

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 5

September 2012



Just some of the MGBs at Concours for their 50th birthday.
Photo by Malcolm Campbell.

Patron: Dick Johnson

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President's Report...

With our President out of reach of email access at the time of this issue going to print, I am going to try to guess what he would say. Watch for the President's report in the next issue to see how well I went!

By the time you receive this, our Annual General Meeting will have been held and the President and Management Committee for 2012/2013 elected. As nominations had to be in to me by Sept 5, it is clear that there will be little change. A couple of committee members have not nominated for re-election and, on your behalf, I thank Andrew Willesden and Mandy Tighe for their work during their time on Committee. Andrew is also a member of the very busy Speed Event sub-committee and intends to continue his work as our liaison officer with the Redland City Council and their Land for Wildlife and Koala Conservation Agreement initiatives.

The retiring committee has had a very busy time over the past twelve months providing a large program of events, both competition and social, for you. Included for the first time was the All British Day held on 23 September this year. Thank you to those who came forward to assist with the organization of this day. It is important to realize that all funds raised on that day go to charity, something we should be proud of.

The Speed Event sub-committee is currently looking at the calendar of competition events for next year whilst keeping in mind that we are hosting two major National events in 2013.

The first is the MG Car Club of Australia annual National Meeting held over the Easter weekend (29 March – 2 April). Information on it can be found on the National Meeting page of the Club website and also on the page dedicated to it in the 'Octagon'. Contact details for you to seek information or to offer your assistance are provided in all of these. Don't hesitate to use them; your queries and/or offers of help will be welcomed.

The second is the Australian Hillclimb Championships which will be held at Mt Cotton on the first weekend in November and the aim is, once again, to attract the best hillclimbers along to take part. The last time we were rostered to hold this event was in 2007 when we combined the event with the launching of the 'History of the Hill' book and the 'Under 40s Club'.

While we have to be planning ahead, we also have a busy time until the end of this year. There are day runs to two eateries (always popular destinations), three midweek runs, our regular Noggin 'n' Natters, the final two rounds of the Tighe Cams hillclimb series, the presentation of trophies night for that series and our Christmas function on December 9. On the weekend of 13/14 October, a number of our members will be assisting with the running of the Australian Motorkhana Championships at Willowbank. These are run by the Holden Sporting Car Club who always, very willingly, help us out when we run a motorkhana event. It is good that there is this very practical way of saying a big 'thank you' to them.

One final word: it is now more than 18 months since the clubrooms were inundated with water. There was a great response to getting the initial cleanup done for which all members will be forever grateful. Since then, the clubrooms have been transformed into a venue not bigger but certainly better than they were before with most of the responsibility for this recent work being taken by Committee members Max Johnson and Don Webster. While it is not desirable to give special thanks to individuals, we must single out Roger Paltridge who had only just finished installing the previous kitchen when it was ravaged by the floodwater. Not to be deterred, Roger has come back and helped to rebuild the kitchen into the magnificent one we have today. The best way to show your appreciation of the work done by all these people is to come along to the Clubrooms on our Noggin 'n' Natter nights.

Elaine Hamilton
Hon Sec

Membership

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

• Joshua Brittain

• Jacob Formann

• David Farrar

• Andrew Scott

Some words from Elaine...

Our last edition was about to be printed when the news came in of the death of John Davies leaving us only the opportunity of advising you of that sad event. This issue we pay tribute to him in a special four page section in the middle of the Octagon.

Sadly we have another death to report and there is a brief tribute to Keith McConnell included below.

Included in this issue are the usual reports of Club and Chapter runs, of our highly successful Concours and of many competition events. Life is always busy for the Club and its members are so busy that the annual Ironman event wasn't able to attract enough competitors to make it viable so it has been postponed until a quieter time early next year.

If you are one of those people who are concerned about going on a lengthy tour in your ageing MG, read the preview of the Capetown to Cairo run currently being undertaken by an adventurous group including our own Ross and Shez Letten.

As promised, the held-over article by Tony Slattery on the Jackson trophies which are displayed in our foyer is included and makes very interesting reading. Next time you are in the Clubrooms take the time to have a good look at these magnificent trophies.

Space hasn't allowed for another story, this one by Darling Downs member, Helen Goodfellow, who took on the task of restoring a TF which she proudly displayed at Concours in August. Her article has been held over to a coming issue.

What an amazing complaint to not have enough space to cover all our events and stories but don't let this deter you from keeping them coming.

There is also not enough space to illustrate all the regalia items available for purchase. With the 2013 National Meeting 'just around the corner' the MG man's dress shirt and lady's ¾ sleeve blouse are featured in this issue.

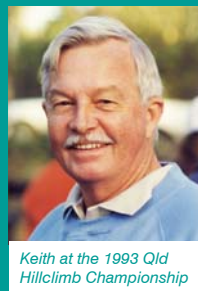
Vale Keith McConnell

1932-2012

We are sad to report the death of Keith McConnell. Keith joined the Club in 1978 and is probably best known recently for his support for son Alan in both motorkhanas and hillclimbing.



Keith is pictured competing at the Queensland Hillclimb Championship in 1981 (photo by Brier Thomas)



Keith at the 1993 Qld Hillclimb Championship

During the late 70s and early 80s Keith was an enthusiastic and successful competitor winning the G C Reid Trophy for Night run driver in three successive years from 79 to 81, the Ironman title in 1980 and 1983 and the Club's major award, the Howard Trophy for Best Allrounder, in 1978, 79 and 80.

Keith had always been a keen and strong supporter of the Club and, along with Alan, showed that support in a practical way with the donation of the McConnell Motorkhana Trophy for MGs in 1992. Keith will always live on for us in our Club history.

Notice Board

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

Wed 19 September

Annual General Meeting

Fri 21 September

Noggin 'n' natter – MGB 50th birthday

Sun 23 September

All British Day and MGB 50th birthday celebration

Wed 26 September

Midweek run. Contact John Tait 3376 1216.

Mon 1 October – Afternoon run

Old Speckled Hen – President's Dinner Run from the Clubrooms to the Grand View Hotel at Cleveland Point for dinner at 5.30pm. Old Speckled Hen Beer and meal will be at discounted price. Bookings can be made to Bernie and Charmaine Pereira -bcpereira@bigpond.com or Tel: 3286 3518 or 0403 290 374 (Pointscoreing).

Fri 5 October

Noggin 'n' Natter

Sat/Sun 13/14 October

Australian Motorkhana Championships promoted by the HSCC at Willowbank.

Fri 19 October

Noggin 'n' Natter

Sat 20 October

Day navigation run (Pointscoreing). This is the annual mid afternoon to mid evening run as part of the night run series. To take part in this, at least one person (driver or navigator) must have a CAMS licence. Contact Malcolm Spiden 3266 6350.

Sat/Sun 27/28 October

Tighe Cams hillclimb series Rd 5

Fri 2 November

Noggin 'n' Natter

Sun 4 November

Qld Motorkhana Championship Rd 7 at Willowbank (Pointscoreing)

Fri 16 November

Noggin 'n' Natter

Fri 16 November

Night navigation run. Contact Malcolm Spiden 3266 6350 (Pointscoreing).

Sun 18 November

Late afternoon run to La Kandy restaurant at Wynnum – Limit of 50 people able to be accepted – " FIRST IN BEST DRESSED" at \$20 per head Buffet, BYO. Can be booked from 1st September onwards. Please contact Charmaine Pereira via email: bcpereira@bigpond.com or 3286 3518. (Pointscoreing)

Fri/Sat 24/25 November

Tighe Cams Hillclimb series Rd 6

Fri 7 December

Tighe Cams Hillclimb series presentation of trophies at Tighe Cams. 47 Westgate Street, Wacol, Qld, 4074.

Fri 7 December

There will be NO Noggin 'n' natter but regular attendees are invited to go to the Tighe Cams Presentation of trophies at Tighe Cams (as above).

Sun 9 December

Afternoon run to Clubrooms for Christmas get together (Pointscoreing)

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



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2013 MG National Meeting

Plans for the 2013 MG National Meeting continue to gather pace with all venues secured and important decisions relating to themes etc have been made.

One particular area of concern was a venue for the motorkhana. We have now confirmed an outstanding venue in Brown & Hurley in Carrington Road on the western side of Toowoomba heading towards Cecil Plains. Rodney Lapworth is heading up the organisational group for this event with assistance from Malcolm Spiden and Brant Rayment. If you would like to assist with the organisation or running of this event Rodney would be very pleased to hear from you.

Accommodation is filling very quickly so I urge all of you to please make contact with Bev Clydesdale to secure your accommodation for 2013. A \$50.00 deposit is required.

Social activities are all being held at the Picnic Point function centre which is adjacent to the concours venue at Heller Street Park. The theme

for the weekend has been decided and will be released to all clubs in the second bulletin which will be released in October.

The Speed event to be held at Morgan Park will require support from our non MG owning (and MG owning) members to man the various flag points around the track. We will be running on the 2.11 km Circuit "E" which has from memory at least 6 separate flag points. We will also require someone to wave the chequered flag, marshal the cars, help out with time keeping etc. In total I'm looking for 20 people or so. Some people have already emailed me offering their assistance with this event, thank you to those people. However, I'm still looking for a few more volunteers, so if you can help please email me.

