better part of valour and returned to base. Jo intends to take the Broken MG award off Gurney for 2015 and is working diligently to that end.

Whilst chatting at Beaman Park, a very sporty black car was seen driving on the other side of the road and much debate ensued about whether it was a Lotus, Ferrari, de Thomaso or Lamborghini. To settle the discussion, Ian Wilhelmsen took a stroll to check it out and confirmed it was a Lamborghini Uracco. The assembled group then headed to the Byfield shop for morning tea with Garth's co-pilot Sparky taking over the controls. I could just imagine his thoughts on the difference between the Apache and an MGB but, by the grin on his face, I don't think the MGB was in any way a disappointment.

After morning tea, it was decided to head to the Waterline at the Keppel Bay Marina for lunch but not before stopping for a photo shoot at Wreck Point. On arrival at the marina, Bob and Yvonne Holbeck arrived and joined us for an excellent lunch under the big marquee. Jim had also detoured to pick up Sandra who also joined

us for lunch. Lunch complete, some elected to return home, while Jim and Sandra, Garth and Sparky and Ian W and Lesley toured to Emu Park to have a look at the Anzac memorial and most importantly, have ice cream courtesy of Lesley Barnes. Eventually it was time to return home after a great day touring in glorious sunshine.



### **Sunday 18 October - Mt. MORGAN**

Coastal members awoke to threatening showers that cleared prior to Gurney & Gloria Clamp and Jenny & Mum Rosie's departed from Yeppoon. They arrived on time at Rockhampton's Kershaw Gardens where they were greeted by Terry Dwyer and Anne Burbridge looking refreshed after their recent return from an extended trip overseas. Others there were Rodney Blair in his newly acquired green MG B, Neville & Barbara Funch, Bob & Yvonne Holbeck, Alan & Trudie Stacey and Rosco James. Also there were new members John & Angela Rowlands who travelled from Gladstone to join in the day's outing.

The trip up the Mt. Morgan range was one that, as usual, was enjoyed by all, as was the trip to the pleasant surrounds of the Mt. Morgan Dam for morning tea. The group then travelled through Mt. Morgan township to the town cemetery to allow the members to view all the head stones that held a lot of history of the early days of Mt. Morgan and finding the surprising number of mine workers who died at the gold

mine during its peak years of operation and saving Australia. Next stop was Mt. Morgan's Grand Hotel where we all enjoyed the hospitality of management and staff who provided us with well prepared lunch meals.

After lunch most members had different events that they had to attend in the afternoon either in Rockhampton or Mt. Morgan so most went their separate ways while the Funchs, Clamps and Rowlands all headed home via the Razor back.

While we were enjoying our tour to Mt. Morgan, Glenys Benson, Trevor Andersen's partner was picking up her prize for winning Runner up in the best native garden in Livingston Shire after she won the first prize for the same thing at the Rockhampton shire awards. Congratulations Glenis.





# CHAPTER Chatter

## Darling Downs Chapter Report by Gary Lawrence

Bring on the warmer weather!!

Isn't Spring a great time for MG touring especially when you rip off the hood (apologies to GT owners... or should that be commiserations) and experience the light fresh breezes and the soft rays of sunshine nurturing feelings of freedom. While the past two months have been slightly less frenetic than their predecessors, we have still enjoyed a number of well attended social events. We have opted for picnic style lunches on a few recent runs and these have proven to be quite popular. This approach certainly gives us freedom to 'waste a bit of time' when there are no timelines to meet at lunch venues.

By the time this edition of the Octagon hits the streets, the DD Chapter will have completed our annual long tour. As usual I am sure there will be plenty of stories to tell that will find their way into the tour report for the next Octagon. I relish having the power of the pen!

### Lunch Run 09 September 2015

Happy Anniversary to Us, Happy Anniversary to Us, Happy Anniversary, Happy Anniversary, Happy Anniversary to Us.

Yes it was our 10th Anniversary on 11 September and what better way to celebrate than with a lunch run to the Leyburn Hotel, and to top off a great meal, a delicious cake with candles.

As David Miles and Greg Newey were part of the inaugural meeting at Rudd's Pub to establish our Chapter, they did the honours of blowing out the candles.

We must extend a big thank you to Janis for providing the cake which we all enjoyed with gusto. Placing the model MGB beside the cake was a nice touch, but fraught with danger, as there was more than one pair of eyes looking at it very intently.

Our Coordinator Gary couldn't be there to celebrate with us, but it was great to see many of our 'regulars' plus David and Meryl up from Brisbane to enjoy our festivities.

Our next lunch run will be a BYO picnic lunch at Rudd's Selection near East Greenmount.

Participants: John & Marg Boland; Phil & Marilyn O'Brien; Brian & June Phillips; David & Meryl Miles; Janis Lawrence with cake; Ron & Judy Gillis; Les & Brenda Richards; Greg Newey; Colin & Christina Schiller.

### Monthly Run 27 September 2015

A beautiful spring day welcomed us as we embarked on our September monthly run. The weather gods were smiling and just as well given that Greg and Beth Newey had organised a run that included a catered picnic at Leslie Dam (Warwick); and that many of our roadsters were travelling topless.



