

March 2019



The Octagon

No 2



MG — CAR CLUB —

50th NATIONAL MEETING



Queensland

REDLANDS

19th - 23rd April 2019



Affiliated with
 MG Car Club UK & CAMS
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President's Report

It has been a very busy start to the year for the Club, not only are we on the final run to the 50th Anniversary MG National Meeting but we have also had the challenge of having two hillclimbs and a race meeting to organise and host along with the annual presentation dinner and over a dozen day runs and other social activities. Another very busy start to the year indeed.

The Presentation dinner was a wonderful evening and the food at the Alexandra Hills Hotel was very tasty and plentiful.

This is the venue for our social activities at this year's National Meeting and, if the meals at the Presentation Dinner were anything to go by, the dinners will be a huge success.

Whilst on the Presentation Dinner I would like to congratulate all the trophy winners on their success.

I would also like to congratulate all the people who have been working to put

together this year's MG National Meeting. It has been a remarkable effort to pull this event together as quickly and as skilfully as has been done.

This event demonstrates the talents and generosity of our members; we are so very lucky as a Club to have members such as these.

Could I ask that all Club members get behind this important event and support it in any way you can.

I have been asked by the editor to keep my message brief as she requires the space below for the explanation of the change in the cover design for this particular one-off issue. Craig of ArtxDesign, our graphic designer and printer, will be back doing that task again as from the May Octagon.

I hope to see you at one of the Club's many activities sometime soon.

*Richard Mattea
President, MGCCQ*

OCTAGON COVER INFORMATION

The cover of this issue has been designed by Club member Pauline Graham because it features the poster she also designed for the 2019 Golden Jubilee National Meeting being hosted by our Club in the Redlands over Easter. It is customary for the host Club to produce a poster advertising the event and Pauline took on that task as part of her contribution to the organisation of the event.

Those participating in the National Meeting will each receive a copy of the poster in A2 format when they complete their registration at the Alexandra Hills Function Centre on Good Friday, 19 April. Many regular National Meeting participants look forward with great anticipation to receiving their posters and keep them as collectors' items.

The National Meeting is being held over the Easter weekend and is centred on the Alexandra Hills Hotel and Function Centre where Registration and all social events will be held. A special website has been set up with information on the event and where online Registration for the event can be done. There is a link to that website on the permanent National Meeting page of the Club website.

If you wish to participate but haven't yet registered, go to the website and you may find out that it's not too late for you to be part of the weekend's activities.

Some words from Elaine

Where do I start? At the very beginning? Well, in some ways that is true because one article inside will take you back to the very beginning of the Club to the first social event ever held.... a day run. Those of you who have ever organised a Club run will probably opt not to try to do a rerun of this one.

This fits in very nicely with the Letter to the Editor received from Don Webster who wears the hat of 'Club Captain' along with a number of others including that of the Chairman of the 2019 National Meeting Committee with all the responsibilities that involves.

There was a good response after the last issue to my inclusion of information on the people whose names appear on trophies as their donor. I've completed that information by including an article relating to Brian Tebble for whom what could be referred to as the 'hillclimb service award' is named. It was written by Ann Thomson at the time of Brian's death and documents his commitment and contribution to the Club. To give further insight into Brian, an article he wrote for the Octagon in the late 90s on 'How he bought his first MG' is reproduced exactly as it appeared in that issue. You'll find it on page 53.

With the National Meeting not far away now, lots of minds will be focussing on things MG but beer was probably not one of them - until now!

Have you ever wondered who designed the wonderful MG badge? Another interesting bit of well-researched MG history will satisfy your curiosity on this question.

Also, have you ever wondered why David Hall and Lyn Hayward of the Wide Bay Chapter have 13 MGs!! And what about the other questions that statement raises --- When did this collection start, where are they stored, what models are they, what condition are they in and lots more. The good news is that they have succumbed to my request to answer these questions for all of us and Part 1 which is published here gives us the answer to the first question. Don't miss it and you, like me, will be looking forward to the next episode of the story. My heartfelt thanks go to David and Lyn for

undertaking this task but I am sure they will also get pleasure in ending up with a catalogue of their collection.

Competition Corner is still here but with a bit of a difference this time. Ace Reporter has rushed his report of the first hillclimb of the year and submitted it just on the deadline which was too early to have any photos from the event yet available. These will be available on the Club's Facebook page.

You may also notice that there is no contribution from both the Far North Qld and the Whitsunday Chapters. This is due to the severe weather events up north not being compatible with runs through the countryside in MGs. Hopefully they will have better weather and some outings in the next couple of months.

As you can see, there is a world of variety inside for your information and enjoyment so now I must move on to more mundane matters -

One of our advertisers has decided to close up his business so no longer needs his advertising space. We therefore have a 1/2 page space available for someone else to use. For this issue that space is taken up by an advertisement advertising the fact that that advertising space is available we hope it will be gone by next issue and yours may be there instead.

The bad news for some of you is that this is the final Octagon you will receive unless you renew your membership very soon.

Closing date for contributions for the May issue is the last day of April. Please put fingers to the keyboard and make a contribution to the content - something different in the form of some entertaining artwork (a cartoon??) or entertaining words (a poem?) or words of interest and education e.g a tale of your MG (I still live in hope of getting contributions for the 'Stories from the Stable' column) - its adventures or misadventures And, don't forget there is always the chance to write a 'Letter to the Editor' to let us know what we could do better and/or what we do well!

Until next time...Elaine

MG INFORMATION

	Name	Phone		Name	Phone
PRE - WAR	Dino Mattea	3263 2625	MGB	Graeme Walker	0431 678 319
	Ross Kelly	3352 4151	MOC	Bruce Ibbotson	3366 1889
T TYPE	Peter Rayment	0407 693 947	MG VS RUG	Barry Evans	3425 1695
MGA	Richard Mattea	3325 0409	MIDGET	Ron Chydesdale	3263 6575
MGY	Tony Stattery	0407 364 543	MGF	John Boyce	3345 2530
MAGNETTE SALOON	David Robinson	3255 9037 (W)	MG 28, 29, 27	Ken Wasley	0423 15 27 23

Notice Board

The Clubrooms are open on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$4. The goal will continue to be to have something special happening on the first Friday of each month. Your suggestions are welcomed.

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

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

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

APRIL

- 5 Noggin 'n' Natter at the Clubrooms
- 19 GOOD FRIDAY NO Noggin 'n' Natter - Clubrooms closed
- 19 - 23 National Meeting in the Redlands
- 24 Midweek run organised by Bruce Mutch
- 26 Possible Night Navigation Run (CP)

MAY

- 3 Noggin 'n' Natter at the Clubrooms
- 10 Possible Night Navigation Run (CP)
- 11 Test and tune at Mt Cotton Hillclimb
- 17 Noggin 'n' Natter at the Clubrooms
- 22 Midweek run organised by Trevor and Joy Jones
- 26 Macleans Bridge display at Belmont Rifle Range (SP)
- 31 May - 1 June Queensland Hillclimb Championships

APRIL Easter weekend

MG Car Clubs of Australia NATIONAL MEETING in the Redlands and hosted by the MG Car Club of Qld. If you can't be there as a participant, you are still welcome to go along and watch the events, or, better still, volunteer your services to assist at events.



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

Steve Pyott (Returning)	Kallangur	Bruce Anderson	Capalaba	Clare Lynam	Rockhampton
Allen Gillam	Birkdale	Shawn Sheather	Upper Coomera	Christine Mathies	Bundaberg
Kevin Doyle	Hay Point	Bruce W Anderson	Capalaba	Glen Mckone	Withcott
Andrei Shinkarenlo	Park Ridge	Johnny Bondarenko	Daisy Hill	John Nash	Urangan
Keith Smith	Warwick	John C Brophy	Oceanview	Philip Norman	Bulimba
Moeun Lem	Tinana	Robert J Carruthers	Mungar	John M O'halloran	The Gap
Yen Lem	Tinana	Jennifer Dossetto	Banyo	Bjørn A Østbye	Mackay
Brian (Tom) Coe	Rockhampton	Robert T Evetts	Mackay	Sharyn Sires	Loganholme
Sarah Chambers	Curra	Chris Fraser	Glenvale	Elaine Wheelehen	Tinana
Brian Chambers	Curra	Anthony French	New Farm		
Roger Green	North Mackay	Thomas Gale	Paddington		
Philip Bryan	Victoria Point	Ross W Gettons	Manly		
Donald Bailis	Highfields	Gordon Hack	Springfield Lakes		
Susan Paggiaro	Victoria Point	Paul Lynam	Rockhampton		

Bits'n'Pieces



In January the Club received a request from the daughter of a gentleman who had owned an MGA which was his pride and joy for many years. The request was for someone to take an MGA and display it at his funeral as a tribute to his passion for his beloved car. Three owners responded to the request. As the gentleman's car had been a white MGA, Dan Casey's white MGA was given pride of place outside the door of the Chapel. The other MGAs were supplied by Graham Moore and Ian Kirkpatrick. Thank you to them for taking photos of the occasion. Their presence was greatly appreciated by the family.



When Matt Spoljarevic of Abingdon Motors was in the UK recently to research Old Number One at the British Motor Heritage Museum (see the story in the 2019 Jan

issue) he had the forethought to take photos of a number of cars - and the relevant information boards - for reproduction in the Octagon. There are many of them and you will get to see them as space allows. For this issue I have chosen this one. It is of the last MGB of the final batch of 1000 to come off the assembly line at MG's Abingdon Factory on 22 October 1980. It was a limited edition model with special paintwork, coachlining and wheels.



Another of Matt's collection is this of 339 Woodstock Rd , Cecil Kimber's home in Oxford, pictured in 'before' and 'after' format and very timely with the National Meeting just around the corner and thoughts of MG history in everyone's minds - and remember the Kimber House was the 'scene' of last year's National Meeting theme night.



Pictured here are MGCCQ club members who were working as officials at the Bathurst 12hr race in early February. They are Brad & Berenice Stratton who were in the Safety Car and Andrew Lake and daughter Sahara who were working trackside. Berenice has written a short account of the 12 hour event from the perspective of the Safety Car (see page 60) and Andrew has written from the perspective of a trackside marshal (see page 61)

Just on a year ago, at the 50th anniversary of the first hillclimb held at Mt Cotton a plaque commemorating the occasion was unveiled by Dick Johnson (seen here on that occasion with Richard Mattea - photo by Peter Buchanan)



That plaque has now been affixed to a beautiful rock donated to the Club by the Wagners of Toowoomba and positioned within the spectator area at Mt Cotton by Flavio Paggiaro who also took the photo.



Here's a sight we haven't seen for quite some time - an MG dealership with classic MGs on display. The photo was taken on the occasion when the Capricorn Chapter was invited to the Rockhampton MG dealership to display their classic MGs alongside the new models.



As a great finale to the Club's annual dinner and presentation of trophies our Regalia officer, Shaun Rankin, took the role to a new level when he strode the catwalk to 'launch' the special MG National Meeting Shirt - a first sighting for all (except perhaps for Phyllis).





NATIONAL MEETING UPDATE

As this magazine goes to print, many Club members are working long and hard to ensure its success by having the organisation of every event well under control. Registration closes in just a few days so we are looking for more participants to be listed in the entry list before that day is over.

Some special regalia has been designed for the event thanks to the Regalia Coordinator, Shaun Rankin, shown displaying it at the Club's presentation of trophies night.

As I write this, the event is already underway with the Website Competition currently being judged by an IT specialist from the MG Owners Club in GB. The Magazine Competition is also active at the moment with the entries having been delivered to the judge - a previous Editor of the RACQ's 'Road Ahead' - today (4th March).

Last Friday night saw a practice run of Rocker Cover Racers at the Clubrooms which may result in some serious development work happening on some of

them and possibly inspiring some others to be under construction.

The Organising Committee for this major event has been meeting regularly for many months to ensure the success of this major undertaking and the Chairman - Don Webster - and the Secretary - Don's wife Ann - have done a brilliant job of keeping the meetings focussed, well-controlled and productive. They have probably not found themselves short of conversation starters over the past months - how about that for a bonus!

Pictured are Don and Ann at a recent meeting, the group in attendance on that particular occasion and also five smart looking rocker cover racers all ready and rearing to go (but hopefully not off track!)

Information about the cover of this issue is on page 3. It reflects the importance of this national event we are hosting by featuring the poster for the meeting designed, as was the logo on this page, by Club member, Pauline Graham.