Each of the committee heads are listed below, along with their contact details. Please support this important event for the club in 2013 by offering your assistance.

Richard Mattea

Organisational Committee Heads

2013 National Meeting Coordinators	Richard Mattea	0488 224 105	mgccq@mgccq.org.au
	Carly Mattea	0410 310 452	mgccq@mgccq.org.au
Accommodation	Bev Clydesdale	07 3263 6575	ron.clydesdale@bigpond.com
Registration	Ross Letten	0402 962 953	rossletten@hotmail.com
Concours d'elegance	Ross Kelly	0411 746 215	grkelly@bigpond.net.au
Motorkhana	Rodney Lapworth	0418 154 448	prlap@tpg.com.au
Speed Event	Richard Mattea	0488 224 105	mgccq@mgccq.org.au
Observation & Kimber runs	Paul Lupton	0409 269 770	lynpaul2@bigpond.com
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Magazine, Website & Photo Judging	Elaine Hamilton	07 3893 2438	vprojects@internode.on.net
Logo, Poster & Programme	Noeline Johnson	07 3201 5836	njohn@tpg.com.au

See you in TOOWOOMBA, QUEENSLAND in 2013

Bits & Pieces



Who wouldn't like a meccano set like this? Guess whose car this is and what model it is? Rumour has it that after other pieces of the puzzle are recovered from various venues there should be enough pieces to create a ??? (No, we are not going to give that away just yet!)



Trevor Watkins and the Neweys were just a few of the many members of the Darling Downs Chapter who came to Brisbane for the annual Concours.



The Capricorn Chapter was also represented at Concours when Gurney and Gloria Clamp included Concours in their itinerary on their recent trip to Brisbane. Also admiring the MGAs was Monty Campbell, himself an A owner.



A theft in progress is caught by the camera as Annie Bullock of the MG Owners Club of WA wrestles Malcolm Spiden's shirt from his back. The trophy shirt is now proudly on display in the Bullocks' MG shed. The incident happened at the 2012 NM at Hobart.

Motorsports competitors are very familiar with the cheerful face of Leigh aka "Mini Mouse" but, at the latest hillclimb, she went one better when she substituted for Danny Mischok at the presentation of trophies.



One Club run recently made history for being an MG Club run with no MGs on it (thanks to the inclement weather). Did the August day run make history for having only MGs on it? Pictured are the 7 MGs outside the Clubrooms waiting to start their run on a perfect Winter's day.

Many thanks to Pauline Graham for breathing fresh life into our Ironman logo. Pauline has cleverly incorporated the names of each of the four events (night navigation run, sprint, motorkhana and hillclimb) into the shape of the dumbbell.



A moment immortalized for all time by members of the Wide Bay Chapter! Peter Worland, a devout Datsun



Fairlady owner, is pictured in the driver's seat of Bill Mann's MGA having driven it back from the Maryborough Sprint for Bill. The event was so notable that Allan Dansie took a photo of Sonja Carter preserving the moment.

Happily reunited with his old and very successful motorkhana special is Alan McConnell pictured here at Willowbank at the motorkhana



on August 19th. With this car, Alan won the Australian Motorkhana Championships in 1989, 1990, 1994, 1997, 1999 and 2001. We wish him all the best in adding 2012 to that list when the Australian Championships are held at Willowbank on 13 and 14 October.

Lakeside ... the early years

If that old saying 'a picture's worth 1000 words' is true, then Richard Croston's tome on Queensland's iconic Lakeside raceway is a work of some proportions.

Featuring (by my count) more than 250 black-and-white photos, the book relies primarily on veteran Brisbane photographer Brier Thomas' superb and evocative images to tell the story.

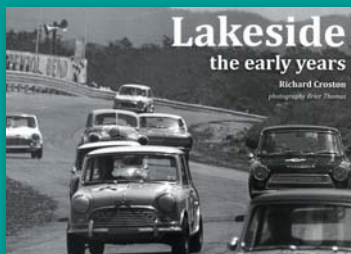
Not only are the world champions of the day – Jack Brabham, Jim Clark, John Surtees, Graham Hill and Jackie Stewart – pictured at work behind the wheel and in the pits, but so, too, the local heroes – a young Dick Johnson, Lionel Ayers, Glynn Scott, Max Volkars and Brian Michelmore, among many others.

Their stories are related in lively and engaging, if not lengthy, discourse by Richard Croston, himself a club racer of note with many laps of the famous 2.4 km track under his belt.

As he explains, Lakeside's story began almost 60 years ago, when Brisbane businessman Sid Sakzewski suggested converting his old dairy farm alongside Lake Kurwongbah, about 25 km north of Brisbane, into a race track for club events.

A motorsport enthusiast, Sid saw the need for a new facility when the nearby Strathpine race track, built on a disused wartime runway, was sold to developers for a housing estate.

The rest, as they say, is history.



Book Review

This is an entertaining read, one that motor sport enthusiasts will especially appreciate, except for an unfortunate lapse in the accuracy of various names.

Only the 'true believers' would probably pick up the erroneous spelling of John Devit(t) and Mick McGuin(n) and misnaming of Norm 'Miller' (should be Mellor) and 'Ken' (should be Warren) Weldon.

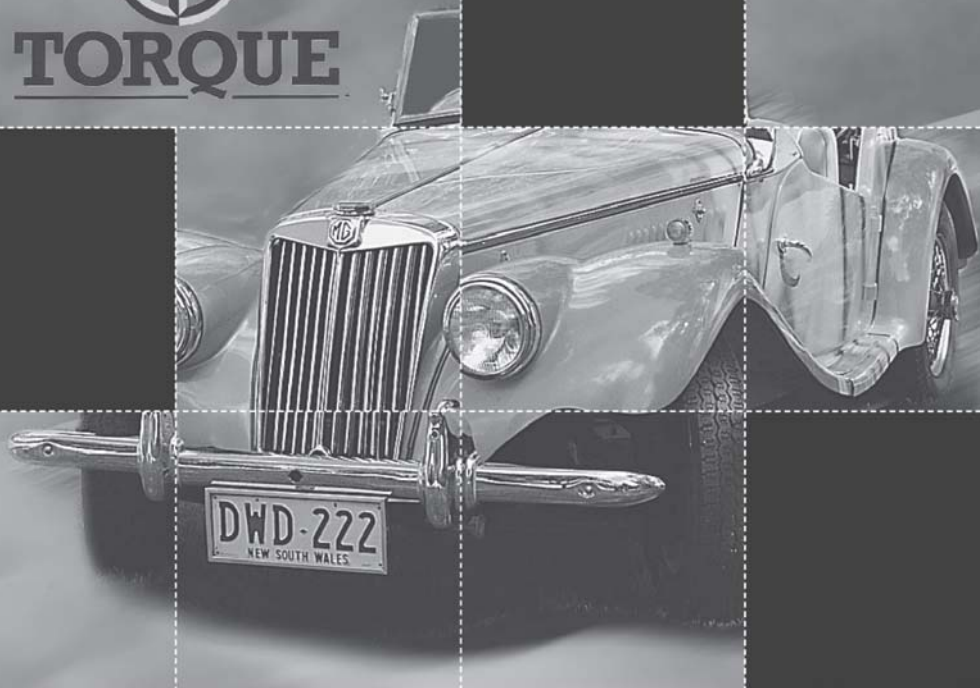
However, getting the names wrong of such 1960s luminaries of the sport as 'Bob' (should be Bib) Stillwell, Lex 'Davidson' (should be Davison) and 'Alex' (should be Alec) Mildren will only irk more knowledgeable readers, no doubt no one more than the author.

Retailing at \$44.99, Lakeside... the early years is available through www.lakesideracingbooks.com.au and selected bookstores.

Richard has donated a copy of this book to the Club library and is available for borrowing from there.

**Reviewed by Barry Green,
Editor, RACQ Publishing**





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Lumley 

Letter to the editor...

Dear Elaine,

Congratulations on your fine Magazine you publish for our Club, we appreciate your hard work. Look forward to receiving it in the mail every month. We know that it is often asked of our members to submit a story about our cars so we forward to you proud and interesting information regarding one of our Classic Cars in our stable.

Our 1959 Chevrolet Corvette C1 has been selected to participate in this years RACV MOTORCLASSICA The Australian International Concourse d'Elegance & Classic Car Show at the Royal Exhibition Building in Melbourne from the 26th to the 28th October, 2012.

Our Corvette C1 was purchased by us in February 2011, from Kompact Kar Korner in Washington State and containered to Queensland. At that time the car had only 75 miles on the speedo after a partial restoration. Trevor still had work to do on the Corvette to bring it up to NCRS Standard. The engine, gearbox and differential were removed and inspected, the correct 2 x 4 Carter carburetors were added.

This Corvette C1 was built at the St Louis Missouri plant in 1959 and came off the assembly line on Tuesday 14th April between the hours of 2pm and 3pm. The cost of the basic Corvette C1 in 1959 was \$3875. The extras fitted to this car at the time of purchase cost \$973.50. The total purchase price for it was \$4848.50. The extras at time of delivery were 283 ci V8 270HP engine with a duntov 097 solid lift cam shaft, 2 x 4 carburetors, positraction rear axle, 4 speed transmission, heater, radio and sunshades, two tone exterior paint, auxiliary hardtop, white wall tyres. The colour of our Corvette C1 is Roman Red/white Cove. Only 805 of Corvettes of this model were painted this combination.