Morning tea at Steele Rudd Park, which is 20 km south of Toowoomba and 40 km north of Warwick, saw the usual round of greetings and MG talk blended with coffee and cake.

Departing the Park, we embarked on a very interesting drive across the southern downs to our lunchtime destination. This area of the Downs is dotted with 'villages' steeped with historical significance. From Steele Rudd (of Arthur Hoey Davis significance) Park we passed through East Greenmount, Greenmount, Nobby, Clifton (Bange's private airfield on the left), Ryeford, Pratten, Cunningham, Wheatvale and Sandy Creek.

It is interesting to contemplate the significance of these villages in the early development of primary industries on the Darling Downs, particularly sheep and grain. As you drive through the rolling plains and quiet country roads it is easy to see why the explorer Allan Cunningham, in 1827, was so enchanted with this countryside.

As we approached our lunch destination of Leslie Dam Park, the darkening skies and threat of rain called for an unscheduled roadside stop for the roadsters to fit their hoods.

If I wasn't so busy fitting my hood, I would have resorted to the camera to capture the almost comical actions of drivers and conscripted assistants trying to assemble the prehistoric like tentacles of hood frames and then convince long stored soft tops to stretch enough to clip into position.

While most of us were now dry, or as dry as you can be in a MG roadster, John and Marg Boland in their newly acquired MGA discovered that towels draped over the hood are no substitute for the absence of side curtains when the rain starts to fall.

The picnic area at Lake Leslie was spacious with sheltered tables. Just as well we had these as a heavy downpour passed over during our picnic.

Greg & Beth Newey assisted by their friends John & Diana Deighton put together a great run and a fantastic picnic lunch of chicken, ham and salads.

Fellowship was good as members mixed and discussed MG 'nuts and bolts'. We even had a few

of our members poring over an MGB workshop manual obviously solving a very complex issue!!! What was the problem anyway, Rob, John and Andrew?

It was great to have Graham and Lyn Cope back with us for a visit from their NSW digs.

Many thanks to Greg, Beth, John & Diana for a great run and excellent lunch.

Participants: Rob & Narelle Fraser, John & Dianna Deighton, Greg & Beth Newey, Janis & Gary Lawrence, John & Marg Boland, Andrew & Susan Willesden, Bob & Mavis Marsh, Delia & Judith Morey, Helen & Joel Goodfellow, John & Linda Aston, Tony Wright, Graham & Lyn Cope, Kevin & Cheryl Jacques



## Lunch Run 14 October 2015

Well I don't know if Louie was there, but I think all the bush flies in the State were attending a conference at the Steele Rudd's Selection Park where we had our October lunch run.

The main topic of the fly conference would have been "how to swarm around people eating their lunches, and land on anything that looked interesting, without actually being swallowed".

This has to be one of the downsides of an open air picnic lunch.

We managed to survive the onslaught and enjoy our lunches while watching very heavy looking storm clouds slowly encroach from the south. Most roadster drivers, or at least those who had included them in their travel kit, took the precaution of putting up the roofs of their cars.

This was probably the shortest lunch meet we have had, but the sky was looking decidedly threatening, so we left sooner than we would have normally. The cars heading north made it home dry, but those heading south were not quite as lucky with numerous attempts to skirt the storms came unstuck when the heavens opened in Allora.



Participants: Gary Lawrence; Rob Fraser; Brian Phillips; Trev & Sherrill Neilson (friends of the O'Briens); Phil & Marilyn O'Brien; Greg & Beth Newey; John & Marg Boland; Imelda & Denis Logan; Ron & Judy Gillis

## Monthly Run 25 October 2015

The likelihood of showers did not deter the Toowoomba and Warwick members from joining forces at the APEX Park in Clifton to start the day's run. The Toowoomba cars met at Nelson St and followed the back roads through Greenmount and Nobby to arrive at the rendezvous at 10am. It was a great time to catch up with several members who had been away for some time travelling and the share the latest MG fix-it tips (always a useful session).

We left Clifton at 11 and went via a short section of the main highway to join the Clifton to Gatton Rd, sometimes called the Ma Ma Creek Rd. It is a delightful country secondary road that winds its way through some very attractive rural properties and passes the Darling Downs Zoo, famous for their white lions. The road is a little uneven in places and puts some interesting stresses on the tight MG suspensions but the many corners are a joy to navigate.

We stopped at the Heifer Creek camping area to view the Thiess Memorial, recognition of the major contribution made to Queensland's development by the Thiess family over many years. It mentioned their first civil construction project as a company, the large road cutting which we passed through about 7km further on towards Gatton.

The rest area has 20 free camping spots, a toilet, fireplaces and lots of shade and it is suitable for vans and tents. The area is surrounded by forest and hills so should be reasonably well sheltered from the wind. There are some great views if you are energetic enough to climb the hill near the campsite. The creek is a bit too small for swimming, although it does seem to attract the bird life.