Don and Ann ready to get a NM Committee meeting underway



Five rocker cover racers ready for a practice run



Members of the committee waiting to be called to order



Shaun modelling the NM regalia shirt

David Hall's MG Sickness Starts

by David Hall of the Wide Bay Chapter

My mother and father emigrated to Melbourne in 1955 along with me, my sister Lucy and brother Bill. Dad was a long term employee of Vauxhall Motors and got a transfer to GMH at Fisherman Bend eventually being one of the first employees to set up the assembly plant at Dandenong in the late 1950's. He worked there until he retired in 1982 from the Spare parts department called NASCO and then GMP&A.

So, here goes..... When I was a teenager in Melbourne my best friend Allister bought a Red MGA roadster. I remember it well. His brother Colin had an MG TC - British Racing Green with Bright Orange painted under the front mudguards. I guess I was just a little jealous! He often took me for a drive in the MGA and I enjoyed it immensely; however, I had a girl called Sylvia and we were saving up to marry and buy a block of land on which to build our first home. Allister and I were both apprentice motor mechanics at the time and my first car was an Austin A40. No way could you compare that to an MGA Roadster could you? - and a Red one at that!

I served my apprenticeship at GMH Dandenong in the Service Garage where we looked after all company and lease cars of a company which owned trucks, forklifts and material handling equipment and so a great deal of my training was with GM products. After 20 years as an employee taking on many different tasks within the company, we could see the writing on the wall for the closure of the Dandenong Plant. We realised it was time to leave and move to Queensland where we wanted to live like so many other people at that time.

In 1980 my wife Sylvia and I packed up with our two children, Rosemary and Geoffrey, and headed to Nambour to make a new start. We built our own home looking out over Nambour and the Bli Bli Valley. I worked for a number

of years in a workshop in Nambour eventually running the mechanical side of the business until we managed to get enough money together to start our own mechanical repair business calling it Nambour Automotive Services. This we operated for 16 years before retiring to Hervey Bay.

It was in early 1990 that I finally managed to buy my first MG. It was an MG TD. I brought it from Rick Stinton in Buderim. He had made a start on restoring it; however, it was an ongoing project that I enjoyed working on in my spare time. We joined the Nambour MG Car Club with Peter Kerr and went on many enjoyable runs through the hinterland of the Sunshine Coast and beyond. One trip we were on was to the Apollonian Hotel at Boreen Point when a knock in the engine caused us to stop and investigate. A broken crankshaft was the order of the day - not a pig on the spit that we had been hoping for! After a tow truck back to the workshop, it underwent a complete strip down and a full overhaul of the engine and transmission was in order. Parts alone costing in the realm of \$4000.00 but the old MG was worth it.

To be continued...



Assembling for the 2013 Whale Festival Parade.



Coal Fair Procession 2017 David and Lyn with Princess entrant

ANNUAL DINNER AND PRESENTATION



THE TROPHY WINNERS FOR 2018: L TO R: Diane Davies (winner of the Brian Tebble Award for contribution to Mt Cotton Hillclimb), Flavio Paggizro, Ann Webster, Don Webster, Elaine Hamilton, Greg Tebble, Jim Milliner, Malcolm Spiden, Dean Tighe. AT FRONT: Jeremy Mattea and Charlize Tighe (who received the trophies for the winners who were not able to attend the function.)

Our venue for the Annual Dinner and Trophy Presentation held on Saturday 2nd February was once again the Alexandra Hills Hotel. This will be the main centre for our forthcoming Golden Jubilee National Meeting and the venue and meals provided on this occasion bode well for the success of all the social events over the coming Easter.

Unfortunately, our chosen night was competing with the Bathurst 12 Hour, which meant that a number of our members were there, in either an official or spectator basis, and this affected attendance. This is a perennial problem for our club with so many events happening, and a membership with wide ranging interests.

Our president Richard Mattea welcomed those attending and we started on the important things, namely the Entrée. While the plates were being cleared away, Richard prepared to present certificates to those members who had broken records at Mt Cotton. They were Barry Evans, John Gibson, Geoff Cohen and Ross Mackay; unfortunately none were able to be present to collect their award.

This was followed by the Appleby trophy for the Top Six Challenge which is held at the end of each hillclimb with the points being accumulated over the course of the year. Joan had always requested that

these be presented at this Club function. Following Joan's death, we continue to honour her request and her memory. The winner was Dean Tighe, followed by Michael von Rappard, Dean Amos, Jim Milliner, Greg Tebble and Warwick Hutchinson. Dean Tighe, Jim and Greg were present to accept their awards.

Then on to the Club trophies, with the first being the Geary Sportscars Concours trophy. There were three finalists, Barry and Julie Evans MGTf (pre MGA class), Peter Gannon MGB Mk 2 (post MGTf class), and David Farrar RV8 (post 1980 class). The overall winner was Barry Evans who was unable to attend. Luckily we had the service of two potential trophy hunters, Charlize

Tighe and Genevieve Mattea, who were happy to accept trophies on behalf of absent winners.

The eligibility rules have changed for the Ladies' trophy this year. To be eligible for this award, the competitor must have competed in at least three of the following four categories: Closed Touring Assembly, Motorkhana, Khanacross and a Speed Event. This opened up the competition with Joanne Reinke coming third, Chrystellee Semple second, and Pauline Graham coming first.

In an increasingly diminished field, Tony Slattery

was the winner of the Pre-War trophy. It was also time to announce the retirement of both Dino Mattea and his MG L type from competition.

There was a resurgence of interest in Navigation runs in 2018, with some new starters vying for recognition. However, age and experience beats youth and enthusiasm every time, so the usual suspects triumphed. In the Touring Assembly Driver category, Chris McMahon was third, Chrystellee Semple came second, with the winner being Don Webster.

Don Webster's long-suffering wife Ann always wondered what he found exciting about Navigation runs so she decided to come along for a try. Although Pauline Graham and Karl Reinke fought it out to share third place, and Brian Krieger managed second, it was Ann Webster who relied on her ability to tell Don where to go who came first.

This next trophy was the Peter Uscinski trophy for Marque speed. Peter was another founding member of the Club and the proprietor of a BMC dealership at Coorparoo. One of the requirements for this award is attendance at two working bees which has limited the potential field. In third place we have Don Webster, in second place Shaun Rankin, and the winner again this year by a convincing margin was Flavio Paggiaro.

Next we had the Viscount Nuffield Speed Trophy. Eligibility for this trophy includes competition in hillclimbs and sprints, as well as attendance at two working bees. In third place we had Jim Milliner, second place Barry Smith, and the winner was Geoff Cohen.

The next presentation was the Racing Driver Trophy. The eligibility for this is simple - points are given for competition in circuit racing only. Our Club has a long history in circuit racing with the Club's first promotion of a race meeting being at Strathpine - nearly 60 years ago - on 8th October 1955. Since then it has become part of the Club's tradition to continue to promote race meetings. This year sees MGCCQ running two rounds at Morgans Park.

In third place was Gary Goulding, in second place Mark Pryor, and this year's winner by a very small margin was Warren Tegg. Khanacross is a recent introduction to motorsport, and consequently a new trophy has been created. For this award, Chrystellee Semple was third, Ken Graham was second, and the winner for the second

time was Pauline Graham.

The next trophy was the M E Hunter Motorkhana Trophy. In third place we had Malcolm Spiden in his MGBGT, second placed was Ken Graham, but the winner was Pauline Graham in their shared Datsun 1600. David Robinson donated the Junior Motorkhana trophy to encourage young members to compete in the great training ground of motorkhana competition. This year's winner was Jeremy Mattea.

The McConnell Motorkhana trophy for MGs was introduced to compensate for the fact that MGs began to be less competitive against non-Marque cars, especially Minis. So, a special award was initiated so that they had a chance for some glory. In a limited field, a number of members tied for third, Don Webster was second, but the convincing winner was Malcolm Spiden.

The next trophy was the T Series Register Trophy, the name dating back to a time when the Club did have a T series register, although 2017 saw its rebirth with some gentle day runs organised by Terry and Lyn Jones.

However all members are invited to attend to support the nucleus of aged vehicles and their aged owners. This trophy has a similar reason for beginning as the McConnell Motorkhana trophy when T-types began to be superseded by more modern MGs. Hence - a special case.

Terry Jones was third, Ann Webster was second (because she got points for navigating in the TD), and the winner was Don Webster who hopes to encourage more owners to let their XPAG engines have an outing. We then moved on to the presentation of the two major MG Car Club Competition trophies, the first being the 'Best MG' trophy. Shaun Rankin took out third place, and Flavio Paggiaro took second place, but this year's winner was Don Webster.

This next trophy, the ultimate award, is the Howard Trophy for Annual Competition, Best All-Rounder.

The eligibility requirements for this trophy have changed to reflect the increased numbers of categories of competition. To gain the award, competitors must have competed in at least four of the five categories: Closed Touring Assemblies, Motorkhana, Khanacross, Speed Event and Concours.



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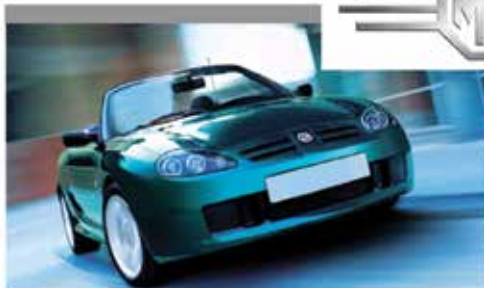
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Third place went to Chrystellee Semple, second was Pauline Graham, but the winner by the slenderest margin was Ken Graham. All of the awards so far are for success in competition in the many varied classes of motorsport, in MGs or other vehicles. And even those competitors who participated in each event without winning had the enjoyment of doing so.

But this club runs on volunteers, and none of this would happen without their commitment. So, to recognise the importance of their contribution the following two awards were kept to last.

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.

The Brian Tebble 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. This year's winner was Dianne Davies,

recognised for her tireless work in the canteen at Mt Cotton. Brian Tebble's nephew, Greg Tebble, was on hand to present the award to Dianne.

The next trophy is a very significant award. It is The Miles E Hunter for Centre Achievement which is presented to the Club member who has contributed greatly and selflessly to the Club's success over the past year. Committee members look around them at members at work, ask subtle questions of others and then submit nominations for this prestigious award. Voting is then by the Club Committee. For her extensive involvement in many aspects of the Club's endeavours, Elaine Hamilton was the unanimous choice of the committee.

Of the 25 trophies and certificates that were presented, fewer than half were able to be accepted by the worthy recipients. Thanks to Charlize and Genevieve who took it in turn to accept the awards on behalf of the absent winners. The future lies in their hands!

Overall, a pleasant evening enjoyed by all those who attended, and I encourage you to attend next year to support your club and the individual trophy winners.

2018 TROPHY WINNERS

Appleby trophy for the Top Six Challenge.

1st	Dean Tighe
2nd	Michael von Rappard
3rd	Dean Amos
4th	Jim Milliner
5th	Greg Tebble
6th	Warwick Hutchinson

CLUB TROPHY WINNERS FOR 2018

G.C.Reid trophy for CTA Driver

M.E.Hunter trophy for CTA Navigator

M.E.Hunter motorkhana trophy

The Khanacross Trophy

Viscount Nuffield Speed trophy

Geary Sportscars Concours Trophy

Howard trophy for Best All-Round

Peter Uscinski trophy for Marque Speed

Ladies Trophy

The David Miles Perpetual Shield for Participation in Club Events Driving a Pre-war MG

The T-series trophy

Best MG Trophy

The McConnell motorkhana trophy for MGs

Racing Driver's Trophy

Motorkhana Junior Encouragement Trophy

The Miles E Hunter Trophy For Centre Achievement

Brian Tebble Award for contribution to Mount Cotton Hillclimb

Don Webster

Ann Webster

Pauline Graham

Pauline Graham

Geoff Cohen

Barry Evans

Ken Graham

Flavio Paggiaro

Pauline Graham

Tony Slattery

Don Webster

Don Webster

Malcolm Spiden

Warren Tegg

Jeremy Mattea

Elaine Hamilton

Diane Davies



The trophies await their presentation - and perhaps each ponders on whose hands it will be passed into - and whether or not it will end up on 'THE TROPHY TABLE' - the one that somehow becomes the resting place for the night of most of the trophies.



The guests begin to arrive and settle at their chosen table - perhaps wondering if, this year, they may be at 'THE TROPHY TABLE' !!