At last years Noosa Beach Classic the corvette won Best American Sports Car and Peoples



Choice. At the McLeans Bridge, Lakeside, in May this year the Corvette was a finalist in the Concourse d'Elegance.

In February, 2012, the Corvette now named VETT 59 on its Queensland Number Plate was transported to Sydney Novatel Resort for the National Corvette Restorers Society (NCRS) Convention and, over a period of two days, judged by 14 judges and attained the highest award for originality of the Society, Top Flight with a percentage of 95.8%. Since then Trevor has even bought that percentage up a couple of %. Only three Corvettes were judged in the two days over a period of 16 hours. The judging is by the Manual of Originality from the NCRS of USA. It is not judged against any other car only the C1 Corvette manual.

VETT 59, with her proud owners, will make the journey to Melbourne in Mid October with the honour of just having the privilege of being selected for such a prestigious classic car show as the RACV MOTORCLASSICA, The Australian International Concourse d'Elegance & Classic Motor Show.

If you would like to use any of this for an article in the Magazine we would feel honoured.

Thanks

Trevor and Joy Jones (by Joy)

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T TYPE	Peter Rayment	0407 693 947		Bruce Ibbotson	3366 1889
MGA	Richard Mattea	3325 0409	MG V8 RV8	Barry Evans	3425 1695
MGV	Tony Slattery	3391 3022	MIDGET	Ron Clydesdale	3263 6575
MAGNETTE SALOON	David Robinson	3255 9037(W)	MGF	John Boyce	3345 2530
MGB	Graeme Walker	0431 678 319			



July day run

Photos by Ross Kelly and Harvey Mills

Bernie and Charmaine Pereira organized this run to Greg Tunstall Automotive at Cleveland where participants were given the opportunity to have a good look under some cars on the hoists and to indulge in a sausage sizzle and lots of good chit chat.

Participants were:

Name	Car
Quinton & Janet Woolmer	MGB
Bernie & Charmaine Pereira	MG TD
Harvey & Daphne Mills	Mazda 6
Cyril Bennett	MG TF
Owen McNeill & Bill Spall	MGB GT
Don Webster	MG TD
John Walker	MGA

Gary & Judy Tucker	MG TC
Ross Kelly	31MGC
Peter May	MGB
Neil Mills	MGB GT
Larry Ryan	MGB
John and Glen Boyce	MG F
David Robinson	MGY





Five of the 7 MGs with their crews

August day run to willowbank

By Elaine Hamilton



Malcolm Spiden heads to the starting line



Brant Rayment tries out a Special



Andrew Lake leaves the starting box

It was a small but enthusiastic group which gathered at the Clubrooms on Sunday 19th August for a run to Willowbank.

Apart from providing our members with a day run, the outing had the other aims of supporting our members taking part in a motorkhana at Willowbank, of trying to educate members on some of the events held at a National Meeting and of giving them the opportunity to see some of the best motorkhana competitors in action. Hopefully the outing fulfilled at least some of the goals to some extent.

After a brief briefing on the history of the Club's involvement in motorkhanas (originally named gymkhanas), seven cars, all MGs, set out for a pleasant drive to Willowbank taking the long and scenic route through Peak Crossing, Harrisville and Rosewood. With the company being so convivial, the morning tea stop at Warrill View was longer than some but all relished the conversation, the pleasant weather and the wonderful scenery.

The Tuckers phoned through along the way to report that their TC had a flat tyre. They didn't need help and encouraged us all to continue on our way which we did. We were therefore greatly surprised and delighted to find them waiting for us when we arrived at the motorkhana venue. Larry Ryan also seemed to go MIA but arrived a bit late having taking a small detour to refuel.

Once at Willowbank, it was easy to follow the noise of squealing tyres to witness the competition at four staging points behind or near the drag strip. It was good to see two MGs taking part in the competition viz. Malcolm Spiden in his well-used (in all senses) MGB GT and Andrew Lake in his fairly recently acquired MGF which is quickly getting accustomed to being well-used. Other Club members in action were Brant Rayment having a guest drive in a motorkhana special and Alan McConnell now happily reunited with the McConnell Motorkhana Special in which he won six Australian Championships between 1989 and 2001. With this year's Australian Championships being held at Willowbank in October, it was good to see his enthusiasm at the possibility of adding another championship to add to his already significant CV of Australian Motorkhana and Queensland Hillclimb titles.

After some satisfying spectating and a leisurely lunch, the group gradually dispersed to make its way back out into the everyday world.

Participants were:

Name	Car
Neil Mills	MGB GT
Larry Ryan & Nick	MGB
Errol & Wendy Hoger	MGB
Vern & Elaine Hamilton	MGB GT
Andrew & Susan Willesden	MGB
Cyril Bennett	MG TF
Gary & Judy Tucker	MG TC



Then Larry made 6



Neil doesn't seem to believe Errol's story



Brant Rayment tries out a Special



The Tucker TC joined in at Willowbank

The Mountain Run to Queen Mary Falls/Tenterfield Casino Lions Road

By Bruce Mutch and David Miles | Photos by Malcolm Campbell



A rare 'on the road' photo



A variety of MGs



The gathering of the many participants



Keeping up with the Joneses



Well prepared for morning tea time

On a cold morning after battling the traffic to get to Calamvale Hotel the group of 22 MGs and assorted rolled out 20 minutes late onto the Mt Lindsay Hwy on the road to Beaudesert and smoko at Rathdowney. We did wait for Lepracorn and Red Dawg in Beaudesert but communications were a little crossed up.

After an early smoko it was on to Woodenbong in NSW and I am afraid a rough bitumen road to Legume. (The Grain trucks come off The Downs to service the Feed Mills in the Northern Rivers with heavy loads and destroy the bitumen).



Longtime friends, Meryl Miles and Val Horgan seek out some sun

The mountain scenery was beautiful, the cattle were fat but the feed had gone off due to frosts and cold winter weather. The sounds of the bellbirds and whipbirds as we crossed the range in Mt Lindsay National Park were fabulous.

We went up the highway through New Korrelah to Queen Mary Fall where the Satin Bough Birds and Rosella Parrots came out to greet us. We had 40 members including Dennis and Trevor for lunch (all was not lost but the drubbing continued).

Thirteen cars and their passengers elected to take advantage of the trip to Tenterfield, departing after lunch at Queen Mary Falls.

The trip to Tenterfield required a short "back track" to the tiny hamlet of Legume, from where the Mount Lindsay road took us to our overnight destination without having to utilize the highway. The downside (if it could be so-called) was some smooth, but dusty, gravel road, but the isolation, scenery and windy undulating sealed pavement which made up the majority of the afternoon drive more than compensated.

Friendly management and staff welcomed us to the Henry Parks Motel in Tenterfield. "Happy Hour" was the usual story and joke fest before we enjoyed a delicious meal, followed by a very comfortable night in what were excellent rooms. A hearty breakfast in the dining room, part of the excellent package offered at the motel, was enjoyed by all.

The MGs in the group lined up for a photo shoot before departing Tenterfield, but not before some participants took advantage of the bargains to be had at Flannigan's men's wear shop.

Thursday's route was down the Bruxner Highway to Casino, then across to Kyogle. Perfect MG weather and good roads (no dirt today!) had us ahead of schedule, so it was decided to continue along the Summerland Way, join the Lion's Road at The Risk, from where we arrived at Rathdowney for lunch. The Lion's Road was in good condition, but care was needed at the numerous creek crossings.

Having partaken of the Rathdowney's excellent pub lunch, it was time to say our goodbyes before once again encountering the traffic lights, congestion and frustration of city driving as we all made our way home.



Cars at Tenterfield



Two of the many As on the run



Participants at Tenterfield

Participants – 25 July:

**indicates both 25 & 26 July*

Name	Car	Colour
Bruce Mutch & Ross Brunckhorst*	MGB	Camino Gold
David & Meryl Miles*	MG Magnette	Grey
Greg & Rhonda Hannant*	MGB	White
Barry Smith*	MGB GT	White
Aubrey Ross*	MGA	Red
Allan & Joyce Tebbutt*	MGB	Blue
Tom & Ailsa Storrie*	Toyota Corolla	Silver
Malcolm Campbell & Kathy Burford*	Mazda MX-5	Splash Green
Bill & Beth Heraghty*	MGA Coupe	Blue
Jan Burke*	MGB	Red
Dan & Jill Casey*	MGA Twin Cam	Blue
Cyril & Marie Bennett*	Toyota Camry	Grey
Trevor & Joy Jones*	MGA	Red
Kerry & Val Horgan	Mazda MX-5	Stormy Blue
John & Marian Tait & Matilda	BMW 325ti/	Silver
Geoff & Glennis Anderson	Jeep Grand Cherokee	Silver
Dennis & Diana Kelly	Toyota Corolla	White
Russell & Margaret Goebel	MGA	Red
Eric & Denise Knight	MBG	Bronze Yellow
Jeff & Rosemary Turner	Volvo 142s	Cream
Trevor Mills & Denis Thomas	MGB	Red
Jeff & Pat Hesselewood	Subaru	Silver

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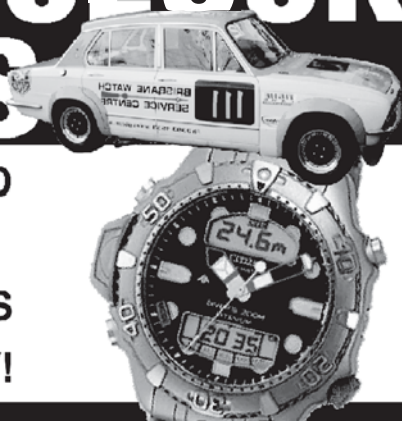
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August midweek run

Malcolm Campbell and John Tait

Malcolm Campbell and John Tait have provided good photos of the midweek run organised by Jeff and Pat Hesslewood. Reports are that everyone seemed to have great day on some excellent roads with good company and great weather.