We drove on to Gatton for a picnic lunch at the picturesque Apex Park at Lake Apex. The area is a designated wildlife sanctuary and has many walking paths and places to view the birdlife. Plenty of covered BBQ areas and good toilets make this a favoured place to stop. The park has been established on natural wetlands, which



support a wide range of plant and animal life from microscopic algae floating in the water, to majestic birds of prey soaring in the sky above. Cattle Egrets provide a spectacle when they flock to the area for the breeding season between October and March.

The islands in Lakes Apex and Freeman and the vegetated margins of both lakes, provide safe nesting places for the many species of birds that visit the parklands. It was a lovely sunny day even with the threat of showers later in the day.

Several members had to depart directly for home and the last cars went via Flagstone Creek Rd for some excellent coffee and cake (didn't really need the cake but what the heck, it was an MG run) at the Barn that also has Scotty's Garage, a collection of interesting machinery, cars and memorabilia.

It is an old corrugated iron structure that has been turned into a relaxing place to rest and eat along with an eclectic collection of old stuff. The final stage was a quick dash up to Toowoomba through hills and floodways.

The run was deemed by all to be a success and the majority of the 160km run was on secondary, winding roads that allow the MGs to show their strengths (and a few weaknesses at times) while giving the drivers and their patient passengers an enjoyable ride.

Participants: Brian & June Phillips, John & Marg Boland, Tony & Leigh Wright, Gary & Janis Lawrence, Phil & Marilyn O'Brien, Andrew & Susan Willesden, Pam & Guy West



# CHAPTER Chatter

Far North Chapter Report  
by John and Cherie Fransen

## **Sunday, 23 August 2015 -- Mission Beach / Off the Rails Run**

Participants – Bob and Patty Ingram (Red MGA), Wayne and Lyn Morgan (Red MGB), Tony Basham (Blue M Type), Brendon and June Hammersley (Red Healey), John and Cherie Fransen (Red Midget), John and Helen Honan (Mustard MGB), John and Annette Collet (White MGA), Steve and Maureen Girardi (Red MGB), Fiona and Paul Lyons (Red MGB), Alan Wallish (Red TD), Sam Figaro (Red MGF)

Today was a funny day, we were not sure if it was going to rain or just end up overcast, so a few had their roof on, while the rest played their 'risk it' card and left them off to see how the day panned out.

Pulling out from the carpark at DFO onto Mulgrave Road, it was evident that we were not likely to stay dry for long, there were rolling grey clouds southward, and that is where we were bound. Probably would not be long before the brave ones would have to pull over and cover up.

Even with the prospect of inclement weather, we had a great turnout today, the majority being red as you can see from our images and it was nice to see everyone still willing to head out on our

run today.

Our first planned stop was at South Johnstone, to the Off the Rails Café on the main street just a stroll from the Sugar Mill, however to allow for a few that weren't as speedy as others, we briefly stopped and chatted at the Innisfail Driver Reviver park, before heading up the Palmerston Highway.

Dodging showers as we drove, we reached the Café mostly dry, however quite a few commented that it is times like this you find your 'cheeky' little gaps, drips and leaks that you didn't know you had. Why does it seem that these ones are different to the ones you plugged up last time you got home after a wet weather drive?

As we had a decent group today, we gathered at the back, in a hut built off the side of the café, enjoying morning refreshments. A sugar train 'clickity clacked' right past the front of the building down along the main street. It is nice to experience seeing this activity and to know that it has remained part of this small town, the reason most of the residents still live here.

Next destination point was Mission Beach and as we got back in our cars, it was only sprinkling. On the journey we had a shunting sugar train heading across the intersection in front, with flashing lights warning to stop. The engine



travelled through the crossing, then parked up, the operator jumping out of the train coming back to turn the manual lights to green. He held up the oncoming traffic though, so both directions were stopped, so he could take our picture all lined up. He said to us through our window, he had never seen so many red ones in a line so he had to take a photo, how funny, hope he got a nice picture of us in convoy.

Driving onto Mission Beach we had booked a large outside table at the Castaways Restaurant right overlooking the beach. It was good value and of course we always enjoy each other's company. Taking this opportunity to welcome newcomers Paul and Fiona, hope to see you again on future runs and well done to Tony Basham and his little blue M Type, first longish run with the club and it did really well.



*Lined up waiting for the cane train.*

## **Sunday, 6 September 2015 -- Port Douglas Run**

Participants – Tony Basham (Red TD), Sam Figaro (Red MGF), John and Cherie Fransen (Red Midget)

We knew today would be low on numbers, as our schedule run clashed with another weekend event as well as Fathers' Day, so we concluded that what we lacked in quantity we made up with quality, chuckle.

It was a 'red hot' run literally today, with the contingent of three all being red, albeit it a few different shades.

Meeting at Freshwater Deli for a morning coffee, Graham met us too; however, today he was not able to continue on the balance of our drive. We fuelled our bodies and then got back on the road, northward bound.

Have said it once and will say it again, there is nothing more scenic and blissful as travelling in an open top classic car along the Captain Cook Highway, ocean on your right, green mountains on the left. Is it any wonder that this drive is a feast for the senses, fresh sea air, breeze off the waves, sparkling blue as far as the eye can see, one of the true wonders of our area?