The presentations begin and the first trophies go to the winners of the APPLEBY TOP SIX AWARDS - L to R Jim Milliner (4th place) , Charlize Tighe (assistant presenter and recipient of trophies for absent winners), Dean Tighe (Top Six winner for 2018), Greg Tebble (5th place).



Where did the trophies go?? Not as this table - but will its turn come to be THE TROPHY TABLE?? The whisper is 'Yes, Jeremy. save that space'.



The winners of the Touring Assembly Driver and the Navigator Night Run trophies were husband and wife team, Ann and Don Webster, proving that it is possible for a marriage to survive a number of drives with the wife/navigator telling the husband/ driver where to go. Has Don turned the tables here as Ann seems to be looking to see where Don may have told her to go. But where did the trophies go ??



Why is our other trophy presenter/recipient/assistant/ Genevieve Mattea having difficulty placing a trophy on a table? Can you see the Navigator's trophy taking up lots of space - can this perhaps be the genesis of THE TROPHY TABLE - it does seem that a couple of others trophies have made their way there while the camera was not watching.



It's now Jeremy Mattea's turn to collect a trophy but this one is for him as the winner of the Junior Motorkhana Trophy.... a trophy already bearing the names of Alexandra and Ashleigh Mattea - and now a rightfully very proud Jeremy adds his name to the trophy and the trophy to his table. Does the youngest



What's this? A trophy at Malcolm Spiden's table? - no surprise there as his name would already be on it multiple times whether it be the Motorkhana Trophy or the McConnell Motorkhana Trophy for MGs as he was the winner of both in 2018.



As the trophies on the 'Yet to be presented' table are now few and far between, it becomes clear where many - or most - of them have gone. Is there yet a winner of the THE TROPHY TABLE title?.



Didn't we see this trophy on that table? Maybe it's the Marque Speed trophy won by Flavio Paggiaro? Yes, and the title of THE TROPHY TABLE FOR 2018/9 goes to the Webster/Paggiaro table!



As the presentation comes to a close with the final trophy of the night presented, Elaine Hamilton has difficulty in finding space on THE TROPHY TABLE for her Miles Hunter Award Trophy..



Wait - is there a problem? How can Don Webster carry all his trophies to his car? Always one to find a quick solution to any problem, Don finds the answer thanks to the obliging Alex Hills Hotel and Reception Centre staff.

Origins of the Sacred Octagon

by Graeme Walker

This article has previously been published in the Octagon in August 2006 and is typical of the articles which have now been made permanently available through the Nostalgia pages of the Club website.

Ever wondered where on earth all of the great marques' symbols and motifs came from? Perhaps you are aware of some of them including Henry's ubiquitous blue oval, the General's lion, BMW's "spinning propeller" (stolen, I should add from a 1912 Robert Delaunay painting - a Frenchman no less), Mercedes Benz's elegant tri-star, Citroën's chevron cut-gears: the list is endless and they each invariably have their own beautiful little tales to tell.

But what of the sacred octagon, a motif unmolested by the ravages of time and stylistic abuse committed in the name of updating or modernizing?

Try this one out. Ask any MG nut to name who was actually responsible for designing the deceptively simple octagonal motif containing a very angular MG? They may offer Cecil Kimber, the man almost responsible for so much MG folklore; the more thoughtful may admit uncertainty and the very considered may reply that no one really knows for sure.

It's an interesting question and one not fully explored that I'm aware of.

Cecil Kimber was largely responsible for the total marque image; remember that initially Morris Garages was a minor off-shoot of a burgeoning empire that "old-man Morris" was rapidly expanding during the post great-war period. Kimber essentially inherited, in a business sense, Oxford Garages (soon to be renamed Morris Garages) which was essentially all about marketing. The first MGs were effectively badge-engineered Morris Cowleys.

The marque's elevation beyond that is an extraordinary story in itself, and speaks volumes for Kimber's ability to surround himself with the right people and effectively deploy them to achieve their greatest potential. In doing so he gave rise to the legendary Marque. Kimber, apart from having a marvellous sense of design, was an extremely talented organizer of men and materials.

Kimber had octagons on everything, from dip-stick ends to oil tank lids, radiator caps to instrument bezels; they were embossed in upholstery, chromed, paint-filled, printed and stamped. If this wasn't enough, the octagon theme was even pushed (screaming in some cases I should add) into the third dimension with semi-



octagonal tappet covers, artfully splayed (but possibly uncomfortable) octagonal gear change knobs, highly sculpted octagonal aluminium gear change extension casings - the litany is endless..

This obsession didn't stop on the cars, either. MG's famous executive lunch room had octagonal napkin rings, embroidered linen napery and placemats. These chaps pre-dated contemporary image saturation by about 70 years.

But who actually came up with the Octagon and developed it into the motif we all know?

There are lots of folkloric suggestions as to who actually designed the octagon - company illustrators, outside cartoonists and designers - would you believe a cost accountant employed by old man Morris !

According to an article I chanced upon by the late Jonathan Wood, in the March 1982 issue of "Thoroughbred and Classic Cars", a young man called Ted Lee had been employed by William Morris at about the same time as Kimber (1922-3) and it was Ted who designed the sacred octagon. Ted was known to Kimber prior to this, and Kimber had assisted Lee by paying half of his accountancy tuition fees. Apparently, after discussing plans for Kimber's latest project in 1924, Ted set to drawing-up the very first octagon, with a little ruler that he had bought during high school (wonder if that "little ruler" and that scrap of paper is still around in a museum case somewhere?) Kimber saw the motif and immediately said "that's just the thing", its angular art-deco style reflecting contemporary fashion. William Morris was then presented with the design and Lee remembers him saying it was "the best thing to come into the company", adding "and it will never go out of it".

Truer words have seldom been spoken. Now over 80 years later the octagon survives pretty much just as Cecil Kimber first saw a small drawing made by an accountant.

Letter from the Club Captain

I became Club Captain several years ago without ever seeking this illustrious position. The vacancy became available, it needed filling, so I put my hand up with absolutely no knowledge of what was involved. (We don't have Duty Statements or KPI's for any of our volunteer positions).

I asked around on what was expected, and the general feeling was that I could make the position my own and do whatever I felt appropriate. So, in reviewing my performance over the past few years, I have come up with "Webster's Hierarchy of Needs" with apologies to Maslow.

The first level is Food, and I feel I satisfy that with my very basic BBQs at the Noggin and Natters. No one ever goes away hungry, and we haven't lost a customer yet. Tick!

The next level is Shelter, and I can claim that the clubrooms are available, moderately clean, and with copious toilet paper supplied. Tick!

The third level is Amusement, and that is

where I feel I am letting you and the club down. There is supposed to be a guest speaker once a month, weekend runs organised, trivia nights, slide nights, swap meets, possibly even a competitive bake-off! This is where I need help – your help. Have you any ideas about events you would like to organise? Tell me about them, and between us we can make it happen.

We have a steady band of the 'usual suspects' that turn up at the clubrooms for the Noggin and Natters, but perhaps we can encourage a larger attendance if we can make it more enticing. Over to you!

The fourth level in my hierarchy is Sex, and that is something you will have to arrange for yourself.

And finally, and the very top of the pyramid is MG ownership, and those that reach this level know of no finer pleasure.

My contact details are in the Octagon – give me a call with your suggestions.

- Don Webster

Letter to the Editor

MGBs made in Australia - by Roger Sharpe

My name is Roger Sharpe and I run a little website www.mgbmadeinaustralia.org, where I'm attempting to collate as much information about the assembly of these vehicles as possible.

The site, amongst other interesting information, has a registry. This registry has led to some interesting finds and has solved some of the misconceptions that were around about various aspects of the Australian assembly process.

I am asking for your assistance by providing as much information that you are willing to disclose about your car. I have listed a few items but ANYTHING would be appreciated. CAR ID: This should start with either YGHN or YHN, followed by a single digit then up to four numbers (if you need help here, see the website or email me).

Note: early YGHN3 vehicles also had an additional set of numbers (UK Id) – they would be most helpful also.

ENGINE NUMBER:

ORIGINAL COLOUR: Nb: the above, up to

1969 would be listed on the ID plate. 1970 onwards the information was listed on a compliance plate, with the colour appearing on a stick-on transfer.

PICTURE(S) OF YOUR VEHICLE:

I would really appreciate any information you can provide as it will help put more pieces to the jigsaw that is the history of the marque. Thank you in anticipation
www.mgbmadeinaustralia.org

MGB Commission numbers

Bit of background: I quite often get queries about these markings. I asked around quite a few of ex-employees etc and Stuart Ratcliff sent me some examples of ones he'd seen over the years.

I prepared a spreadsheet and extrapolated the data, matching up the commission numbers with the Australian VIN and found a close correlation between the two.

Clausager, who is regarded as the leading historian on all things MG, had written about these numbers (quotes taken from his book) and it seemed to me that, due to the way that records were kept in the UK, there was more to these numbers than had been recorded.

Stuart pointed out that many errors were made when locally assembled MGBs were registered, in that these numbers (commission numbers) were incorrectly recorded as the VIN.

Add to this the six months (approx) in 1969 when no VIN plates were attached to any BMC vehicles (in readiness for the new 'compliance plates') and quite a bit of confusion abounded. As an interesting side note, through some original factory records, I evidently have caused the MGCC (Vic) to change their Concours regulations as an MGB owner asked me to back him up as he was constantly losing points for no ID plate on his vehicle.

With the first MGBs coming off the assembly line in Australia in 1963, there were additional numbers located on the ID plates, along with the standard 'YGHN3 XXXX' format.



Pic 1 '8929' is the UK chassis number, whereas 'YGHN3 815' is the Australian identifier.

These numbers were UK in origin and referred to the chassis number of all MGBs produced in the UK. This practice continued into 1964 with the first (approx.) 1 000 cars. Thereafter we reverted to the standard format of 'YGHN3 XXXX' format only.



Pic 2 - Standard format, now minus the UK chassis number

With the introduction of the MkII in Australia, an extra stamping was noted on vehicles on the inner driver's side mudguard, forward of the radiator.

"While CKD kits were issued with car numbers and engine numbers, as far as is known they had neither body nor commission numbers, for the simple reason that their bodies were not assembled prior to being shipped abroad." (Clausager, p 124).

Evidence in Australia suggests otherwise.



Pic 3 - GN23 474 -- Adhesive transfers that often obscure commission number.



Pic 4 Note: This new stamping is hard to find on many Australian MGBs as it is obscured quite often by the BMC adhesive transfers

This new (ADDITIONAL) stamping was the UK commission number. "...commission numbers were only issued from the start of Mk II and MGC production in 1967" (Clausager, p 121) This new stamping was of the form... 'GN 23' with a multi-digit number below. 'G' standing for MG; 'N' standing for 'roadster' and the '23' referring to BMC's ADO project code number. The numbers below started from '101'.

"Australian cars were also identified by their

Australian assembly or chassis numbers with prefixes of YGHN, these numbers having no relationship at all with the car numbers issued to the CKD kits at Abingdon." (Clausager, p 121) The previous quote by Clausager is not quite true.

Through an analysis of a relatively small but well spread sample I have found that there is a correlation with the Australian identification system. (see 'Good Stuff' – Commission numbers, in www.mgbsmadeinaustralia.org).

"Many MGBs are registered using this number as their Chassis number as it is the first number that can be found stamped in a B body". (S. Ratcliff)

I have contacted British Heritage for further corroboration and will add their findings to this article.

For further reading on this subject (much not applicable to Australia), Clausager goes into great depth on pp118-124

Thanks: Many thanks go to Stuart Ratcliff for much of the content in this article.

Roger Sharpe, March, 2018.

Reference sources:

CLAUSAGER, Anders Ditlev; ORIGINAL MGB With MGC and MGB GT V8. MBI Publishing Company 1994.

RATCLIFF, Stuart; President, MGCC (Sydney) from an email sent to Roger Sharpe in 2016.



Club Run 1954

Those were the days!

As reported in Malcolm Spiden's history of the first couple of years of the Club (full text on the first of the Nostalgia pages of our website), the first Club event ever held was a Social event - a day run on Sunday 28 November 1954. It was reported in 'Motor Sport in Qld' that 'a good rollup of cars assembled at Kemp Place about the 8am mark, and it really looked something to see the line-up of Gs. Lunch was at Picnic Point, Toowoomba where future activities were discussed.' (Motor Sport in Qld Dec 1954, Vol 2 No 4 p 31)



Meeting in Kemp Place



A Sunday drive on Coronation Drive



A Sunday drive in the country

At this current time, there has been a shortage of weekend Club runs organised because of many factors. The contrast with this inaugural Club run more than 60 years ago emphasises why. With Brisbane being a much larger city both in population (and therefore car numbers) and through urban spread, there is difficulty in finding a convenient and reasonably central meeting place with space for a number of cars to gather.