Participants were:

Name	Car/Colour
Bruce Mutch & Ross Brunckhorst	Subaru/White
David Miles & Kerry Horgan	MGB GT/White
Greg & Rhonda Hannant	MGB/White
Barry Smith	Commodore/Bronze
Jeff & Pat Hesslewood	Subaru/Silver
John & Marian Tait	Mazda MX-5/True Red
Dennis & Diana Kelly	Toyota Corolla/White
Malcolm Campbell	Mazda MX-5/ Splash Green

Jan Burke	MGB/Red
Dee Andersen	Peugeot/Green
Trevor Mills & Fred Enever	MGB/Red
Denis Thomas	MGB/BRG
Neil McCorkindale & Barry Schmidt	MGTF/Red
Ian Fettes, Karen Dobbryn,	MG 1100/Red-Cream
Allan Dansie & Kaye Dansie	
Barry Lutwyche & Alex Carney	MGB/Red
Ken & Nancy Trudgian	MGF TF135/Grey



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Motorfest

By Cyril Bennett

Photos by Cyril Bennett,

Ross Kelly and Ian Wilhelmsen

The day began dull and overcast, with a long line of exhibitors cars moving very slowly to gain entrance into the arena. Quite a few drivers had concerns about the rising temperatures of their cars; however, the mood and weather soon changed with a glorious day in the making.

An extraordinary display of vehicles awaited the mass of visitors on their arrival. A special anniversary display of MGBs featured in a prominent frontline position with Gary Lawrence's red MGB roadster prominently displayed amongst them. The Bs were supported by an extensive range of other MGs including Ross Kelly's incredible K1 which won the prestigious Post Vintage Award. "Well done Ross".

The ladies, including Marie Bennett, Joyce Tebbutt and Wendy Hoyer found the markets to their liking while the men spent their time perusing the display of more than 750 cars.

A good day had by all.

The following is an extract from an email sent to members of the Capricorn Chapter by Ian Wilhelmsen who attended Motorfest for the first time...

I was lucky enough to be able to attend Motorfest and I would have to say it was the most exciting motoring event I have ever attended (excluding MotoGP at Phillip Island). I imagine it is like a mini Goodwood Revival. People dress in 30s/40s/50s/60s costumes and there are actors milling about and jazz bands etc to make the day very enjoyable. I think it would be well worth considering a Chapter run next year. This year was, as we all know, the 50th anniversary of the MGB. This was celebrated together with a 100 years of Datsun/Nissan and 50 years of the Ford Cortina.

Participants were:

Name	Car
Cyril and Marie Bennett	MG TF
Bernie and Charmaine Pereira	MGTD
Bruce Hill	MGB
Barry Smith	MGB GT
Don Webster	MG TD
Ross Kelly and Alexander Gastaldon	MG K1
Scott Ramsay	MG TF
Neil and Joanne McCorkindale	MG TF
Colin Fox	MG TF



Ross Kelly, Alexander Gastaldon and Norm Goodall stand proudly with Ross's award-winning 1934 MG K1



The Lawrences' B took pride of place



Overview of some of the MGs



A line-up of TFs



Marie Bennet, Joyce Tebbutt and Wendy Hoyer ready to go to market



Cyril with friends...



Autobarn MG Noosa Hillclimb

By Ace Reporter | Photos by Gary Pitt

For the fifth year MGCCQ combined with the Noosa Beach Classic Car Club to promote this event. Again generous support from the autObarn Gympie-Nambour group for the third year added to the success of this event. Excellent weather over the weekend gave 11 new class records including a new outright MG event record.

Historic Groups

Four class records were set in the groups with Barry Smith reducing the Group K from 80.27 to 79.79 seconds in his Ford V/8 Special, Phil Redhead winning the Group S in his MGB (67.75 seconds), with Mark Hulst setting a new class record for Group Q in his Brabham Dolphin BT36 with a new mark of 58.34 secs. Two new records went to Jim Waugh for Group V (Spectree F Vee, 71.91) and in the Group N Warren Tegg lowered his own class record from 65.55 to 65.36 secs.

Sports Cars

Sports Cars up to 1600 cc went to Bruce Chamberlain (Westfield XTR2, 63.95) from Brian Franks (BDR Clubman, 79.27). The 1601 to 2000 cc group was an all Alfa Romeo GTV class with Mark Cowley quickest in a 66.17 time from George Brook (71.83) and Warren Parker (72.70), whilst Alex Lleuful (Nissan Skyline turbo, 68.61) won the over 2001 class.

Ainsley Fitzgerald ended the event as quickest clubman in the Marque Sports Cars up to 1600cc with a 64.35 sec run in his Westfield Clubman closely followed by Brian Pettit (Westfield SE clubman, 64.57), Hugh Ballington (Amaroo Clubman, 65.43) then Nigel Oldridge (Mazda MX5, 67.72), Roger Marshall (MG Midget, 70.72) and Adam Shipway (Mazda Eunos MX5, 71.30). A new class record in the 1601 to 2000 class was set by Graeme Fleming

(Mazda MX5, 66.13) from Daryll Searle (MGA, 66.63), Steve Donka (Lotus Elise, 67.29) and MG drivers Craig Winter (MGF, 69.34), Peter Andrews (MGF, 69.90), Chris Stafford (MGA, 70.83), Craig Carlson (MGB, 72.66), Stephen Callaghan (MGB, 81.43), and Phillip Seeley (MGB, 85.47) who made the long trip down from Agnes Waters for the weekend. The Over 2000 cc class win and a new record went to Mark Crespan (Ford Cobra RMC) lowering the record from 62.86 to 60.58 secs followed by Rod McCray (Porsche 911, 68.28), Lou Szekely (Mazda RX7, 70.44), and Robert Jones (Porsche Targa) in 77.72 seconds.

Sedan Cars

A large field were entered in the All Wheel Drive Forced Induction class which was won by Nicholas Contojohn (Subaru WRX STi, 59.95) after chasing down Saturday leader Troy Moffitt (Mitsubishi Lancer Evo V, 60.53), then Rodney Blank (Subaru WRX, 62.20), Nick Hutchin (Subaru WRX STi, 62.99), Jared Gibbards (Mitsubishi Evo X, 63.43), Chris Knight (Subaru WRX, 64.82), Richard Opie (Mitsubishi Evo 9, 65.52), Ferris Lee (Subaru WRX, 66.23), Nicholas Opie (Mitsubishi Lancer Evo V, 66.25), Quinton Nicholson (Toyota Landcruiser, 69.93), David Nicholson (Toyota Landcruiser, 72.47), and Alecia Oldfield (Subaru WRX,) with a 72.65 seconds time.

Lawrence Murphy (Suzuki Swift GTi, 70.62) held onto his lead set on the Saturday to win the Road Registered up to 1600 cc from Ian Duffill (Daihatsu Charade, 70.75), Alan Greenbury (Hillman Imp, 72.90 and Bill Williams (Escort, 78.75). In the 1601 to 2000 class Mark Edwards (Datsun 1600) reduced his own class record from 65.12 to 64.63 from Bruce McKenzie (Escort, 66.08), Benjamin Foessel (Mazda MX5, 66.40), Michael Crowe (Escort, 67.38), Ben van Wegen (BMW 2002, 68.76), Darren Weston (Escort, 69.71), Brian Moyle (Toyota Corolla, 70.46), Barry Cox (Alfa Romeo GTV, 74.70). The class record in the over 2000 cc saw Will Vernon (Nissan Silvia) reduce the mark from 63.61 to 62.73 with Scott Anable (BMW 325i, 67.01), Tim Branch (Mitsubishi Starion, 68.09), Doug Anable (BMW 325i, 68.11), Daryl Shaw (Jaguar XJ-S, 69.28), Kevin Lynagh (BMW M3, 70.03), Max Parnell (Jaguar 3.4, 70.38), and Jonathan Anable who was having his second ever event and first Noosa attempt (BMW 325i, 82.07 seconds).