When we reached the turnoff to Port Douglas we headed into the quaint, but world renowned township and decided to try a new place for lunch on the ocean side, Hi Tide Café, located overlooking the water and part of the Peninsula Boutique Hotel. Good choice of



*Off the rails.*



*Dining at Castaways.*



*Lined up and ready to go.*



venue, reasonably priced and nice fresh food. The return journey was just as enjoyable, best coastline road Queensland has to offer.

So in summary although our group was small today, we still had a lovely drive, some yummy tucker and good conversation, all in all a great Sunday and a very Happy Fathers' Day to all those Dads out there.



the list of vehicles participating today it would appear that some were not keen on taking the classics on the road, but truth be told there were a number of repairs being done and one being deconstructed to have a nice new paint job.

One member suggested for morning tea to try a backstreet café in Gordonvale on the south side, called Trolley. This quirky little coffee shop had a number of interesting sculptures and artistic pieces, including a side table made of machinery parts. The items were really clever and a few realised that those odd bits and bobs in the back shed could actually end up becoming something useful, not to mention eye-catching.

The Gordonvale Races were on today in town so there were a number of well-dressed men and women dashing about. The original plan was to pop over to the main street to stroll through the



*Coffee at the Trolley and parked at Fishery Falls*

### **Saturday, 3 October 2015 -- Gordonvale Markets / Fishery Falls Run**

Participants – Tony Basham (Red TD) Lyn and Wayne Morgan (Red MGB), Harvey and Kay Williams (White Jaguar), Brendan and June Hammersley (Red HSV), John and Cherie Fransen (Red ASX)

Unusually overcast again for today's run, really not in keeping with early spring weather here in the North, but this never puts a dampener on things, (pardon the pun) us Queenslanders are willing to enjoy a nice drive whatever the conditions.

Nice little group, although admittedly from

Saturday market, but the men seemed happy to just chat about all things mechanical over their coffee and the ladies got side tracked wandering past the local Op shop with its reduced prices on even the new goods. The experience seemed to rival a Boxing Day sale, with the adventure enough to make the entire trip a worthwhile event. With excitement aplenty on the bargains available, this meant the men were suitably impressed with the savings, which meant those few dollars could go towards lunch.

Fishery Falls Hotel was the next port of call, for our midday meal and a chat, in between was a relaxing drive down the Bruce Highway with nothing out of the ordinary to report. All in all - food was eaten, coffee was drunk, cars driven and discussed, not to mention bargains to be had. Summary for the day; a success on all fronts.

# CHAPTER Chatter

## Wide Bay Chapter Report

By Darrell Martin

Well, I know you all like a challenge!

First, our Chapter is a broad church with a large range of car types and models (including Jags, BMWs, Datsuns and so on). Second, an assortment of these attended the recent Shannons "Topless" Day to help raise funds for breast cancer research. Third, one of our number (against highly chromed hot rods, huge American muscle and assorted sporties) easily took out the "People's Choice" award for the day. Your challenge is to guess what that car was. Really, what humble Club car could possibly beat such a large number of breathtakingly high quality exhibits?

More later!

But on to our runs for this reporting period.

### **8 September - Muddy Waters**

We started off in early September with the Hervey Bay Mob taking a quiet run along some pleasant country roads on their way to Muddy Waters Restaurant at Maryborough.

They left the normal meeting place on the Hervey Bay Esplanade with their normal timing accuracy at about 9.00 am (ish) and headed out towards the seaside township of Toogoom. There they met up with those who lived out of

town and had decided to linger a little longer in bed. Again they were prompt, arriving at the designated time sometime around 9.25 am (ish), give or take a bit. From there, it was back roads for a while before finishing up on the main road into Maryborough and Muddy Waters.

On this run there were 7 cars and 13 well fed (and coffeed) folks including Marg and Dave Roberts in their magnificent fire breathing white MGB, Jan and Mark Rouse slumming it in their green MGB while their Jubilee GT has a heart transplant, and Raye and Jim Vanderkyl in their Green MGA. Also along for the morning were Liz and Bill Manns in the Jag XJK Coupe, Warren Innes in the green RV8, Sonja and David Carter in the Volcano MGF and Jackie and Darrell Martin in their white MGB GT.

### **13 September - Penny Lane Gardens near Bundaberg**

This was a memorable day for a couple of reasons.

First, it was a combined run with the Hervey Bay Mob and the Bundy Crew bringing together 15 MGs and 27 happy folk for the run. At 100 metres between the cars, that's 1.5 kilometres of MGs snaking down the road. And yes, on this occasion it really was all MGs!

With clouds over Fraser Island but the sun shining, 2 MGFs & 2 MGTFs headed out from



Hervey Bay to Howard to be joined by an MGA, an MGB, and an MG RV8. These 7 cars with 14 people on board (and the promise of sunny weather ahead) then turned north onto the Bruce Highway towards Childers, destined for Elliot Heads via the Goodwood Road to meet up with the Bundy Crew.