Those who live on 'the other side of town' from the meeting place have to undergo the challenge of traffic - and an early start - to get to the meeting place on time and arrive there possibly feeling that their day's run has already been 'run'. There is also the challenge for the organiser in finding a venue which has the facilities necessary for today's demographic of run participants... and then the same difficulties of finding appropriate venues for the essential food-intake stops during the day.

The photos from that 1954 event tell the story more clearly than any words can describe - an empty Kemp Place, no traffic on Coronation Drive, the cars able to keep in a close and orderly group clearly identifying the run as an MG run...and all cars on the run being MGs.

About ten years later than this, I had joined the Club and had no MG but was in the



At the destination - Picnic Point

passenger seat of Kerry Horgan's B for my first MG social run. Kerry was the Club Captain and his role was to lead the run and I can clearly remember how proud I felt being in that privileged position and looking back at all the cars following us in close company with each other.

I think that run went through the Minden Ranges where the old road weaved its way along the side of the hillside giving good views down to the following cars. In retrospect, it was very much like it had been ten years earlier. But, my, how the times

have changed over the decades. Traffic lights now halt the flow on Club runs and the participants end up in small groups with some even becoming isolated from the rest of the runners.

I guess the changes have happened gradually but the contrast between then (1954) and now is huge.... and there is no easy answer. If you have any ideas or solutions other than moving to one of the Club's country chapters where these issues don't exist, please let us know.

OLD SPECKLED HEN - A BEER WITH AN MG HISTORY

This article was sent in by Joe Daly and originally published in the June 2009 Octagon. At that time The Grand View Hotel at Cleveland had Old Speckled Hen beer available on tap. On one occasion, MG enthusiasts, Bernie and Charmaine Pereira, organised an MG run to the Hotel for an evening meal so that members could sample the beer.

Joe became intrigued by the history of Old Speckled Hen beer so did some research and discovered the following...

Old Speckled Hen was first brewed by Morland & Co Brewery of Abingdon in 1979. MG celebrated the 50th anniversary of their move to Abingdon, from Edmund Road in Cowley, and they asked Morland & Co to brew a special commemorative beer for the occasion for which they would suggest the name and they would design the bottle label. The name chosen was Old Speckled Hen which took its name from a car which was brought to Abingdon when the factory moved.

The car (pictured) was called the MG Featherweight Fabric Saloon and was made from cellulosed fabric stretched over a wooden frame and was black speckled with gold. It became the factory's demonstration model and general runabout. Over time, this unusual, canvas-covered saloon became covered with flecks of paint and as it chugged about the factory people would say "There guz the Owd Speckl'd un".

The original beer label bore the MG colours of cream and brown. The bottle dressing was finished with a green foil capsule, which matched the background colour of the Borough of

Abingdon Arms. The beer was an amber colour and was brewed at a gravity of 1050 to denote 50 years (i.e. 1929 - 1979) of production of MG cars in Abingdon.

Today MG enthusiasts still endorse the link with 'Old Speckled Hen' and every year over 100 MG cars gather at the old factory site to take part in the 'Old Speckled Hen' Tour around Oxfordshire. The 'Old Speckled Hen' label now sports the iconic MG Octagon.

Sue Ebbens from Greene King Brewing Company which brews 'Old Speckled Hen' kindly sent Joe the photo of the original 'Old Speckled Hen' car used to get around the original Abingdon MG factory.

ED: With our National Meeting Concours being held in the park adjacent to the Grand View Hotel. I contacted the Hotel to find out if they were still serving the beer but the answer was "No, there wasn't enough demand for it." Just in case you do want to give it a try, a bit more research has found that the Pig and Whistles which describe themselves as traditional British pubs do serve it and it is available in some bottle shops which won't be named as I've done sufficient unpaid advertising already!



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February Run

Report by run organiser, Errol Hoger; photos by Jeff Heslewood and Elaine Hamilton

Looks like a good start to the year with 16 cars including 8 MGs and a roll up of 28 members.

Lucky we were travelling south because the northbound traffic was stopped just south of the Hyperdome with several cars involved in a multiple nose to tail accident. M1 travel is becoming fairly risky and unpredictable. First agenda of the day was a photoshoot of the cars inside the distillery; unfortunately a faulty gate decided that one of us was to suffer some minor gate damage and it must be said that it was responded to in a very professional way.

Jasmine our host is a vibrant person and made our visit a pleasant experience. The Tour took in the complete working of a small distillery from the introduction of the locally sourced molasses to the hand crafted wooden vats used to store the rum.

Half of our group took up on the tasting and looking at the sales at the counter, the rum seemed to be a hit.

After a relaxed time at the distillery we headed for Harrigan's Irish pub at Calypso Bay. Lunch was excellent, company great, a good time was had by all.

Participants were:

Errol & Wemdy Hoger	MGB
Terry & Lynn Jones	MG TC
Geoff Messer	MGB
Gary Lawrence & Mike Gibson	MGB GT
Ray & Sue Edwards & Diane Davies	Outlander
Vern & Elaine Hamilton	Honda CRV
Va & Kerry Horgan	MX5
Dane Horgan	Mercedes
Bruce Baylis	Peugeot 208
Jeff & Pat Heslewood	Subaru
David Miles	MGB GT
Neil & Jenny Summerson	Mercedes
John Davidson	MGB GT
Ian & Kay Wells	Jensen Healey
Tim & Lynne Bateman	MGB
Bruce Mutch	SUV
Alex Cairney	MGB

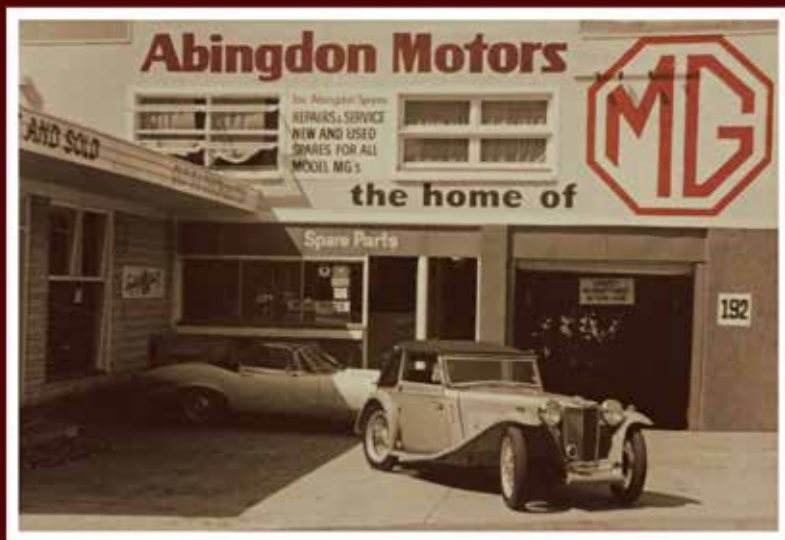




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A TRIBUTE TO BRIAN TEBBLE WHO DIED IN FEB 2004

By Ann Thomson

He first became known to most of us when he used to appear at Fred and Avery Dykes' service station for the tuning sessions after closing on Saturdays. This skinny kid would arrive and take an informed and very intelligent interest in everything that was going on. He also took part, with enthusiasm, in the testing that followed the tuning. We had a nice little bit of road near the old Cannon Hill Abattoir that nobody used much on Saturday afternoons. That was in 1956.

He joined the MG Car Club early in 1957. He and "Gertie", his black TD, soon became quite well known around the place – we suspected that the police knew the pair of them too!! So far as we can tell from old records, he started racing in mid-1958 but it might have been

earlier. The first reference to him is in the results of a meeting promoted at Strathpine by the MG Car Club in that year. He raced Gertie at the Pine, Lowood and Lakeside, often with success, and always with enthusiasm. He was a member of the MG Car Club Racing Team. Selected MGs were entered under this name and although we can't find a record, we suspect that Brian started it.

Over the years he gradually slipped into the position of Mr MG Car Club. He was Secretary, Club Captain, Octagon Editor and eventually President. He was also MG delegate to the Qld State Council of CAMS. He tackled each of these jobs with his usual enthusiasm and, what's more, he did each one of them well. He also found time to ginger up the flaggies at race meetings; consequently QMROA was formed and has been of inestimable value to the sport.

There was the black day when Brian and Gertie came to grief after the exit from the Eastern Loop at Lakeside – no roll bars or seat belts in those days. Brian slid down the

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track destroying muscles and nerves on one side of his face. After months of hospitalisation and rehabilitation he was back with us, still as energetic and enthusiastic as ever but he never raced again.

Club members, anxious that he should not become

depressed, took him to Grafton Hillclimb, put him in someone else's car and told him to have fun – so he won the class. He decided that MGCC should have a hillclimb and supply a much-needed want in Queensland. The land at Mt Cotton was purchased – thanks to Brian. The Club did not have enough money to complete the deal so Brian bought one block himself. Of course, he attended every working bee. Then disaster struck, not for Brian, but for the Club. He was offered a job at SPIR as PR Manager and 2IC.

Later still, he took a post with British Leyland. He still took great interest in the Club; some of Leyland's machinery used to mysteriously get onto a trailer and trundle down to Mt Cotton. By the time it was returned, its pristine paint was a bit dimmed. He was the touch of genius that got Leonard Teale up to run at the first AHC. We had the biggest crowd ever that day. He somehow enticed the Tasman Building Society to sponsor us when we were in a bit of a spot financially and to give us the magnificent trophy. He had his own special brand of brilliance. What else could you say about a man who, at the height of the Mini popularity, changed the name of the street from Viking Avenue to Front Wheel Drive when British Leyland took over their premises from Volvo?



Alwyn Briggs caught this split action shot of MG Car Club secretary Brian Tabbin, when he rolled his TD during the opening meeting of Lakeside. Tabbin suffered severe knee injuries during the spill.



Photos from top: A rare photo of Brian - taken by his good friend Kerry Horgan in July 1980; In Gertie at Lakeside in March; the day of the accident; the accident; the aftermath of the accident; Brian and Gertie tow the sled in a gymkhana at Tingalpa; Brian back in competition at Warwick hillclimb in Nov 64; Brian doing a parade lap at the AGP at Lakeside 1966 in Les Murphy's P type which he had brought up to Brisbane for the occasion.

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CHAPTER Chatter

BUNDABERG & DISTRICT CHAPTER

Sunday 13th January 2019

Well another year has arrived and our first run for the year was at the Bundaberg Services Club for Breakfast and a run to the coast.

We had a great roll up of thirty-eight of our members and also Rod and Chris - and their Peugeot - who are going to join our club. Our announcement for the morning was our new Coordinators are David and Jenny Cook (Photo attached). A great welcome to them both and they will be well supported by all our members.

There was lots of chats during the course of the breakfast to catch up on what we have been doing over Christmas and New Year. Our first six months is planned and looks like it will be an exciting year for the club.

Once breakfast was out of the way we had eight cars loaded up and we headed to Elliott Heads via the Hummock (a very small Mountain on the way to the coast).

Once arrived as always we have a number of

people from the public to check out the cars. Coffee and Ice cream etc at the Kiosk and look at that view over-looking the mouth of the Elliott River and the ocean.

Another fantastic day was had by all of our members (Bundaberg & District Chapter). Thanks Eric Beckmann

Sunday 3rd February - by Dave Cook

Firstly I would like to thank Eric & Janelle for their much needed assistance and efforts in setting up this Chapter and the assistance they have given Jenny and me in taking over the Co-ordinator's position.