Scott Dean lowered his own Improved Production up to 1600 cc capacity class record from 63.93 to a new mark of 62.73 s in his Toyota Yaris ahead of Steve Arlidge (Suzuki Swift GTi, 64.37), Scott Doyle

(Escort, 67.56), Ken Martin (Hillman Imp, 70.79), and Stephen Victor-Hogg (Toyota Corolla, 70.88). Danny Mischok won the 1601 to 2000 class (Escort, 61.80) from Bill Heuchmer (Toyota Corolla, 64.10), Jennifer Heuchmer (Toyota Corolla, 65.33), Ian Marshall (Datsun 1600, 67.32), Brian Munn (Escort, 68.26), Neil Englund (Escort, 71.52), Wally Conway (Escort RS 2000, 71.53), and Doug Hayward (Fiat 124AC, 76.13). Over 2001 cc went to Scott Trenoweth who set the fastest time of 61.64 in his Mazda RX7, from Peter Corbett (BMW M3, 65.05), Chris Ching (Ford Sierra RS, 66.08), Paul Holter (Pontiac Trans Am, 66.32), and the HQ Holden of Michael Wedge (73.74 seconds).

The Sports Sedan class up to 2000 cc saw the class record reduced from 65.92 to 63.66 for the record to remain in the Cowie family as Tyson Cowie took Alex Cowie's record in his Escort. Next in the class were Scott Town (Datsun 1200 Coupe, 65.27), Gerry Allen (Escort, 67.21) and Thomas Whelan (Holden Calibra, 74.95). Larger class was won by Garry Ford who was another to lower his class record from 60.31 to 59.33 in his Escort V/8, then Rod Gray (Datsun 1200 Coupe, 61.47), John Leslight (Holden Torana, 63.46), Darren



Jared Gibbards, Mitsubishi Evo X



Stephen Callaghan, MGB

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Tyson Cowie, Ford Escort



Warren Tegg, Torana GTR XU1

Rodgers (Torana GTR, 66.10), Neville Nawratzki (Torana, 67.42), Guy Nawratzki (Torana, 68.13), Simon Boss-Walker (Falcon, 71.25), Steven Shale (Suzuki Swift GTi, 72.40), Leonard Falkenau (Nissan Bluebird, 72.74), and Glenn Anable who recorded a 84.41 on his only run on Saturday before the BMW 2002 was unfortunately retired early for the weekend.

Formula Cars

Formula Libre up to 1300 went to Brian Kirkby (Nutec TLAR, 62.41) and Chris Lake (Suzuki Escargot, 75.97). Warwick Hutchinson set a new class record as well as a new outright time from 53.73 to 52.88 in his Van Diemen RF92 RPV02 to be fastest man of the day from Tom Hackett (VW Special, 66.56) in the over 1300 cc class.

Top Fifteen Times

Fastest times were Warwick Hutchinson (52.88), Mark Hulst (58.34), Garry Ford (59.33), Nicholas Contojohn (59.95), Troy Moffitt (60.53), Mark Crespan (60.58), Rod Gray (61.47), Scott Trenoweth (61.64), Danny Mischok (61.80), Rodney Blank (62.20), Brian Kirkby (62.41), Scott Dean and Will Vernon (both recording 62.73), Nick Hutchin (62.99), with Jared Gibbards (63.43).

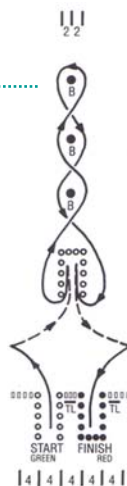
MOTORKHANA By Ace Reporter

The Come and Try motorkhana on 19 August enabled HSCCQ to test run their organisation for the upcoming Australian Motorkhana Championships. This event gave an opportunity to ensure the proposed test layouts were suitable, the operation of the timing equipment worked correctly as planned as well as providing a practice run for those volunteering as an official for these Championships to ensure they are ready for the day.

The event also provided an opportunity for those anticipating to compete in the Championship to test their readiness and hone their skill on the tests. A four separate test area configuration provided a suitable area for tutoring for the many new competitors on the day. Test patterns run on the day were Hopkirk (pictured), Paddy, Reverse Garages, Top Hat, Star, Bowler, Triple Loop,

Diamond Slalom, Tryangles, Straight Slalom, Historic Straight Slalom and Forward and Reverse Slalom.

Of the large field the MG members were Alan McConnell, Brant Rayment, Andrew Lake and Malcolm Spiden. A further trial day is scheduled for 2 September to ensure all is in readiness for the National Title, which rotates through the Australian States to Queensland every 6 years, therefore such an emphasis in getting it right on the day (See photos in the report of the August day run which had the motorkhana venue as its destination).



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Tribute

John Davies

1944 – 2012



On Saturday, 28 July, 2012, a memorial service for John was held at the Clubrooms.



Kerry Strange and Richard and Carly Mattea showed great interest in John's fireman's helmet



Early arrivals begin to assemble for the service.



It was standing room only as the large crowd listened to Ken Trudgian during the service

The service was a combined service with the Qld Fire and Rescue Service with which John served before his retirement and was attended by more than 200 people coming to pay their respects as a family member, a friend, a Club member or as a fellow employee of the QFRS. The service was led by our Chaplain, Ken Trudgian, and included tributes from family members, our Club and a representative of the QFRS.

The focal point was a table featuring a favourite photograph of John flanked by his two Australian Hillclimb championship trophies with his fireman's helmet to one side and his racing helmet on the other.

His championship winning car, the DBF, was on display outside the clubrooms along with a fire appliance.



One of the many jobs John took on at the hillclimb was that of announcer, a job he was still performing until shortly before his death.

John Davies – Biography

John was born in Brisbane in 1944 and lived his early life with his parents, a younger brother and a sisters, on a dairy farm in the Hunter Valley near Raymond Terrace until about 1952, when the family moved to Ashgrove in Brisbane.

He went to school and college in the local Ashgrove area and became well known for his pranks and adventures. One of the latter may have been his introduction to motorsport, in that with friends he purchased a pre-war Singer roadster that they stripped and raced around a local paddock, perhaps not with the paddock owner's knowledge. When later obtaining his driving license, he was also known to make unauthorised excursions in the family car at times.

Swimming and Surf Lifesaving became his major interest in his late teens, so frequent trips to the Gold Coast with associated social events took up most of

his leisure time. During this period he married his wife Diane in 1964 and produced a son and daughter who have provided him with five grandchildren, on whom he dotes. They settled in Rochedale, where they still reside, although running out of space for his vehicle interests.

On joining the Queensland Fire Service to make his career, he progressed from fireman – rushing around on the big red engines – to station officer and finally serving in the senior management in the fire prevention and safety area. Following a QFS reorganisation, John took early retirement and developed his own very successful fire consultancy business.

Motorsport became his major hobby as he grew older, and in particular the challenges of driving vehicles in which he had a hand in building and preparing. He ran a number of Holden based sedans in the dirt racing held on the Darling Downs, using tracks like Echo Valley in Toowoomba, Morgan park at Warwick and also Millmerran. As well as sedans he developed a number of open-wheel racing cars used at those venues.

Several of the early racing cars were motorcycle engine based, the most successful of which was the Robb Kawasaki built in 1978. This 750cc two-stroke special was used to compete in all the rounds of the NSW Hillclimb Championship held in places like Grafton, Tamworth, Parkes, Newcastle and Canberra, as well running locally at the Mount Cotton Hillclimb. John's enthusiastic and skilful driving style ensured that he was very successful in his class. This car was retired in 1989 as it was replaced by the DBF1300, another home-built open-wheel racing car.

The DBF was designed and built by John and two friends, Denis and Ian. Based on a Suzuki 1100 motorcycle engine, extended to 1265cc, the car went on to win both the Australian Hillclimb Championship in 1992 and 1995 as well as the Queensland Hillclimb Championship in 1993, 1994 and 1995. This car also placed him as an early member of the under 40 second club at the Mount Cotton



John being presented with his 'Under 40s Club' medallion by Gary Connolly at the Australian Hillclimb Championships at Mt Cotton in 2007.



John in the DBF in which he won two Australian Hillclimb Championships (shown here wearing the No 1 as current champion)



John served as Club President from 1998 to 2004, shown here with Peter Rayment at the presentation of Club trophies in early 2004.

Hillclimb. His success in the car engendered interest in higher performance motorcycle engine based cars, and a number of other competitors followed his example.

John has competed enthusiastically at Mount Cotton in various vehicles from 1970 to 1998. As he has always been a strong supporter of grass-roots motorsport, he felt it important to not just compete but to put something back in to the sport. This he did in 1980 by joining the MG Car Club of Queensland and continued actively participating both in working bees at the hill and later in club management when he joined the committee in 1991. In the latter role he took the position of Club President from 1998 to 2004 and was very well respected and appreciated for his work.

In addition to working bees, John also has taken a leading part in management of the hillclimb from around 1998, plus providing an informative announcer service at events. His knowledge of vehicles and competitors has been of benefit to the club and competitors alike. As well as hillclimb activities he also has contributed significantly to running of club race meetings at Morgan Park and numerous other club events like National Meetings.

John passed away on 18th July 2012 at his home after a short battle with cancer.



John, the family man, at a National Meeting with his wife, Diane.



Another job was that of starter. He was also often to be seen with a broom, shovel or leaf blower in his hands.