Meanwhile the Bundy Crew arrived at Quay Street, Bundaberg at 9am with hoods down ready for a great MG touring day. Naturally enough, no sooner had they arrived when there was a rush to put up the hoods as the rain and cold weather arrived. After a quick briefing they headed off with seven cars. Eric and Janelle Beckman led this group in their MGB while Allan Dansie acted as Tail End Charlie in his ever reliable MGB GT.

The plan was for the Hervey Bay Mob and the Bundy Crew to arrive at Elliott heads at the same time for morning tea. Not that any proof was ever needed of MG owners' meticulous planning ability, the two groups did arrive at the car park at Elliott Heads together. Some plans do work sometimes!

As the Hervey Bay Mob got out of their cars there were some noises like "it's wet, it's cold and we didn't bring any coats or jumpers". This was quickly forgotten while having morning tea in

the shelters where Eric Beckman handed out run sheets and gave a briefing on the group's route to Penny Lane Gardens Restaurant for lunch. And this was time for the other memorable moment! One of our Chapter was absent because he was trying to ignore that it was his XXth Birthday (censored to prevent malicious humour and hurt feelings). So what did the assembled group do? Simple ... they decided to call him with best wishes and sing a most unchoir like version of Happy Birthday and then give three rousing cheers.



Why was this memorable? Well, it's still not known who was telephoned but it certainly wasn't the birthday boy. Unfortunately (in someone's haste to get one up on the birthday boy), they dialled the wrong number so someone, somewhere is probably still wondering why they received a cacophony of Happy Birthday and 3 cheers on their mobile phone. Interestingly, they didn't phone back to find out! Still, with misty rain and flush with the joy of their singing, the group headed off (with the Bundy Crew cars spread amongst the Hervey Bay cars just in case someone wandered off the track). The sun finally broke through on the drive through several of Bundy's beach areas en route to Penny Lane Gardens Restaurant where another noisy session ensued. While lunch was being enjoyed the boisterous conversation woke the resident pet possum from his slumber in the



rafters and, due to his ability to consume copious quantities of hot chips, it was (for reasons totally unknown to me) decided to name him Darrell. Aside from all this, it was certainly a picture to see all the MGs lined up in the restaurant car park and a great time was had by everybody. Unfortunately there were just too many for me to

to find out which way they were going before they set off....!!!

Fortunately we were able to dodge them (sorry) as they kept going towards Burrum Heads so we were able turn on to Old Toogoom Road and head out to the highway that way.

We arrived at Childers a bit later than anticipated where we joined the Bundy crew for a rowdy morning tea followed by a pleasant drive out to Woodgate where we all enjoyed a sumptuous lunch at the Woodgate (bowls) Club. After this some stormy clouds were on the horizon so we skedaddled for home passing through a few heavy but sporadic showers on the way. I'm sure a very enjoyable day was had by all. Judging from the photos, it would appear that there were about 30 members and friends at this



list the names of all 27 who attended but thank you to all for making it a success.

## 20 September - All British Day

I am sure that this will be covered elsewhere in Club reports. However, I should mention that Jan and Mark Rouse from our Chapter did attend and thoroughly enjoyed themselves.

27 September - Woodgate Bowls Club  
Yep ... another joint outing! David Carter reported that "arriving at RV1 for our run we found a collection of old Dodge cars from the Dodge Brothers Club of Australasia gathered there also, they being on a "Tweenie Rally" to the Fraser Coast for the weekend. Naturally we had a look over the old girls (the cars I mean) most being from the 1920s. Alas they were a bit quicker off the mark than us and took to the road while we were still having our pre run instructions.

However we soon took off through Hervey Bay and on to the Burrum Heads Road. And what did we find? How about a long line of cars snaking along behind a bunch of old Dodges heading in the same direction. If only I'd thought



## 7 October - Arkarra Tea Gardens

The flyer promised more great weather to get our tops off and enjoy a morning drive. And so it was as a sunny morning greeted 8 vehicles and 12 happy classic car enthusiasts as they left their rendezvous. While only a few kilometres as the crow flies, it was a chance to enjoy the morning and stretch the trip. Journeying through the centre of Hervey Bay, the group then headed out along Main St on to the Booral Road towards Torbanlea and Toogoom, finally arriving at Arkarra Tea Gardens at Dundowran Beach right on morning tea time. Taking a more direct route

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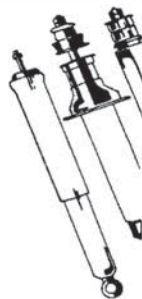
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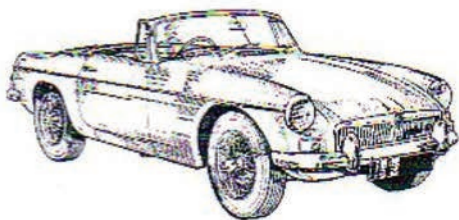
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from their nearby homes, Barbara Shield and Dave Roberts also then joined them for a chat.