My first run as co-ordinator with Judy organising the run, we arrived at our usual spot on Quay St. participants were David & Robyn Seaton MX5, Judy O'Donaghue MGB, Larry Lipscombe Porsche, Adrian Titmarsh & Della MX5, Eric & Janelle Beckman MGB, Selwyn & Sue Presser Mercedes, Peter & Margaret Elsen MGB GT, Doc & Trev Trevallyn Saab, Patricia Peugeot, Ian Brooke & Robyn





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MGCCQ 2019 Calendar

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The following abbreviations are used for Chapter names:

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

MARCH		
1	CAP	Cruising Yacht Club Dinner
1	MGCCQ	Noggin 'n' Natter at the Clubrooms with Rocker cover racing
2	BUN	Cars Crumbs & Coffee
2&3	MGCCQ	Rd 1 of 2019 Hillclimb series at Mt Cotton (CP)
9	MGCCQ	Interclub Sprint at Morgan Park organised by Porsche Club (P)
10	BUN	Mystery Run
10	FNQ	Day run
13	DDC	Mid-week Lunch Run
15	MGCCQ	Noggin 'n' Natter at the Clubrooms
17	CAP	Day run to the Caves
21		GEAR day at Qld Raceway
23/24	MGCCQ	Rd 2 of 2019 Hillclimb series at Mt Cotton (CP)
27	MGCCQ	Midweek run organised by Allan Tebbutt with optional o/n stay at Tin Can Bay
29	MGCCQ	CAMS State Championship races Rd 1 at Morgan Park (CP) organised by MGCCQ
31		Prenzlau Pride Car & Music Show
31	DDC	Monthly Run
31	BUN	Bucca Hotel
APRIL		
5	MGCCQ	Noggin 'n' Natter at the Clubrooms
6	BUN	"Cars, Crumbs & Coffee"
6	CAP	Bonfire at Galloways
7	BUN	Arkana Tea Gardens
7	FNQ	Day Run
7		HSCCQ Event - details to come
10	DDC	Mid-week Lunch Run
13		Wondai sprints
19	MGCCQ	2019 National Meeting - Registration and Noggin 'n' Natter
20	MGCCQ	MG National Meeting - Concours and Theme night
21	MGCCQ	National Meeting - Hillclimb at Mt Cotton or Observation run
22	MGCCQ	National Meeting - Motorkhana/Kimber run/Trophy presentation dinner
23	MGCCQ	National Meeting - Farewell breakfast and Delegates Meeting

24	MGCCQ	Midweek run organised by Bruce Mutch
24		GEAR day at Lakeside
25	CAP	Agnes Water
26	MGCCQ	Possible Night Observation run (Competition Points)
MAY		
3	CAP	BBQ at Parkhurst Driving Range
3	MGCCQ	Noggin 'n' Natter at the clubrooms
4	BUN	Mingo Crossing
4	BUN	Cars Crumbs & Coffee
4		Whitsunday Sporting Car club rally
4		HRCC - Autumn races at Morgan Park
5	FNQ	Day Run
5		HSCCQ Event - date may change /details to come
8	DDC	Mid-week Lunch Run
9		GEAR day at Qld Raceway
10	MGCCQ	Possible Night Observation run (Competition points)
11	MGCCQ	Test 'n' Tune at Mt Cotton
17	MGCCQ	Noggin 'n' Natter at the clubrooms
19	BUN	Burrum Heads
19	CAP	Sunday drive & progressive dinner.
22	MGCCQ	Midweek run organised by Joy and Trevor Jones
26	DDC	Monthly Run
26		Macleans Bridge display at Belmont Rifle Range (SP)
26	CAP	Classics by the Coast
26		HSCCQ Event - details to come
30	BUN	Bundaberg Show
31	MGCCQ	2019 Qld Hillclimb Championships at Mt Cotton Hillclimb - unofficial practice day
JUNE		
1	BUN	Cars Crumbs & Coffee
1	MGCCQ	2019 Qld Hillclimb Championships at Mt Cotton Hillclimb - official practice day
2	FNQ	Day Run
2	MGCCQ	2019 Qld Hillclimb Championships at Mt Cotton Hillclimb - competition day
7	CAP	Evening meal at the beach
7	MGCCQ	Noggin 'n' Natter at the clubrooms
8		HRCC Noosa Muscle Car Challenge Winter Hillclimb
12	DDC	Mid-week Lunch Run
16	BUN	Bundaberg Coast

16	CAP	Archer Park Rail Museum & Mt Morgan
19	CAP	Great Southern Expedition
20		GEAR day at Lakeside
22/23	MGCCQ	Rd 3 of 2019 Hillclimb series at Mt Cotton (CP)
26	MGCCQ	Midweek run with optional o/n stay - organised by Brian Ponting
28		CAMS State Championship races Rd 2 at Morgan Park (CP) organised by CORD
30	DDC	Monthly Run
JULY		
5	CAP	Rocky Sports Club
5	MGCCQ	Noggin 'n' Natter at the clubrooms
6	BUN	Cars Crumbs & Coffee
10	DDC	Mid-week Lunch Run
12	MGCCQ	Possible night observation run (CP)
13	CAP	Gold Rush Hill Climb - Mt Morgan Range
13		HRCC - National races at Morgan Park
14	BUN	Birthday Lunch
14	FNQ	Day Run
14		RACQ Motorfest (SP)
20/21	MGCCQ	MGCCQ - Rd 4 of 2019 Hillclimb series at Mt Cotton (CP)
21	DDC	Jumpers & Jazz RACQ Car Display
21	CAP	Blackdown Tablelands
24	MGCCQ	Midweek run organised by Neil Summerson
25		GEAR day at Lakeside
AUGUST		
2	CAP	Evening meal at the beach
2	MGCCQ	Noggin 'n' Natter at the clubrooms
3	BUN	Cars Crumbs & Coffee
14	DDC	Mid-week Lunch Run
16	MGCCQ	Noggin 'n' Natter at the clubrooms
17		Leyburn Sprints
18		HSCCQ Event - details to come
22		GEAR day at Qld Raceway
23	FNQ	Yungaburra Weekend
24	CAP	Moura Coal & Country Festival
25	DDC	Monthly Run
25	MGCCQ	Concours (CP)
25		A day in the country

28	MGCCQ	Midweek run organised by Barry Lutwyche
30	MGCCQ	Possible night observation run (CP)
SEPTEMBER		
6	CAP	Pine Beach Hotel
6	MGCCQ	Noggin 'n' Natter at the clubrooms
7	BUN	Cars Crumbs & Coffee
7	MGCCQ	Rd 5 of 2019 Mt Cotton Hillclimb Series (CP)
8	FNQ	Day Run
11	DDC	Mid-week Lunch Run
15		HSCCQ Event - details to come
20	MGCCQ	Annual General Meeting/Noggin 'n' Natter
21	CAP	Myella Farm Stay
22	MGCCQ	All British Day - Brisbane (SP)
25	MGCCQ	Midweek run - organised by Alex Cairney
26		GEAR day at Lakeside
27		CAMS State Championship races Rd 3 at Morgan Park (CP) organised by QRDA
29	DDC	Monthly Run
OCTOBER		
4	CAP	Parkhurst Tavern
4	MGCCQ	Noggin 'n' Natter at the clubrooms
5	MGCCQ	CAMS Club Challenge and Interclub Hillclimb at Mt Cotton
6	FNQ	Day Run
9	DDC	Mid-week Lunch Run
18	MGCCQ	Possible night observation run (CP)
20	CAP	Keppel Island
23	MGCCQ	Midweek run - organised by Denis Thomas
24		GEAR day at Qld Raceway
26		Australian Hillclimb Championships (in NSW)
27	DDC	Monthly Run
27		HSCCQ Event - details to come
NOVEMBER		
1		CAMS State Championship races Rd 4 at Morgan Park (CP) organised by MGCCQ
1	CAP	Tsuruya Japanese Restaurant
1	MGCCQ	Noggin 'n' Natter at the clubrooms
3	FNQ	Day Run
9		HRCC - Noosa Summer Challenge Hillclimb
13	DDC	Mid-week Lunch Run

Overden MGB, David & Jenny Cook MGF. We had good weather after a lot of hot days allowing us to drop the tops on our cars.

After a short meeting and chat we headed on a short run to the Alloway markets on the Goodwood Rd where most of us brought our own morning tea, although a few of the members succumbed to the available coffee and cakes, some bought fruit and vegetables. From there we drove to the Bargara Golf Club for lunch and refreshments, to be met by Bob

and Sue Murray, Larry had detoured to pick up Brenda from home so we had 24 people for lunch. It was a short run but allowed us to keep in contact and have an enjoyable day.

Next run was to have been to Woodgate beach combined with the Wide Bay Chapter but this had to be cancelled due to unpredictable weather.





CHAPTER Chatter

CAPRICORN CHAPTER

20 Jan run - Phil Henry, Deputy Coordinator

The first run of each year for the Capricorn Chapter has traditionally been to the BBQ area at the top of Rockhampton's Mt Archer, giving all participants a break from the much hotter weather at sea level (or just above) at this time of year.

Coastal participants met at the Oaks servo as usual, the only point of interest being Jim Armstrong in his Merc. Apparently owning three MGs is insufficient to actually have one available to drive. As the new committee has yet to decide on the annual awards structure for 2019, this absence of MGs will simply be noted, and Jim will need to excuse himself from any committee discussions on the grounds of potential conflict of interest.

Anyway, the run to the meeting point at Frenchville Rd was uneventful and, on arrival, the group found a goodly bunch of Rockhampton inhabitants along with Brian and Glenis Russell who had come up from Biloela where it was apparently much hotter. As time progressed more and more cars arrived, eventually numbering 20 in total, a good turnout indeed. Jo Emmert, assisted by daughter Katie, took command of the poker run. There was much interest in the pristine Mk 1 (Bugeye) Austin-Healey Sprite of new members Tom and Janelle Coe, and then it was time to climb the mountain.



Several assurances had been received from Council that the road, which has been undergoing major repairs for some time, would be open to us. And indeed, it was. Unfortunately, Council had neglected to inform us that because the road has been closed for repairs, the picnic area had not been

maintained and the BBQs were not functional. This put a major spike in the plans for cooked meats which are traditional for an Aussie BBQ. The only response was to have a beer or wine, or two, and think about it. Laurie and Beth Chetter had the foresight to bring a small BBQ of their own and made it available to other members, who were duly grateful. Well done!

However, the good times couldn't roll for ever and eventually reality had to set in, although some members did go for a stroll on the new walking track and lookout point. The poker run was drawn, with the winners being John Cowie and Tom and Janelle Coe, getting their membership off to the best start!

Finally, everyone disappeared in different directions, some straight home, some to the Boathouse Restaurant, and at least one car to the Boat Club. Gurney and Gloria decided to see if there were any free BBQs at Kershaw Gardens, and reported back to say no, it was chockers.

Participants

- | | |
|-------------------------------|-------------|
| Ian Wilhelmsen | MGB |
| John Rowe | MGA |
| Dave & Anna Tempest | MGF |
| Darryl & Joy Penridge | MGB |
| Jo & Katie Emmert | MGB |
| Tom & Janelle Coe | Mk 1 Sprite |
| Phil & Margaret Henry | Midget |
| Gurney & Gloria Clamp | MGB |
| Rae & Jack Cowie | MGF |
| Ian & Rosemary Carleton | MGB |
| Jim Armstrong | Mercedes |
| Brian & Glenis Russell | MGB |
| Rick & Michele Taylor | Corvette |
| Ian Henderson/Chrissy Johnson | Midget |
| Rosco James | Mazda MX5 |
| Laurie Chetter & Beth Dunlop | MGB |
| Martin & Narelle Adamson | MGB |
| Clare & Paul Lynam | MGB |
| Gary & Robbie Galloway | MGB |
| Neville & Barbara Funch | MGB |

1 February - Dinner Run

The first Friday dinner run of the year was to Rockhampton's evidently very popular Boathouse restaurant. On arrival members found the place buzzing with bright young things, so our relatively grizzled (well, the

blokes anyway) appearance was something of a counterpoint. There were 21 of us in total, so a good roll-up indeed.

The staff, well under the pump with the number of customers, made us all welcome and, once the meals had been ordered, they arrived very quickly - with the possible exception of Ian Wilhelmsen's order, which must have been some special variation. That said, Ian was far from fazed as the conversation was flowing freely. Notable amongst attendees we haven't seen for a while were Pat and Stephanie Sullivan and Trevor Anderson and Glenis Benson.

Regrettably, your humble correspondent had to leave early. But not before it was pointed out to him that newly installed Coordinator, Gary Kunst, had managed to secure the prime parking spot right in front of the restaurant. What does this tell us?





13 February – Visit to Rockhampton Auto Group MG Dealer, 2019 - by Gary Kunst Co-ordinator, Capricorn Chapter, MGCCQ.

Something new to our calendar was an invite from the local MG Dealer (Rockhampton Auto Group) to display our classic MGs in their modern show rooms alongside the new models.

Despite the very hot weather, we had a great roll up with 13 members' cars and another 2 from potential new members who came along for a look.