John Davies – a tribute by Club President, David Robinson

John belonged to a Club that has managed to grow and prosper despite the many hardships and setbacks it has faced since its inception in 1954. Since the Club purchased the Clubrooms, John often lamented that they were not fulfilling their role as intended and that the Club should sell them and re-distribute the funds to his first love, Mt Cotton Hillclimb. It's just as well the club decided to reject John's proposal as otherwise we would have come up short on a venue for today. I'm sure he would be pleased that he has managed to "pack out the house", but would be disappointed to be the "main attraction".

Many competitors saw John's "Mr Grumpy" exterior when they were pushing the boundaries and the rules. He was a complex critter. Reserved in his personal life and quietly spoken, he always made time for a chat, particularly if he thought you needed it. He didn't tolerate fools. He was often outspoken and at times down right cantankerous at management meetings when "his" hillclimb was involved, but at least you knew on which side of the fence John stood. As a competitor no one was fiercer than John, but he was always willing to help someone in trouble.

Whilst John was not loved by all, he was extremely well respected, as the number of people here today attest. There are only a small number of people who have ever been allowed past John's "competitive" and "club committee" persona into his personal life.

As you have heard in Ken's address, John seems to have been around forever. His first time at Mt Cotton was in 1970 competing in a 500cc Samurai and he continued to compete until 1998, earning many State and two National titles. Not many can put that on their resume. For some, motor racing is said to be in our blood. Ann Thomson, Will Charlton, Kerry Horgan, John Campbell, Tim Harlock, and David Miles were at



Reunion of three Australian Hillclimb Champions in 2011 – John (1992 and 1995), Bruce Walton (six time winner from 1958 to 1963) and Ivan Tighe (1964, 1985 and 1991).



John became a supporter of National Meetings and attended many of them including this one at Gosford where he and David Robinson led the troops into the theme night.

the first Hillclimb in 1968 and are still involved with our Club today. Many of those who competed in the early 1970s are still about and many actively competing.

There has been much talk that John was going to find his DBF in the garage and compete again. He gave me flack about my race car being in hibernation for so long and I gave him just as much back. I often reminded him that his DBF was still in the garage and asked if he would be fitting a removable steering wheel so he could actually slide in to drive. The DBF was on the way together in a fashion at the time John's illness was diagnosed and may have been back at Mt Cotton next year. A concentrated effort by one of his friends has it here today for you all to see.

The introduction of all the high tech, CNC engineered and immaculacy finished specials that have appeared since the success of the DBF saw a reluctance by John to roll out something that was less "pretty" than these new "girls". But the DBF had the runs on the board way back in 1995. He was the fourth person to record a time under 40 seconds at Mt Cotton, and it was not until 2007 that a car with a similarly sized engine achieved the magic under 40 second mark – no mean feat for an amateur in a home built special. Only thirteen drivers

have bettered 40 seconds in the 17 years following. It certainly would have been interesting to see how quick John's car could have been with all new technology available and John behind the wheel.

John first joined the Club's Management Committee in 1989 and he rarely missed a meeting. He was the strongest advocate for the hillclimb and was often somewhat outspoken when committee meetings reached this topic for discussion. 1990 was the first MG National Meeting run by our Club. Back then the MG ownership percentage of the committee was quite often discussed as to whether the committee had the necessary MG knowledge to run an event of this stature. The National Event went well due to the Club's experience in event management. John, not one to follow the norm, eventually purchased an MG1100 so he too could become an MG owner and a class winner at many of the interstate meetings. Diane and John enjoyed their involvement at these MG National Meetings. From 1998 through to 2004, John served as the Club's President. It was during this period that Mt Cotton underwent a major redevelopment to bring it to the standard it is today. The club also loses its longest serving committee member with John's passing. John was always a guiding hand and source of information to the newer committee members and provided a strong sense of continuity. His contribution to our events, management of our Club, and Mt Cotton will not be forgotten.

Although we will not see John again at Mt Cotton, I am sure that those of us who have ever experienced the venue, as a competitor, official or as a spectator will always associate it with John Edward Davies. I am sure that he will be with us in spirit.

Thank you for your friendship.

Below is just one letter on the death of John Davies. It is included as typical of those received.

Elaine and David,

I have just read your message in regard to the passing of John and also would like to share my sense of sadness. As a new member of the club, John was to me, the face of the hill climb, forever welcoming, encouraging, and grateful for any assistance to the venue he contributed so much to. An Inspirational and Iconic man, larger than life, I will miss the stories, the offbeat humour, and the whimsical smile. Rest in peace my friend, your good works will be cherished and remembered.

Denis Cotton

Cape to Cairo

A preview by Ross Letten

Club members, Ross and Shez Letten, are flying out to Johannesburg on 29 August for the start of a 'Cape to Cairo and Beyond' trip which Dave and Laurel Godwin of the Gold Coast MG Club are organising. Nine MGBs and two MGAs are going, the thinking being that they share largely common running components. Of these, nine are from Australia, one from South Africa and one from Britain. There will be no support vehicle but each of the cars has been well prepared and will carry multiple spares and very little personal luggage. Bystanders are advised to keep well upwind!

The Lettens' MGB is currently in a 40 foot shipping container nestled nose-to-tail with two other MGs bound for Cape Town. The rubber bumper of one of the MGs had to be removed and even so there was only 3cm between the cars and 1.5cm between the tail end and the door. Almost an interference fit. The cars will be collected on 2 September ready for a shake-down drive (hopefully not prophetically) up South Africa's beautiful Garden Route and a visit to Cape Agulhas which is the southernmost tip of Africa. Then on 9 September the group departs north from Cape Town bound for the arid but magnificent Namibia which Ross and Shez know well, having lived there between 1990 and 1995. Highpoints will be the spectacular Fish River Canyon, Sossusvlei sand dunes and Okonjima, home of the Africat Foundation (conservation of carnivores, especially leopards and cheetahs).

Botswana, Zimbabwe (Victoria Falls), Zambia, Tanzania (with fly-in fly-out visit to the spice island of Zanzibar) and Kenya follow in short order prior to a break of several days during which the group will attend a concours in Nairobi (not sure how the cars will fare on cleanliness points though!) and a visit to Masai Mara National Park. From Nairobi the group will strike due north bound for the Ethiopian border at Moyale, through the mountains and then into Sudan (well north of the unsettled border with South Sudan incidentally). Then a ferry from Wadi Halfa leaving on a Wednesday (hopefully!) up Lake Nasser to arrive in Aswan in Egypt on a Thursday (hopefully!). And then 12 days "doing" Egypt accompanied by an Egyptologist guide: High Dam, Philae Temple, Unfinished Obelisk, Aswan Souq, felucca trip down the Nile, Abu Simbel temples, Nubian village, Kom Ombo Temple, Luxor, Valley of the Kings, Abydos temples, Pyramids, Sphinx etc. Sounds exhausting.

A decision then needs to be made on which way to turn. The preferred option is to go left into Libya and Tunisia (northernmost point of Africa) and ferry to Sicily



The sign-written B ready for transporting to the container



Ross, Shez and the MGB



The B ready to start its journey

and Italy and then up through Europe to Britain. The alternative is to turn right into Jordan, Syria, Turkey etc provided the political turmoil has settled down by then. Either way the plan is to be in Abingdon and then Longbridge by the last week in November.

The old mariners used to say that their vessels were "bound for" rather than "going to" a destination, implicitly acknowledging that nothing can be taken for granted on the high seas. In the same vein one of the major unknowns in the planned trip is whether each of the cars will hold together in the difficult road conditions and intense heat along the way. The Letten MGB has a reconditioned and uprated radiator, a sump guard extending from in front of the radiator to aft of the gearbox, conveyor belt sheeting protecting the fuel tank, new uprated springs, new shocks, new seals, new pads and linings, new truck tyres, low compression head and many spares. The ride height is significantly higher but even so we expect to have to "walk" the cars through the worst bits of road north of Nairobi.

Some of you will know that Shez had neurosurgery last October and since then has been jumping through a number of medical hoops to be reasonably fit today. However she has been advised not to stray too far from competent medical facilities so she will probably jump ship and stay with old friends at Okonjima in Namibia. Ross will continue solo up to Nairobi where Laurel Godwin's son will join him for the rest of the run.

We understand that there will be a blog of the trip at <http://www.classiccarclinic.com.au/cape-cairo/>.



CONCOURS

Photos by Malcolm Campbell and David Southwood

Thanks to the excellent organisation of Ross Kelly, Malcolm Spiden and Rodney Lapworth and their team of helpers and to the excellent support of Club members, Concours 2012 will go down as one to remember for all the right reasons!

Not only was there a record entry of 108 cars for either judging or display but MORE THAN 50 of those were MGBs. Our thanks go to all our MGB owners who took up the challenge to celebrate the 50th anniversary of the MGB and helped us to reach our goal of 50 MGBs on display.

The organisers provided a birthday cake decorated with a model of an MGB GT. The model car was then the prize in a lucky number draw and was won by an MGB GT owner, Ben Cain, of the well represented Darling Downs Chapter. This luck of Ben's was then topped when he won the king of all picnic baskets. Those not as lucky as Ben got the consolation prize of a piece of birthday cake.