After placing orders everyone settled down to an abundance of lively chatter which didn't abate even while morning tea was consumed. A terrific run, great food and enjoyable company - what else do you need to start the day...!!!

### **11 October - Fish 'n Chips**

One of the favourite runs the Wide Bay Chapter has is for "Fish 'n Chips" near the Urangan Pier. However doubtful weather can sometimes cut our numbers back a little. And it would not surprise me that some televised race from Mt Panorama (I think it's in New South Wales) might also have impacted this one.

Regardless, 8 cars and 14 people turned up for a slow drive along the length of the Esplanade, throwing smiles to all and sundry, before settling down for a friendly chat and fish 'n' chip supper in the park.

### **18 October - Theebine Pub**

If the run is organised by Margaret and Peter Elson you know it will be good and always have something new for us.

And so it was with this one with a surprise location for a BYO morning tea. Many of us had driven past this spot on previous runs without realising just how much was on offer. Located just west of Maryborough, our morning tea destination was the Fraser Coast Wildlife Park, a delightful sanctuary with rolling green areas and plenty of shade trees. The spot was made even more attractive by the presence of monthly country markets allowing us to search the piles of old tools and other wondrous unneeded delights.

From there we headed towards the Theebine Pub, an old fashioned hotel with a very relaxed atmosphere, good food and live entertainment. Of course we had to prove the easy repairability of MGs (and our mechanical prowess) on the way there by deliberately having one stop to test us (that's our story and we are sticking to it ... three times ...).

Following Margaret and Peter were Clarice and Bill Scott, Liz and Bill Manns, Peter Worland,

Jan and Mark Rouse, Sonja and David Carter, Warren Innes and myself.

All in all, good food, good company, and a great drive with a morning tea venue surprise as well.

### **24 October - Topless Run**

This is the run I mentioned earlier where a Chapter Member's car took out the coveted People's Choice. Formally advertised as the Shannon's "Take your Tops off" Show 'n' Shine display in support of the National Breast Cancer Foundation, the event was held on the sea front oval on the Esplanade at Pialba. There were Chevys, Corvettes, Hot Rods of all descriptions, a Torana A9X, an old Vanguard, Fiats and much, much more. Our group was somewhat split through the lines of cars but still managed an excellent showing.

And in case you were still wondering the People's Choice was won with ease by Vanessa and Keith Elwell-Gavins entry. No, not their MGA, but by their 1958 Series 1 Land Rover. That's it for this period. But I must also mention that one of our Members, a relief teacher, confiscated a rubber band gun from a student during an algebra class. Apparently he thought it was a weapon of math disruption! Safe driving all ...





# Competition Corner



Reports by Ace Reporter; photos by Steve Johns



## SR AUTOMOTIVE/TSA MT COTTON HILLCLIMB SERIES ROUND 5

by Ace Reporter; photos by Steve Johns

The penultimate round for this year of the SR Automotive and TSA Mt Cotton Hillclimb Series was held on 26/27 September. Saturday weather was fine; however, on Sunday, we watched the storm clouds came from the West towards Mt Cotton and as the last runners on run 7 were completing their attempts the rain descended from above.

### REGULARITY

Flavio Paggiaro was in the lead of this category and heading to a perfect score (nil points lost) only to drop 4 points on his final climb in his MGBGT V8 to take the class from Shaun Rankin (MGBGT) who tied with Peter Rayment (MGB) both down 16 points then David Dumolo (Triumph TR3A) with a loss of 18 points.

### SEDAN CARS

Production cars class up to 1600 cc went to Daniel Zeimer (Suzuki Swift GTi, 55.47) with Peter Rekers (Suzuki Swift GTi, 55.79), Steve Blake (Nissan March turbo, 59.07) and Ray Balhatchet (Nissan March turbo) with a best run of 62.04 seconds. Peter had been quickest from run 1 through to the second last run recording his best time on run 5; however, on the last run (run 7) Daniel claimed the class. Don Milner (Triumph Dolomite Sprint 50.79) took the middle engine capacity class, whilst Paul Buccini took the 2001 cc and over class as well as the class record.

Paul in his BMW 135i lowered the class record previous held by Harry Doling at 47.81 seconds to 47.00 then 46.94 and to 46.85 seconds. Next in the class was Harry Doling (Toyota Soarer turbo) with a best run of 48.91 seconds from Martin Eggesfield (Ford Fiesta ST turbo, 50.03), David Jackson (Mazda RX7, 54.66), Chris Balhatchet (BMW 325i, 55.33), Jan Bucifal (VW Passat, 58.78), Ray Balhatchet (Nissan Skyline turbo, 59.07) with Steve Blake recording a best run of 63.25 seconds in his Nissan Skyline turbo.