Kandi Latimer, Marketing Co-Ordinator for Rockhampton MG, was a great host and looked after us with great food and coffee while the cars were on display in the air conditioned premises.

Quite a lot of interest was shown by members of the public who came in for a look. On a lighter note, we were glad that the floor of the show room was polished tiles because one older model MG dripped a lot of oil and coolant on the floor which left us scrambling for something to mop up with. Something to work on there John Rowe!

It was great to see a few potential new members come along. We welcome Ian Hamilton, Jim Bell, and Shannon & Lauren Clein and hope you join the MGCCQ and come along to some of our events. Attendees on the day were;

Gary Kunst, Jim Armstrong, Jack & Rae Cowie, Phil Henry, Neville Funch, Bob Holbeck, Robbie & Gary Galloway, Ian Henderson & Chrissy Johnson, Terry Dwyer

& Anne Burbridge, John Hinton, Phil White, Gurney Clamp, and John Rowe.





the lucky door and Tom & Janelle Coe won the poker hand with a diamond flush from Phil & Margaret Henry with two pair.

It was great to see new members Ian & Judy Hamilton come along as well as returned members Martin & Narelle Adamson. Their memberships to the MGCCQ are well underway and we look forward to seeing them all on a regular basis. Another guest who attended the breakfast was Keith Fullard who came with John Rowe. Keith is a vintage motorcycle collector and also has a Porsche, so he fitted in well with the conversation.



But the guest list doesn't stop there. Jo Emmert has been hosting four Japanese students and while they didn't join us for breakfast, they did enjoy a ride in the MGs. Jo brought Katie Emmert's MG3 and Ian Wilhelmsen gave them a ride in his MGB roadster. I'm sure they had a good time.

Following breakfast, we all travelled to Emu Park where we visited the Historical Museum. Former club members Alan & Evelyn Morieson were there to open up and make us welcome. Wow, what a great little museum it is. If you haven't been there, I suggest you put it on your list of things to do. Many thanks to Alan & Evelyn for looking after us. It was good to catch up again.



After we had finished at the museum a number of members went to the Piney (Pine Beach Hotel) for a refreshing ale, a light lunch and spirited conversation. While there, we were lucky to see two distinguished looking gentlemen ride in on their very early model Indian Motorcycles.

17 February - Breakfast at Beaches Restaurant, Rosslyn Bay - by Gary Kunst

It was perfect weather on the Capricorn Coast today. We had a large contingent of 31 people who attended breakfast in a lovely cool setting at Beaches Restaurant at Rosslyn Bay where we were well looked after by the restaurant staff and management.

Jo Emmert had organised a poker run and a lucky ticket competition which added to the fun of the morning get together. Ian Carleton won

By this time it was getting close to Grandad Nap time, so everyone departed for their respective homes.

Attendees on the day were;
 Jim & Sandra Armstrong, Paul & Claire Lynam, Gurney & Gloria Clamp, Gary & Julie Kunst, Rick & Michele Taylor, Ian Wilhelmsen, Tom & Janelle Coe, Ian & Judy Hamilton, Phil & Margaret Henry, John Rowe, Keith Fullard, Dave & Anna Tempest, Jo Emmert, Martin & Narelle Adamson, Neville & Barbara Funch,

Phil White & Grandson Fraser, Ian Carleton, and Garth & Leslie Barnes.
 The Japanese girls came from Nagoya.
 Their names are Natsumi Hayase, Haruna Maekawa, Hinako Isaki and Akane Bando.
 Use photos 17 Feb 1-7



1st March run – Dinner at the Capricornia Cruising Yacht Club, Rosslyn Bay - by Gary Kunst
 Well, not so perfect weather for our outing on Friday evening, but 28 members from Rockhampton and Yeppoon regions braved the elements and came along.

We were well looked after by the staff at the CCYC and well fed by St Ursula's College who were the caterers for the night. There was plenty of chatter going on around the tables and it was good to see a good mixture of old and newer members come along.



A special mention needs to be made regarding Terry and Anne who have temporarily joined Ian Wilhelmsen in the exclusive group of people who travel in all sorts of weather with the top down. I believe Terry has had the roof off doing some work and, as it wasn't raining in Rockhampton, they decided it would be great for a night time drive to Yeppoon. Oh dear, it was raining in Yeppoon! We hope you dried out okay Anne!



Following dinner at the CCYC, most headed for home while the few remaining went to Beaches Restaurant for coffee and more chit chat.



Attendees on the night were; Rae & Jack Cowie, Laurie Chetter & Beth Dunlop, Gary & Julie Kunst, Ian Wilhelmsen, Gurney & Gloria Clamp, Terry Dwyer & Anne Burbidge, Phil Henry, Daryl & Joy Penridge, Rick & Michele Taylor, Bob & Yvonne Holbeck, John & Lyn Hallett, Tom & Janelle Coe, Pat & Stephanie Sullivan, Ian Henderson & Chrissy Johnson, Jim & Sandra Armstrong.



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CHAPTER Chatter

DARLING DOWNS CHAPTER

by Glen Hadfield

Twilight Run 16th January

Venue: Blue Mountain Hotel

Welcome to 2019. As with previous years, the Chapter's first run was a twilight get together to avoid some of the heat, and this year it was definitely an imperative, given some of the record temperatures experienced over summer. Having said that, gathering at the Blue Mountain Hotel, with its views of the valley and the breeze coming up the range, everyone forgot about the heat as they took the opportunity to catch up before heading off on the run.

A short, late afternoon run took us for a loop around the Gowrie, Kingsthorpe, Glencoe locales to enjoy some curves and inclines, before making our way to parts of the new second range crossing that have been opened – this gave everyone a chance to stretch the legs of the MGs with little traffic on the new road and to have a look at the completed sections.

Obviously, the convener was a bit rusty in the

herding skills department as we lost a couple of members at the first roundabout. There was no chance of them missing out on a feed though, and we were all back together at the hotel for dinner.

A good roll up, with members usually keen to get out at the start of the year. Participants were: Darryl Bell, Rob and Narelle Fraser, Gene and Faye Lucas, Ron and Judy Gillis, Helen and Ian Goodfellow, Rob and Ferne Callow, Owen and Kay Douglas, Delia Morey, Cheryl Francis and Jenny, Michael and Marilyn Keating, Brian and June Phillips, Tony and Leigh Wright, Glen and Bev Hadfield, Pat Bermingham, Gary and Janis Lawrence.



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Lunch Run 13th February 2019

Venue: Club Glenvale Toowoomba

A wonderful first catch up of members for the year! Not too many MGs to be seen but a variety of vehicles that house the wonderful invention called air-conditioning. The 41 degree temperature in Toowoomba kept a lot of our pride and joys at home having a rest as it was not the ideal conditions for mature sports cars.

Always a perfect venue on these warm summer days is club Glenvale and 21 intrepid members ventured out to enjoy nice food and great company. It was wonderful to see everyone at our first get together since November last year, and find out all the gossip from over the Christmas and New Year break. A few ills and chills as well.

Plans are well in hand for the next lunch venue at the famous Horse & Jockey Hotel in Warwick on Wednesday 13th March. Hopefully the weather will be kinder so more classics can be taken for a drive.

Attendees

Phil & Marilyn O'Brien	Mazda RX8
Kev & Sylvia Johns	Ford Ranger
Guy & Pam West	Subaru
Rob & Narrelle Fraser	Mitsubishi
Brian & June Phillips	MG
Janis & Gary Lawrence	Pajero
Gene & Faye Lucas	Mercedes
Greg & Alison Lewis	Peugeot
Greg & Beth Newey	BMW
John McLean	BMW
Helen Goodfellow	Corolla
Glen Hadfield	HSV ute



Monthly Run 24th February 2019

Ian and Cheryl Andersen were the conveners for our first Sunday run for the year and they came up with a very interesting morning for a fairly large group of members, including a couple of new ones – we welcomed Glen and Liz for their first run. We also had some visitors looking to join the club, who came along for the run.

A perfect top down day saw us venture down the range via Flagstone Creek and through a loop to Esk and beyond where, close to Toogoolawah, we enjoyed the hospitality of Carolyn and Todd on their property. Here we enjoyed morning tea in the shelter of their pavilion. Although very dry



at the moment, the area remains picturesque and it was an enjoyable break.

Post-morning tea, we returned via Esk back up the range to the Cabarlah Hotel for lunch. The drive back actually got a little cool – very strange after the hot temperatures around the area over summer. At the pub, we were joined by other members who couldn't make the drive.

A good start to the year, as we move away from summer.

Participants for the day were Gary and Janis Lawrence, Gene and Faye Lucas, Ian and Cheryl Andersen, Rob and Narelle Fraser, Owen Douglas, Ian and Jenny Roberts, Glen and Liz McKone, Glen and Bev Hadfield, Cheryl and Frank Francis, Ron and Judy Gillis, Steve and Lauren Ingerson, Brian and June Phillips, Helen Goodfellow and visitors Stephen and Sandra Strange.



CHAPTER Chatter

WIDE BAY CHAPTER

by David Hall and Lyn Hayward

Sunday 13 January 2019 - by David and Lyn

The Wide Bay Chapter had its first run for the year. A twilight run was chosen due to the warmer days to finish at Urangan Pier Park where we all enjoyed Fish and Chips or a BYO picnic.

There were 39 members driving 18 cars including 5 MGs with the remainder being a great collection of some very collectible cars. We only had a short run in the countryside arriving at the Pier Park about 5.15pm before settling down under the big Moreton Bay Fig tree where we enjoyed each other's company immensely.

There was lots to talk about with some new ideas coming forward for our runs this year and they will be added to the list that we have put together for the members.

It was nice to see new members Moeum and Yem come along and also Darrell and Jackie's Granddaughter Sarah.



26 January 2019 Australia Day - Wide Bay Chapter's 14th Birthday Run - by David and Lyn.

This was a great day to hold a 14th Birthday Party and to have plenty of members to celebrate it with!

A small number arrived at the information centre at Hervey Bay for a 9.00 am start including our Chapter controller David Miles who had decided to come all the way from Brisbane to enjoy the day with us all. We drove through to Maryborough and picked up another substantial number of members waiting patiently at the Teddington Road intersection. Our numbers had swollen to 23 members all looking for a piece of that 14th Birthday Cake that had been iced by our local Woollies store with a great deal of expertise.

On arriving at the weir we all stopped to remember our founding Coordinator Ian Luigi (Emm Gee) Bryant with a bit of a talk on how the Chapter was formed by him 14 years ago when David Miles was President of the MGCCQ. They both had a vision for the Club to form Chapters throughout the state and that is exactly what has happened. David Miles gave a short talk about the club and the Chapters and he then cut the cake for all to enjoy.

On completion of morning tea we crossed the Weir driving through the beautiful Bidwell area through Maryborough to finish at the Burrum Heads Hotel for a nice cold drink and a lovely fresh meal. Upon our arrival Darrell and Jackie and Granddaughter Sarah were there to greet us and Diliys drove up on her own as David was working. Missing were Paul and Yvonne who didn't make the distance due to MGF teething problems.

It was nice to see Peter and Margret Elson and Selwyn and Sue Presser, past members of the Wide Bay Chapter and now members of Bundaberg and District Chapter, make the effort to drive down from Bundy for our 14th Birthday Celebrations.

Great day was had by all of the 32 Members who came for the day's outing.



Wednesday 13 February - Midweek Run

It was the day before Valentine's Day and it was forecast to be a very hot day (in the mid 30 degree mark); however, that didn't deter our members most of whom were waiting at the Information Centre in Hervey Bay to enjoy a day out in our cars.

Two new members - Noel Guy with his red MGB and John Nash and his LHD Bug Eye Sprite - joined the array of sports cars driving the road to Maryborough. It was a site to behold various coloured MGs, BMWs, Porches, and that magic Ferrari all gracing the strip of tarmac between Hervey Bay and Maryborough.

On arriving at Anzac Park we met up with Greg and Anne who were to lead a tour around Maryborough West and the Mungar Area. On leaving the parking area Rodger and Lorraine's MGB had no drive - broken axle! A few stayed behind to assist them and waited for a tow truck to arrive and transport the "B" to Hervey Bay while the others went on Greg's tour with all finishing down on the wharf at Maryborough for some lovely home made scones and nice hot coffee - just what was needed after all the dramas of the morning.