Outright winners L to R: Post 1980 – Glen Boyce MG F; Best MGB – Peter Gannon; MGTF to 1980 – Trevor Jones MGA; Pre MGA – Ross Kelly 1934 MG K1

Class winners were presented with their trophies and then a second judging of this group produced the outright results for the day.

Outright winner and winner of the Club's Concours trophy will be announced at the Club's annual presentation of trophies early next year.



Overview 'stitched' together by Malcolm Campbell



Above left and right pages: A selection of photos of other cars for judging or on display

Class winners and placegetters were:

► Class A – Prewar touring

- 1st: Ross Kelly, K1
- 2nd: Col Schiller, TA
- 3rd: Julie Evans, J1

► Class B – Pre War Sports under 1000cc

- 1st: Tony Slattery, M

► Class C – Pre War supercharged Racing & Sports over 1000cc

- 1st: Ross Kelly, L1
- 2nd: Ross Kelly, C
- 3rd: Ross Kelly, NB

► Class E – MG TD

- 1st: Conrad Heim
- 2nd: Ross Letten

► Class F – MG TF

- 1st: Cyril Bennet
- 2nd: Neil McCorkindale

► Class G – MGA Roadster Single Cam

- 1st: Trevor Jones
- 2nd: Rod Lapworth
- 3rd: Ross Kelly

► Class H – MGA Twin Cam

- 1st: John Vonhoff

► Class I – MGA Single Cam

- 1st: Dino Mattea
- 2nd: Bill Heraghty

► Class J – MGB Mk I (pull handles)

- 1st: Andrew Willesden
- 2nd: Colin West

► Class K – MGB Mk I (push button handles)

- 1st: Barry & Julie Evans
- 2nd: Gary Lawrence
- 3rd: Craig Carlson

► Class L – MGB Mk 11 Roadster

- 1st: Peter Gannon

► Class M – MGB BL and Later Roadster

- 1st: John Wagstaff
- 2nd: Denis Thomas
- 3rd: Bruce Mutch

► Class N – MGB Rubber Bumper Roadster

- 1st: Bruce Hill
- 2nd: Alf Middleton

► Class O – MGB GT Mk I and Mk II

- 1st: Russell Douglas
- 2nd: Greg Newey
- 3rd: Neil Mills

► Class P – MGB GT BL and Later

- 1st: Ben Cain

► Class Q – MGB GT Rubber Bumper

- 1st: David Miles
- 2nd: M. Spiden

► Class R – MGB GT V8 and Costello

- 1st: Ken Wilson
- 2nd: B. Pereira

► Class S – MGC GT and Roadster

- 1st: Ken Wasley
- 2nd: Mark Welland

► Class T – MG Midget

- 1st: Ron Clydesdale
- 2nd: Clive Mulder
- 3rd: Ken Wasley

► Class U – MG Y Saloon and Tourer

- 1st: Delia Rayment
- 2nd: Tony Slattery
- 3rd: David Robinson

► Class V – MG Magnette ZA to Mk IV

- 1st: Meryl Miles

► Class W – MG Front Wheel Drive

- 1st: Ian Fettes

► Class X – MG Specials (Pre MGA)

- 1st: Helen Goodfellow

► Class Y – MG Specials (Post TF)

- 1st: Matt Johnson
- 2nd: M. Spoljarevic

► Class Z – MG Super Specials

- 1st: Bob Bear
- 2nd: Stephen Riley

► Class ZA – MG RV8

- 1st: David Farrar
- 2nd: M. Spoljarevic

► Class ZB – MGF All Models excl. TF

- 1st: Glen Boyce
- 2nd: Anne Mulder

► Class ZC – MGs under 2000cc produced after 1 Jan 2000 other than Fs

- 1st: Ken Wasley
- 2nd: Sarah Wasley

► Class ZD – MGs 2001-4000cc produced after 1 Jan 2000 other than Fs

- 1st: Ken Wasley
- 2nd: Matt Spoljarevic

► Class ZE – MGs over 4001cc produced after 1 Jan 2000 other than Fs

- 1st: Ken Wasley
- 2nd: Matt Spoljarevic

► Class ZF – MGF TF

- 1st: Ken Wasley
- 2nd: Ken Trudgian

► Class NM – Non-Marque

- 1st: Joy Lane
- 2nd: Barry Smith
- 3rd: Kerry Horgan



Above: The Bs which came along to celebrate their birthday



Above: The Bs which came along to celebrate their birthday

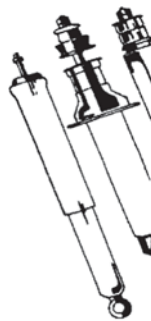
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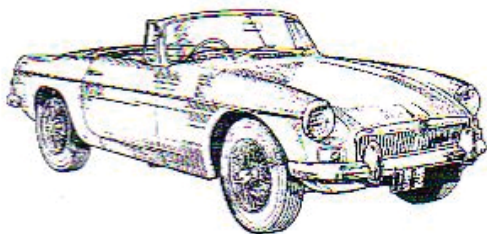
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CATALOGUE**

Chapter Chatter

By Darrell Martin

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

Have you ever thought about just how many of our actions are pure habit?

Here in the Wide Bay area this has been driven home to us in the last couple of months; I'll explain as we go through our recent activities.

We started July off with a relaxed, pleasant run, a good mix of cars and excellent organisation by Lyn and Bob Emslie. Nine cars including three Bs, an A, a TR8, a 240Z, an MX5, and a Capri were led by the Green SLK200 to Woo-Koo Park outside Maryborough for a quick cuppa before heading into the Carriers' Arms Hotel for lunch. As always, Peter Boxall showed charm and grace as he batted away the comments about his TR8 trying to keep up... a habit which has become firmly entrenched over the last 6 years. Others along for the day included Chris and Graham Scott, Jocelyn and Peter Gardener, Keith McKavanagh and Marion Orr, Ellen and Ken Wilson, John London and a couple of other stragglers.

Only a few days later the Bundaberg contingent of our Chapter headed off to Yandaran for lunch. Four cars with 7 members (and one guest) headed off at 9.15 am, Judy Donoghue taking Susan Melzille along with her as passenger. Morning tea was held at Miara Caravan Park close to the mouth of the Kolan River where Susan entertained with her many stories about her MG TF that she has in the UK. After morning tea the group headed to Yandaran Hotel for lunch where it met up with Steve and Tracy Gable and their MGB.

And, here again, habit raised its ugly head! "Free tea" the sign said. It was all there... kettle, tea, sugar, where's the water? Where else but in the cooler bottle... we all put water in a cooler bottle... it's habit. After boiling it up the group found, much to its surprise, that hot orange cordial does not make a great cup of tea... or coffee... or... anything really.

As Eric Beckman said "After all that excitement we packed up to head off to the South Kolan Hotel for a refreshing drink before heading home after a relaxing and wonderful day out with great friends."

Our next event scheduled for mid-July had to be cancelled due to wet weather. However, something



Off to Monduran Dam



The dam's over there!



Let's pack the problem away

else happened that month which drew praise, disbelief and perhaps even a touch of envy. It also showed how ingrained some of our habits can become.

One of our (unnamed) Chapter members went out and bought a set of tyres. He then went out again and bought a new battery. Not particularly remarkable except that he paid cash for them just the way he always does. Why is this remarkable... because it shows habit dominating. Did I mention that he had also just won a petrol brand promotion, the prize for which was an "Ultimate" credit card which he could have used...

Later that month 10 cars headed out to Muddy Waters Cafe, overlooking the Mary River Marina at Maryborough for scones and coffee. The sky was clear, the drive good, the coffee hot and the conversation plentiful. Let's just say it was a long morning tea with some just making it home in time for lunch. In attendance were Paul Overton followed by the Emslies, McKenzies, Londons, Carters, Shields, Gardeners, Martins and Wilsons. I should here mention that the Wilsons are also developing a habit... I'll tell you later.



Muddy Waters Cafe at Maryborough



Bare foot Bowls awaits



Bowling Breakfast



Well, it looks easy !



Woo-Koo Park Mornos

Perhaps our most casual and also best attended event for the month was the Maryborough Sprints, organised by Craig Winter. An awesome collection of highly engineered cars were present to fight the clock... even a Goggomobile Dart! For our part though, we had 32 Chapter members attend, 4 were competing and we boasted a Club Display of 11 cars including a TC, three As (one Twin Cam), several Bs, a Morris Minor, and a 150 Jag. It was good to see Phil and Dianne Youel again, Phil competing in his TD Special. They remain Chapter members even though they now live at Berrigan in New South Wales. Our display attracted a lot of attention including the normal comments like "I

always wanted one of those" and questions like "Why an MG?" I guess the answer to that one is "habit".

August started off with the Club Concours in Brisbane with our Chapter being ably represented by Ellen and Ken Wilson in their Black Beauty, the V8 GT which took out a 1st. That is also becoming another habit for Ellen and Ken, albeit a good one!

The Bundaberg crew were at it again on the 12th with Jazz and Shiraz at the Wombah Winery at Mount Perry. A good day was had by all as it was a "girls day out" for the group... so they made it happen! Altogether 6 cars and 11 people attended from the club and the various photos are alleged to be of the group dancing. Some of us have our suspicions but they did look very, very happy.