The Modified Production classes went to Shane Merrick and David Jones. Shane took the up to 2 litre class with a best time of 47.76 in his Datsun 1200 Coupe from Dave Sidery (VW Beetle, 50.95), Karl Reinke (Hyundai Excel, 63.43), and Joanne Reinke (Hyundai Excel, 63.73). In the over 2 litre class David Jones was quickest on Saturday with a 50.72 run just 0.19 sec ahead of David Mowles (50.91). On Sunday David Mowles recorded a 50.52 time on the first run to take the lead before David Jones responded the next run with a 50.08 to win the class in his Suzuki Swift GTi from David Mowles (Mazda RX 7 turbo, 50.29), Noel Preston (Holden Commodore, 51.08), Brendan Merrick (Datsun 120Y turbo, 52.46) with Bill McCollum recording a 54.52 time in his Holden Commodore. Ray Evans won the PRC Rally Cars class with a best time of 53.22 seconds in his Escort from Mike Anderson (Daihatsu Charade) with a 55.14 seconds climb whilst Troy Rolley (Subaru Impreza STi) won the All Wheel Drive Forced Induction class with a 50.64 run from Greg Rekers (Audi TT turbo) with a best run of 51.12 seconds.

Jonathan Manning, Katie Buccini and Ken Graham took the Improved Production classes. Jonathan won the up to 1600 cc class in his Leyland Mini (54.53) from Rob Manning (Leyland Mini, 54.74) whilst Katie Buccini (Proton Satria, 53.20) took the 1601 cc to 2 litre class. The over 2 litre class saw Pauline Graham (Datsun 1600 SSS) be fastest on Saturday with a 47.14 from Ken Graham (Datsun 1600 SSS, 47.48), Troy McGrogan (Mitsubishi Lancer, 48.41) and Michael Crowe (BMW M3, 50.98). Climbs on Sunday saw Ken lower his times to 46.60 then 46.47 to take the class





Chris Johns shows how to break a record 5 times in one event



Steve Riley - new MG record holder for his class



Mike Anderson - a welcome return in the Charade



Greg Rekers - Audi TT turbo in the AWD class



Daryll Morton - 2nd in his Sports Sedan class Ainsley Fitzgerald - took at turn at winning the Clubman class



Nathan Quelch - took his turn in the Honda Black Arrow



Kristy McAndrew hams it up for the camera

from Pauline (47.08), Troy (47.54) and Michael with a 49.44 time.

Tyson Cowie took the up to 2000 cc Sports sedan class in his Escort (47.32) from Daryl Morton (Morris Cooper S, 49.60), Jason Martell (Ford Escort, 51.62), Ken McAndrew (Datsun 1000, 57.30), Jason Martell (Ford Escort, 58.03) with Kristy McAndrew (Datsun 1000) recording a 59.26 time. David Malone won the over 2 litre class with a best run of 46.76 seconds in his Torana GTR XU1.

Hyundai X3 Series class went to Mark Pryor (White/Red colour scheme, 51.75) from Gary Goulding (White/Red, 54.01), Jack Reisenleiter (White/Green, 55.76) , Ross McAndrew (White/Red, 56.11), closely followed by Gloria McAndrew (White/Red, 56.61).

#### SPORTS CARS

Chris Johns won the 2 litre Sports Cars Open class with a run on 48.46 in his JFR Suzuki Cappuccino turbo with the larger engine class going to Steve Riley MGB V8 S/c in 47.74 from Jeffrey Graham Mazda MX5 S/c in 48.67. Steve Riley's time lowered the MG record (2001 cc and over) held by Barry Evans from 48.42 set in 2014 to 47.74 seconds. This time equals Kork Ballington's championship record in the MGA set during the 2013 Australian Hillclimb Titles, thus both can claim to be the quickest MG around the Mt Cotton track.

In the Marque Sports Cars up to 1600 Peter Quinn won the up to 1600 cc class in his Austin Healey Sprite with a 60.93 second run whilst Brad Stratton (Mazda MX5, 50.97) was quickest in the 1601 to 2 litre class from Peter Andrews (MGF, 52.72), Paul Mercer (Mitsubishi FTO, 52.77), Ray Pearse (Mazda MX5, 55.04), Jonathan Manning (Mitsubishi FTO, 55.60) with Berenice Stratton (MX5 in 56.94) making time to be a competitor as well as serving in the canteen. Ainsley Fitzgerald took the Clubman class with a run of 48.31 in his Arrow Clubman from Jason McGarry (Caterham Super 7, 48.76), Brian Pettit (Westfield SE, 50.91) and Jon Young (Caterham Super 7, 53.62). Prior to the meeting Brian had encountered gearbox problem with his usual unit thus had fitted a spare standard unit which meant the gear ratios did not suit the task.

#### FORMULA CARS

This category saw wins to Jim Heymer (Hornet F/V, 53.42, Formula Vee class), Gary O'Mullane (Kinsella, 48.23, Superkarts class) and Rick Miles (Kookaburra

FF91, 46.08, Formula Ford class).

Formula Libre up to 1300 cc went to Jim Milliner (OMS 2000M) with a 40.07 time run from Neil Lewis (DBF, 40.80), Simon Lake (Suzuki Escargot Mk2, 42.19), Chris Lake (Suzuki Escargot Mk2, 46.28), David Quelch (Honda Black Arrow, 47.02), David Homer (Group A GAE 001 turbo, 50.13) and Nathan Quelch (Honda Black Arrow, 51.45). David Homer completed only one run for the weekend as he encountered engine bearing issues on the first run as well as the possibility of a turbo pipe dislocating which added to his situation.