We all had a great time out and about in our cars and it was nice to see Bob Curuthers there after his fight with a rotary wire brush that tried to demolish all the skin off his left forearm. It's still sore but he should be back driving his beloved MG TF 160 in two weeks. Until then he will have to rely on Diane to run him around in the Getz. Our new members, John and Noel, are very nice company and we are looking forward to many more outings together in our Chapter.





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Friday 22nd February - Noggin 'n' Natter

We were invited to Rod and Leonie's home in Hervey Bay for the first Noggin 'n' Natter for 2019. There were 18 members attended a wonderful evening put on by our hosts Rod and Leonie. We all turned up in fancy dress costumes to add to the festivities of the night.

Peter and Renate had on their traditional Austrian Costumes while most others decided to dress in bright shirts and dresses. Peter cooked the sausages to perfection while Leonie put together a lovely fresh salad to go with them finishing up with some delicious home made cakes by Renate. After our meal Rods barista-made cappuccino was my choice of the night.

Rod showed us his latest car design he was building to compete in the MG National Meeting over Easter. You will need to be there to see him competing at a very high level (Just watch out Queenslanders, Wide Bay is coming to blitz the field at the Nationals over Easter)

We had a great fun night as we all do when we get together and are looking forward to our next run on Sunday if Cyclone OMA stays away.



Sunday 24th February

The Bundy Crew pulled out of our Combined Chapter Run to Woodgate Bowls Club. This was due to the high seas and strong winds whipped up by Cyclone OMA. We decided to give that venue a miss too and thought why not have a trip south into the country instead and head towards our southern members and someone may wish to join us?

There were 7 Cars, 14 members and 1 visitor - Andrew Carr in his Ford GT Mustang who was invited by John Carroll to come along and meet us. We travelled to Maryborough for morning tea at Anzac Park where we were met by another six members and 3 cars.

After Mornos Bob and Diane Carruthers became our fearless leaders heading over the railway line towards Biggenden they showed us a very pleasant drive through the countryside driving the back road through Yerra to Mungar and on to Tiaro to the 100 year old Hideaway Hotel. On arrival it was nice that Peter & Delia Rayment had joined us taking the opportunity to promote the National Meeting.

After our meal Delia gave a talk about the National Meeting that MGCCQ were hosting this year and letting them all know about the fun and friendships you can make when attending these National Meetings.

We were invited to drop into Bob and Diane's home to look at the beautiful cars that Bob has restored and we weren't disappointed. Thanks Bob & Diane for inviting us to see your collection it was the perfect finish to a lovely day out with our car club family.





A Vardom with a View!!

(How I bought my first MG)

On a fine spring morning back in the days of black and white TV (at least for those who could afford one of these new-fangled family social wrecker), I sat out to buy my new, second hand car.

Since my seventeenth birthday when I'd been granted my own personal and much vaunted DRIVER'S LICENCE by a police driver's licence tester, whom, I was advised, having handed me my special pot of opportunistic gold, shortly fainted and was rushed to intensive care. I am sure he recovered. It is just that the car I borrowed to perform my test, suffered total brake failure, having just crested a fairly major hill. I believed I'd performed with great aplomb - really, I missed every unwitting, and probably legally licenced driving suffering the misfortune to share my steep and rapid descent.

The real problem was that the optimistic policeman, wanting to help, had pulled on the handbrake fairly vigorously. I know that as he had the entire mechanism in his hands. I did the right thing, explained that the car was not mine and that I would advise the rightful owner of the imperfection.

I subsequently did tell the benefactor friend of this, and he said he would fix it before his sister went for her licence. He'd had no trouble 'til then as he carried a large bottle of methylated spirits on the firewall which gravity fed the braking system, but removed it for my big test day so that the tested wouldn't notice the largish bottle attached to the windscreen by double sided tape.

Anyway I digress ... sorry ... about the MG. The driving test convinced me that I was a superb driver; I mean, the brakeless test car

was a Buick about fifty foot long and I hadn't crashed it! Stirling Moss, eat your heart out!

So like most suckers, I scanned the classifieds for a suitable, sporty car, and narrowed the field down to a Riley Sedan ... remember those? Suitable for my astounding skill, sporty and dignified. So I rushed to the car yard clutching my wallet. The Riley was sold! I explained that I had walked, bare footed, for six hundred miles just to buy THAT car, but no, they said, its all paid for an' all.... Weep.

So I slunk tearfully around the car yard, my hopes shattered. THEN I SAW IT!!! a black MGTC. I sat in it, tears drying "You like that? Take it for a drive mate!" "But it holds only two people!" "Yeah, but wail 'til you see the fluff that'll jump in it!" Oh well - I pulled the starter. You have heard of love at first sight?!! MTTC had a straight through, heavy gauge copper exhaust. Burble, Burble, Burble.

And then I saw the view!!!!!! A long, shiny, black, bonnet and those two chrome headlamps! "Rev it mate! You have to rev them a bit!" said a distant voice. Why not?

Varooooooooommmmm !!! Joy !!! More Varooooooooommmmm ... even more ... vvvaaaaaarrrrrrrroooooooooommmmm.

"Take it for a drive" said that voice.

But no !!!

I was terrified that I wouldn't like it!

I meekly handed over my life's savings!

I had bought a vaaarroooooooooommm with a view. And I've never regretted it!

Brian Tebble

Competition Corner



Final round of the 2018 Hillclimb series by Ace Reporter

(Ed: Because of tight timetabling of this event and the deadline for the last Octagon the report of the final event for 2018 has been published on the Hillclimb - Results page of the Club website as a pdf file which you can either read or download.)

COME AND TRY HILLCLIMB 9th February - by Jim Scott

The fans and followers of the Mount Cotton Hillclimb started 2019 with a Come 'n' Try day on February 9. This popular event was oversubscribed within the first few hours of being able to lodge registrations. 30 successful motorsports enthusiasts started early Saturday morning completing registration, scrutineering and the mandatory Hillclimb walk. Having been divided in groups with experienced competition drivers leading, the Hillclimb walk explains the apexes of the 10 corners, tricky cambers and offsets that make Mount Cotton a most challenging circuit.

Fortunately, the early morning walk offered better conditions as the temperature rose to high 30s as the morning progressed.

After the drivers' briefing, the entrants took their cars around the course with a tutor beside them. After two runs with an experienced hillclimb competitor, they were able to run solo for further runs.

The Come 'n' Try day is a proven event to encourage new participation in not only Hillclimbing but Motorsports generally. Their popularity was such further C'n'T days are being considered. The next one is proposed for May.

After the Come 'n' Try morning a Test and Tune afternoon was conducted for drivers to test their vehicles and get some practice before the Club's Hillclimb Series starts on March 2.

The day was a milestone for 14 year old Jeremy Mattea who has spent most of his life at the various events helping out in many areas. Jeremy mastered the skill of hill starts on his first run and by the end of the day had

taken 6 seconds off his times as his confidence increased.

The event and the excitement of this event has been captured by Cale Teale, a 2nd year Griffith University Visual Arts student in the presentation "Waiting for you" <https://www.youtube.com/watch?v=0t6ucO9tf1M>. Cale has several YouTube videos capturing the 2018 Inter-Club Challenge at the Hillclimb and a compilation of Mount Cotton Events. Cale has a passion for both videography and motorsports with commendable results.

The Mount Cotton Hillclimb Series commences March 2 and 3. Details of all the meetings are available from the CAMS Calendar, Facebook (<https://www.facebook.com/MG-Car-Club-of-Qld-Inc-and-Mt-Cotton-Hillclimb-470803376284995>) or the Club's Website (<https://www.mgccq.org.au>).

The following photos were taken by Craig Hutchinson and start with the novices - the Come and Triers - walking the track through to some of our most experienced and successful hillclimb specialists checking out their cars - and their competitor - for the coming season. Who was that is the white car??? We'll have to wait and see....

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CAMS EXPO

The Annual CAMS EXPO was held in February at Beenleigh and Ian Colley's photos below show that the MG Car Club of Qld was represented in a number of ways.



COMPETITION EVENTS FOR FEBRUARY by Ace Reporter Combined Come 'N' Try motorkana and Khanacross on 24 February

The motorkhana part of the day had two sections - one for the test patterns being used at the National Meeting viz. Craziest Square, Bent Slalom and Jellyfish. Members trialling these patterns were Don Webster (MGTD), John Walker (Honda Jazz), Sandra Walker (MGA), with James Jonklaas (MGBGT) who ventured up from Grafton and was enjoying his first

motorkhana.

Two khanacross test areas in the lower pit area plus the end section of the drag strip using the long braking section formed the test. Chrystellee Semple competed in her Falcon in the khanacross.

Night Observation Run

Friday night had the start at Rocklea with those venturing out given a number of intersections to find and re-organise into an economical route. First there was a mud map series to bring the runners into the Darra suburb near the rail station. Then the route went over the Centenary Motorway to their sorted intersections in the Sumner Park industrial area, Jindalee, Westlake before crossing the mighty Brisbane River to the Kenmore then Brookfield area.

End point was the Kenmore Plaza where the eateries were open and available for Don Webster / Ann Webster (Hyundai), Jim Scott / Hayley Ritchie (Hyundai), Brant Rayment / Selina Rayment / Rebecca Rayment / Emily Rayment (VW Amarok).



2/3 March -- CARRIC TIGHE CAMS HILLCLIMB SERIES ROUND 1

Again the MG Car Club is promoting a six round hillclimb series for this year. After months of dry weather the best way to encourage rain is to promote a sporting event. The first and second rounds of the New South Wales State Hillclimb Championship were on at Bathurst on the same weekend attracted some of our regular open wheeler runners. This enabled them to gain valuable experience for the Australian Hillclimb Championship for this year which will be held at Bathurst in November.

The first round of the Mount Cotton hillclimb series attracted 6 new drivers as well as 3 junior drivers.

Saturday at Mount Cotton delivered some water from the skies but by mid-morning the drivers commenced their runs as there was a dry track

by then. To show the track was still quick Phillip Dalton lowered his Class record which he had set in November 2017 from 49.53 seconds to 49.20 on his third run then to 48.97 seconds on his fourth run with a final mark of 48.96 seconds on Sunday.

During the Christmas period Flavio Paggiaro had acquired the ex Wayne Henman MGF and, as the MG had not been used for a long period of time, replacement of the computer and wiring (which had some corrosion) was necessary in order for the MG to start. Phillip Bryan has acquired a 1971 Torana which was owned by Steve Griffith of Steve Griffiths automotive. The Torana comes with a long history in club motorsport mainly in the Sydney area and is powered by a 179 cu in HP engine and uses triple Weber carburetors. Although the Torana has not been used for about 20 years Phillip has commenced to develop the vehicle and already the suspension has been rebuilt by Accurate Suspension.

David Quelch has replaced the floor under the engine area of his Honda DPQ Special with a new aluminum tray. This and modifications over the Christmas period to the front and rear suspension systems plus bigger brakes on the rear have made the car easier to drive. This showed in David's times as he was fifth fastest at the event with a 41.89 seconds run.

Dave Sidery had his VW Beetle's ECU re-built since the November 2018 meeting as it was found to have two faults. With high hopes Dave began his attempts only to find the engine would not rev above 3000 on his first attempt then next time above 4500 rpms. Ah the fun one encounters when replacing Weber carburetors with fuel injection. Some hobbies are meant to be challenging. More investigations on Saturday located an electrical noise in the ECU giving a false rpm signal meaning too much fuel. Next the rev limiter cutting out was found to be caused by a dodgy crank angle sensor. This was overcome by swapping the sensor with a cam sensor. Some successful yet slower runs saw the Beetle in the trailer and almost ready to be taken home. The intrepid VW clan drivers persevered and found a break in the wiring harness as well as a loose earth wire. Two final runs resulted in the VW performing properly with Dave seeing 6500

rpm over the finish line with the inside rear tyre smoking.

Dave Homer had issues with a new electric water pump not pumping. Although he was the sixth fastest on the weekend these problems limited his competition to two runs on Sunday and then he was not able to run in the top six shootout at the end of the meeting.

Warwick Hutchinson has been able to resolve some teething troubles which were mainly the gear position boost control which manages the power of the rotary turbo. His visiting guru enabled the use of the launch control for the final run on Saturday which enabled a 40.62 time. Ed McCane using the talents of the same guru had found that when the rear gear sprocket was changed in England it was not in sync with the computer.

Thus no computer launch or traction control. Last year the supercharger had seized and this is attributed to the plumbing not being correct plus also some air leaks through the system. Marvellous, these travelling gurus. On his final run on Saturday there was not enough fuel pressure which placed the engine into the limp mode meaning the engine would not rev over 5000 rpms thus the 53.17 second run time.