In the 1301 cc and over class all drivers recorded sub 40 second runs with Dean Tighe (Dallara Judd) breaking the class record of 38.23 which he held, with a 37.94 on the second run on Sunday. Next in the class were Warwick Hutchinson (Van Diemen RPV 02, 38.86), Dean Amos (Gould GR37, 39.31), and Michael Von Rappard (Dallara F392, 39.55).

#### HISTORIC GROUPS

Groups in Historic went Barry Smith (Ford V8 Special, 55.53, Group K), Alan Telfer (Lotus 7, 67.04, Group Q), Steve Purdy (MG Midget, 49.80) then Stephen Callaghan (MGB, 59.69 in Group S), Roy Davis (Triumph GT6, 49.15, Group T), and Geoff Cohen (Elfin Malmark Formula Vee, 52.38, Group V). Group U saw Chris Johns (Ford Escort Sports Sedan) lower the class record of 47.26 which he held by to 47.08 seconds on his first run then to 47.06 on his second run on Saturday whilst on Sunday he made it five record breaking runs for the weekend with a 47.02 time on run 5, 46.62 seconds on run 6 and to a 46.73 seconds time on run 7 before the rain ceased his progress.

Around 2 pm the heavy dark clouds from the West (it had rained at Willowbank around noon) unloaded the water on the Cornubia area which curtailed most activities. There was a short wait to 2.30 for any who would venture out on track (none) and then we waited for any to attempt the Shoot-out with only Neil Lewis game/silly enough to run. Then we all scarpered home before any award presentation rather than be thoroughly wet.

Top Six Shootout: Neil Lewis

MG awards

Up to 1600 cc: Steve Purdy; 1601 to 2000 cc: Peter Andrews ; 2001 cc and over: Steve Riley  
Fastest Time of Day: Dean Tighe



## TRIVIA NIGHT AT THE CLUBROOMS



*John read the questions, while Wendy kept score*

*It might be said that it is always trivia night at the Clubrooms as members come along and chat about this and that BUT on October 2nd it was seriously organised fun trivia that was the focus of the night.*

*John and Wendy Preston once again came along professionally prepared for a night of delivering sets of motoring questions based on WHO, WHAT, WHERE, WHEN etc.*

*Four teams - the Sherbert Bombs consisting mainly of the Mattea family joined by Malcolm Spiden; WasMG11 - Ken Wasley's hand-picked group of motoring enthusiasts; the Spinners comprised of the Glen and John Boyce, Peter Smith, Russ Geraghty and Don Webster; and the Arrows comprised of Grahame and Wendy Amy and Vern and Elaine Hamilton - enjoyed close competition until the final straight when the Sherbert Bombs surged ahead. Final points were Sherbert Bombs 74, WasMG11 64.5, Spinners 61 and the Arrows 57.*

*Enthusiasm was great with the Prestons promising to do it again in two years. However, one person said he couldn't wait that long and has made an offer to put one together for next year. Hopefully those four teams and more will be there for that one!*



*Photos from top: The WasMG11 team, the Spinners, Grahame and Wendy Amy of the Arrows team and Wendy announces the winners.*

## COOTHA CLASSIC by Ace Reporter; photos by Steve Johns

Hillclimb events had been held at the Mt Coot-Tha for almost a century. The first event on 27 May 1916 was over a 1.6 mile course from below the gates of the Reserve (the Reserve being fenced from the surrounding farms) up the unsealed road to near the summit. Competition events continued but over a shorted 1.25 mile course from 1922 to 1935. This form of motorsport returned to Mt Coot-Tha in 2009 and 2010 and was organised by the Historic Racing Car Club. The course used the sealed roads of the lower part of Sir Samuel Griffith Scenic Drive. However the floods of 2011 suspended this activity until the event was revived this year as the Brisbane Festival of Motorsport with the competition held on Saturday 5 September.

The competition format for this event was a sighting run then 4 competition runs and from these times a shootout between the fastest 5 from each group to arrive at the overall results. Not surprisingly, at the end of the day when the top fifteen times were published, half of those names were familiar to us as Club members and Mt Cotton competitors. They were: 1st: Dean Tighe (Dallara Judd, 42.11s); 2nd: Warwick Hutchinson (Van Diemen RF92-RPV02, 42.23); 6th Piers Harrex (BMW E30, 48.21); 7th Vikki Paxton (Dallara F3 F301, 48.47); 10th Tyson Cowie (Ford Escort 49.04); 11th Richard Miles (Kookaburra Formula Ford, 49.11); 15th Roy Davis (Triumph GT6, 49.98).

Best times for other MGCCQ members competing were: Rodney Blank (Subaru STi Spec, 54.06); Gary Pitt (Ford Escort RS2000 replica, 51.53); Alan Don (Nimbus Formula Vee, 54.82) and Graham Arnold (Pro Sport RB1-ZX9, 58.93).





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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:

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Hillclimbs



Concours



Day Runs

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