REGULARITY

Rain overnight presented those in the regularity class with more complications than usual in predicting their estimated times. Robert Martin (Daihatsu Handi) proved better at nominating his times in these conditions for he dropped 26 points with Lindsay Derriman (Toyota Camry down 46 points), Chrystellee Semple (Falcon) had a loss of 48 points and Phillip Bryan in his Torana scored a minus 112 points.

HISTORIC

Class awards went to Barry Smith (Ford V8 Special, Group K, 56.58 seconds), Geoff Cohen (Bulant Clubman Mk 7L, Group Q sports, 47.68 seconds) and Greg Tebble (Van Diemen FF2000, Group R) recording a 42.81 time which placed him seventh fastest overall for the meeting.

SPORTS CARS

Production Sports Cars 1601 to 2000 class went to Rod Thomas (51.79 seconds) in his

Mazda MX5 from Peter Andrews in the Starlight coloured MGF in 54.23 seconds just 0.71 seconds from Flavio Paggiaro (MGF, 54.94), Andrew Lake (MGF, 55.48), Chris Lake (Toyota 86, 56.14) and James Jonklaas having his first run at Mount Cotton in his MGBGT with a best run of 63.53 seconds. Michael Laymore took the over 2 litre engine class with a fine run of 44.33 seconds in his Toyota MR2 from Jay Matsen in his Datsun 240Z recording a 50.98 seconds then Andrei Shinkarenko with a 66.11 time - the only run he completed in his Bullet Roadster for the engine developed an oil leak which was not able to be cured for the weekend.

The Clubman Sports Car class went to Brian Pettit in his Westfield clubman with a 45.22 time which placed Brian in the top ten for the weekend with Ainsley Fitzgerald (Arrow Clubman, 46.12) and Jason McGarry in his Caterham R300 clubman with a best run of 47.51 seconds.

The other classes in the sports car groups went to Jeffrey Graham with a 47.68 run in his Mazda MX5 S/c to take the Sports Cars (Open) class from Ian Finglas (Mazda MX5, 54.79 seconds). Ian had a very long slide out of the first loop on his final run. The Mazda oversteered to the right side, down over the grass verge so all those years of sliding skill gained in the Mulchay Brothers Holden Speedcar at the Exhibition Speedway came to the fore. Cameron Hurman won the Sports Cars (Closed) class in his Mazda RX7 turbo in 51.14 seconds from Stephen Torphey in his Mazda RX7 turbo with a best of his only two runs on Saturday being 51.84 seconds.

SEDAN CARS

Hyundai Circuit Excel class went to Brad Smith with a 52.69 from Euan McGarry (55.53 seconds), Gloria McAndrew (57.18), Jack Turner (59.37) and Jeremy Mattea having his first event to record a best run of 60.98 seconds. A good category in which to commence hillclimbing for this weekend's three junior drivers Euan, Jack and Jeremy.

Modified Production up to 2000 cc went to Noel Dore in his Volkswagen Beetle (53.07) with Karl Reinke recording a 58.01 second run plus Jo Reinke recording a personal best with a 58.80

run in the Hyundai Excel. Brendan Merrick won the over 2 litre class in his Datsun 120Y in a time of 50.36 seconds.

David Smith in the Honda Civic was fastest in the Improved Production up to 1600 cc class with a 50.94 run from Waco Hamlin (Honda Civic, 53.19), Robin Manning (Mini Clubman, 53.48) and Grahame Rumballe in the Volkswagen Golf Mk1 with a best run of 54.28 seconds. After all his work over the two days Dave Sidery took the 1601 to 2000 cc class with a 50.23 time from Greg Cameron (Hyundai Excel), Wayne Ferguson (VW Fastback automatic, 57.27) and Ian Dalglish in the VW Fastback with a 59.31 seconds. Ken Graham took the over 2 litre capacity class in the Datsun 1600 SSS with a 46.09 time from Pauline Graham in the Datsun 1600 SSS in a time of 46.75 seconds.

The only class record this meeting went to Phillip Dalton in winning the Road Registered 1601 to 2000 ccs class in his Honda Integra in 48.96 seconds from Christopher Balhatchet recording a 54.92 second run in his Renault Clio. Harry Doling won the over 2 litre class with a best run in his Holden Commodore SV8 (forsaking the Corolla Levin BZR front wheel drive for rear wheel drive and power) recording a 50.12 time from the Ford Fiesta turbo of Matthew McGrath (53.37), just 0.28 seconds ahead of Ray Balhatcher (Nissan Skyline, 53.65) and the Infiniti G37 of Shawn Seather with a best time of 54.84 seconds.

PRC Rally Cars went to Ferris Lee in his BMW 316 with a best run of 50.98 seconds.

All Wheel Drive Forced Induction class was won by Sebastian Black (Subaru WRX turbo, 46.13 seconds) with John Stuckey second in his Subaru WRX turbo with a 50.13 seconds run. Ross Mackay won the Sports Sedans up to 2000 cc class in his Ford Escort Mk1 with a 45.06 time and Jason Martell with a 51.37 seconds time in his Ford Escort M2 was next. The last occasion Robert Souter competed at Mount Cotton was 14 years ago and now after competing with the Short Circuit and sprints events returned to take the over 2 litre class in his Datsun Sunny turbo with a best run of 48.84 seconds.

OPEN WHEELER

The Superkarts class saw Luke Weiks take the win in his Honda Arrow Kart with a 45.69

time ahead of the smaller engined Silverline 125 Shifter kart of Stephen Edwards (50.04 seconds) whilst the Formula Vee class went to Jim Heymer (Hornet Formula Vee) with a best run of 52.46 seconds.

Jim Milliner took the 0-1300 cc class with a 40.65 run in his OMS 2000M from David Quelch (Honda DPQ Special, 41.89), Dave Homer (Grp A GAE 001, 42.73), Matthew Read (Readster MTR1, 44.30 until engine issues on his third run) with Jeff Daniels in the Nu Tec Formula Libre with a 47.36 time. The 1301 cc and over class went to Warwick Hutchinson on his final run in his OMS 28 RPV03 turbo to record a 39.81 just 0.07 seconds ahead of Ed McCane (DJ Racecars Firehawk 3 S/c) with a 39.88 run then Steven Woodbridge (Dallara F396, 41.11) recording fast times for a basically a circuit Formula Three rather than a hillclimb special.

OUTRIGHT

Saturday

The outright lead switched between Warwick Hutchinson and Jim Milliner. Warwick was fastest on the first run with a 41.92 to Jim's 42.04 before Jim ran a 40.65 to Warwick's 41.13 only for Warwick to be fastest by the end of Saturday with a 40.62, just 0.03 seconds faster.

Sunday

Warwick Hutchinson seemed to have the best time with a 40.62 until run nine when Ed McCane recorded a 40.56 for the top position, then a 39.99 on run 10, 39.89 on run 11, and a personal best in his current car of 39.88 seconds on the final run only for Warwick to run a 39.81 his best to date in the OMS. We also watched as Steven Woodbridge ran a 42.89, 41.59, and a 41.11 to be fourth fastest for the event. Steven was closely followed by David Quelch on 42.19, then 42.05 and 41.89. Also recording great times was Greg Tebble with a 42.81 second run.

TOP SIX SHOOTOUT

Greg Tebble : 42.89, David Quelch 42.13, Steven Woodbridge: 41.07, Jim Milliner: 40.53, Warwick Hutchinson: 40.00, and Ed McCane: 39.73 seconds.

Fastest Time of Day: Warwick Hutchinson 39.81 seconds

Most Improved: Jeremy Mattea

Fastest MG: Peter Andrews

2019 Bathurst from the Safety Car

by Berenice Stratton

Photos by Ross Gibb Photography, Andrew Mutton, Andrew Lake and Berenice Stratton.



Berenice in the Safety Car (photo by Ross Gibb Photography)

The Bathurst 12 Hour always gets our motorsport year started with a bang. The 3 days of support races for Formula Fords, Radicals, Group S and Combined Sedans kept us busy with rolling starts and plenty of on track incidents. The only support category that didn't have any safety car interventions was the Group S category. The Sunday 3.30am sign on for the officials dawned cool, crisp and quiet but not for long. Brad and I were given the honour of doing the rolling start for the 12 Hour race in the beautiful Mercedes AMG E63 Safety Car. This year's event marks the 5th year that Mercedes AMG have supplied the official safety car for the event and the 4.0 litre, twin turbo with 450kW and 850Nm V8 had little trouble leading the pack of GT cars and proved its worth when during one deployment the leader passed the safety car under the green light and we had to chase him and overtake him as he did not know he was the leader at the time.

At 5.25am we were instructed to take our position at the front of the grid while the pre-race grid up took place. At 5.44am we were instructed to turn on the yellow flashing lights and at exactly 5.45am we were instructed to depart the grid on the race start formation lap.

As we brought the field out of Turn 18 Forrest Elbow on the formation lap a fox ran across the track in front of us approximately 50 metres in front of the safety car. We figured the fox was looking for a better vantage point to watch the start of the race! During the 12 hour race the competitors completed a record 312 racing laps and there were 8 safety car deployments with 22 laps under yellow flags. This

was the least number of laps under yellow flag in the history of the race and the second half of the race saw green flag racing for over 3 hours.

The race was won by local Warwick hero Matt Campbell in a Porsche 911 GT3-R, closely followed by Jake Dennis in an Aston Martin Vantage and 3rd place went to Raffaele Marciello in an AMG GT GT3. If you have not been to this event put it on your bucket list and make the effort to go, it's well worth the effort.





The Bathurst 12hr race from the trackside

by Andrew Lake
photos by Supercars/Revved Photography

Since 2011, the Australian motor sporting year has started with the GT3s competing in the Bathurst 12-hour race (previously a production car race). The growth in that time has been exponential with many of the leading GT3 drivers and teams doing battle on The Mountain. The race is now part of the GT Intercontinental Challenge series. To run a major event at Bathurst requires at least approximately 120 trackside officials. At this year's Bathurst 12-hour event, a large number of Queensland officials attended, including four MGCCQ members, Andrew and Sahra Lake trackside and Brad and Berenice Stratton in the safety car (see Berenice's separate article). Trackside, Sahra Lake was the post chief at post 8, between Sulman Park and 'The Grate' and Andrew Lake was the Sector Marshal from the bridge on Conrod Straight to the bridge over Pit Straight (including the Murray's Corner sand trap).

During practice and the support races on Thursday to Saturday, officials were kept busy retrieving cars from the many sand traps and walls as well as flagging the various classes for safety.

Several of the support races were multi-classed events, with leaders lapping the tail enders in almost every race. At Murray's Corner, some of the best racing was in the Group Sb event with 2 MG Midgets and 2 Healey 3000s keeping the 'more powerful' competitors at bay.

The 12-hour race starts in the dark, with the sun rising about 20 minutes afterwards. Watching the cars in the dark is incredible, with glowing exhausts and brakes. From when the safety car pulled into the pits at the start, all competitors were going flat out,

with the marvellous sounds of their engines screaming. This set the tempo of the event with the 'slower' GT4 and Invitational Ginetta and MARC cars (built on the Gold Coast) were being lapped within 20 minutes of the race start! The leader's race pace was generally in the 2:05-2:06s lap pace all day long.

Throughout the day, cars in the leading pack were within seconds of each other with only their pit strategies changing the order. For the flag marshals, the hardest job was trying to identify which cars were lapping and who was being lapped. Deep concentration and snap-decisions were required. Thankfully, no one went into the Murray's Corner sand trap on Sunday, leaving me with a couple of spinning cars only to manage.

This year, there was a very long period of over 3 hours without a safety car which meant the leader managed to achieve 312 laps of Mt Panorama, a distance of 1,944 km and a winning margin of seconds. Warwick's own Matt Campbell (along with Dirk Werner and Dennis Olsen) gave Porsche their first Bathurst 12 Hour race win.

In my opinion, the Bathurst 12 hour is the best endurance race in this country. If you want to see Ferrari, Bentley, Porsche, McLaren, Audi, Lamborghini, Aston Martin, BMW and Nissan GT3 cars in full flight, it is the event to go to!



Andrew Lake (in two photos) and Sahara on trackside flagpoints



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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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

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

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

For further information on membership, contact:

Jim Scott
Membership Secretary
on 0411 601 711



Hillclimbs



Concours



Day Runs

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

- Photographs & Cartoons - Events & Stories
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Race Meetings