On the same day a small group from the Bay headed up the Bruce Highway to Monduran Dam for a sausage sizzle. Organised and led by Barbara and John Shield the group were astounded... not only by the beauty of the area but the culinary skills of John who acted as our Chief Chef and Sausage Cooker. Yet again, the weather was good and the drive enjoyable... even down a rather steep, narrow track with a large dam at the bottom. Many muscles were aching after protracted 17 point turns to prevent our cars becoming submarines. Enjoying the day were the Elsons (showing off their shiny new gold F), the Carters (doing battle with an uncooperative hood), the Francis's, Sees, Kellams and a lonely Martin.

The 26th August saw two runs scheduled... one to Innes Park by the Bundy crew and a morning of barefoot bowls for the Hervey Bay based group.

In Hervey Bay the group of some 20 people descended on the Urangan Bowls Club for a hearty breakfast before commencing battle. On the green some took a lot of persuasion to convince them that underarm bowling was allowable. One enthusiastic player was even told he "played Lawn Bowls like a Mack Truck Driver" and was told several times to go down a gear. It was suggested that, as an ex ten pin bowler, this was just habit taking over! While several played with the wrong bias there were some outstanding performances and it is expected that many will return to further hone their skills. A very large "Thank You" to Des and Joan See who put in an enormous amount of work to make the day a great success.

And that is about it for the last two months. Of course you have heard that "too many MGs is never enough". Ellen and Ken Wilson are taking this to heart with another addition to the collection... or is it just that MGs and sports cars generally are habit forming ?

Safe driving to all ...

Chapter Chatter

By Brian Phillips

DARLING DOWNS CHAPTER

Kimber Run: We assembled at Picnic Point Toowoomba for the start of the run, which was to iron out problems in the proposed Kimber run that has been set for the 2013 National Meeting. Seven vehicles turned up to act as Guinea Pigs for the run. We declared the run a success and fit for a national meeting as it takes in some spectacular scenery and great winding MG type roads.

Mid Week run to Cambooya: A bit of rain and fog did not dampen the spirits of the 8 intrepid MG members who ventured out to the Bull & Barley Hotel at Cambooya. What a great name for a 110 year old hotel in the middle of the grain and cattle area of the Darling Downs. It was a reasonably pleasant drive (don't mention the road conditions) from Toowoomba and a relaxing get together with interesting people. The food was delicious and plenty of it. Apparently the Hollandaise sauce is one of the best according to Bob. It is hard to beat a good pub meal for both volume and value.

Jumpers and Jazz Festival Warwick: The cool crisp air in the early morning heralded a cold day for the Jumpers and Jazz festival at Warwick. With the wind gusting down the street we knew that it was winter. All the trees in the main street of Warwick shed their leaves during winter so the locals took pity on the cold bare trees and knitted jumpers for each one. The colourful garments brighten up this mid winter setting in this Southern Downs location. Added to this attraction was the inclusion of several Jazz Bands playing at various locations and eating houses in the main street. Included in this festival atmosphere was a display in the main street of classic cars including 8 MGs. Fifteen members from our group wine and dined away the morning in a very relaxed atmosphere.

Concours, Brisbane: A 6.30 am departure from Toowoomba information centre in early August is testing on the stamina of the drivers and passengers. As 4 MG B GTs and one TF left Toowoomba, the MGBS had their heaters working overtime, but the driver of the TF Helen decided to dispense with the driver's side window. Now that is stammmmmmina. The temperature outside was 3 degrees when I got



Concours class winners: Helen Goodfellow, Ben Cain and Russell Douglas.

up and by the time I left it had dropped to 2 degrees. The cold increased as we descended the hill with the valleys in the between Helidon and Gatton white with heavy frost. We soldiered on to Plainlands for a much enjoyed coffee stop. City traffic driving is no fun for us country folk even at that hour of the morning but we arrived safely at the venue and parked in our allocated positions and met up with another MG B GT which had arrived from Warwick. Meeting old friends, enjoying



The Club on display at the Jumpers and Jazz Festival

the atmosphere in the grounds of the University and soaking up the sunshine made for a pleasant day. Out of 6 cars from our area we came home with three trophies for class winners Ben Cain MGB GT, Russell Douglas MGB GT and a thawed out Helen Goodfellow,



Morning tea Spring Bluff Railway station



Mid week run Rudds Pub Nobby



Departing Toowoomba for combined club run

MG TF. Congratulations to them on a wonderful effort. Ben Cain also won three raffle draws and took home a car load of prizes. The club reached their goal of more than 50 MG Bs at the Meeting.

Run To Gatton RSL 8/8/2012: These lunch runs are very interesting as you never know who will turn up. We always enjoy them. The address I gave out for the venue was wrong so those people relying on their GPS turned up at the wrong place only to be redirected, while others just followed their instinct till they arrived at the correct address. So much for technology. Fifteen people turned up to enjoy the lunch meeting and again we had some smiling members whom we have not seen for a while. It is great to catch up and swap chat as to where and what we are doing. Always a welcome friend, David Miles joined us from Brisbane .

Combined Car Club Run: The run for August took the form of a combined club run. We invited several other clubs to join us for the Park to Point Run from Apex Park in Gatton to Picnic Point in Toowoomba, a run held in the spirit of the South Australian Bay To Birdwood run. The journey from Toowoomba down the mountain to Gatton took us through picturesque Flagstone creek, Grantham (Great MG Country) then on to Gatton where our fourteen MGs were greeted by a multitude of cars of every different make and age. Morning tea and socialising with the other groups is an important part of the day. We had a great turn out with about 60 cars snaking their way back up the hill through the winter sunshine past the farming hamlets of Ma Ma Creek, East Greenmount then on to Toowoomba and Picnic Point for lunch where some people picnicked in the park and some enjoyed the delights of the restaurant The day was a wonderful success which we hope to duplicate again next year.

Chapter Chatter

By Tony Basham

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



Above: Photos from Australia Classic Rally

Far North Queensland Chapter members have been busy with both Club and non-Club events as below.

Lunchtime Run

A dry sunny tropical morning greeted 9 members in 5 cars for this month's lunchtime run. After meeting at the Skyrail car park our group of a TD, Midget, and 3 MGBs had a trouble free ascent of the Kuranda Range in light traffic conditions. Mareeba was to be our first stop but the town was very busy as the well attended monthly markets were on. We moved on to Mount Molloy, a small village whose history dates back to 1885 when copper was discovered nearby. At the height of the mining a smelter was established employing about 250 men. The smelter closed in 1909 but some ruins remain nearby. We chose a recently opened cafe for our coffee stop. A quirky little place in the main street happily served us great coffee and cake on their veranda while our little

cars drew quite an interest from locals and visitors. After a short stroll we made our way down the scenic Rex Range hill to the coast road at Mosman. Our lunch stop was booked at the Thala Beach Lodge, surrounded by lush rainforest vegetation and within walking distance of the beach. The restaurant is elevated and has commanding coastal views in both directions where we enjoyed our meal, conversation and a lazy afternoon.



Lunchtime Run – Lunch stop

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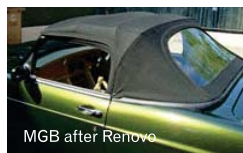


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Above: Photos from Australia Classic Rally

Some of our group then went back to Pt Douglas for afternoon tea while others returned home to Cairns along the coast road. Another great MG day out.

Australia Classic Rally

The inaugural Australia Classic Rally was held in Cairns and district in June 2012. 6 local MGs took part in this 2 day event modelled on European events, a gentleman's rally with the emphasis on time accuracy and driving skills, definitely not a race. Held on public roads, drivers and navigators followed a road book of directions to cover stages in an allotted time. Obeying all normal road regulations each car was timed across the stage to within a second. Points were lost for being too quick or too slow. During the stages drivers and navigators were challenged with skills tests, these being timed to 1/100th second, points lost for too fast or too slow. Along the course participants had to collect randomly placed stamps to ensure that "short cuts" were not taken.

Classic cars built before 1984 were eligible and a variety of 33 cars entered, MGs, Fords, Holdens, a VW Karmann Ghia, Cobra replicas, BMW, Porsche, Pontiacs, Buick, Aston Martin and a Mini to name a few. Lunches were provided en route giving a chance to socialise and meet other entrants. Each day concluded back in Cairns

with a Dinner provided at a local hotel. The course took in some spectacular coastal roads and mountain climbs throughout the scenic Atherton Tablelands, a total of 600km travelled. When the points tally was revealed at the presentation dinner, the MG contingent fared well. The TD scored 2nd place, the Midget in 6th, the MGBs in 12th & 27th, the PA in 17th (oldest car in the event) and the MGA in 31st. An excellently organised event enjoyed by all.



Lunchtime Run – Mt Molloy



Lunchtime Run – Rex Range descent

Chapter Chatter

By Gurney T Clamp

C A P R I C O R N C H A P T E R



The Central and coastal groups of the MG Car Club Capricorn Chapter all started off at the same time on Sunday morning on the observation run and headed to a property located between Rockhampton and Yeppoon.

The Yeppoon group was under the guidance of Eric Clamp who, like his dad, missed a couple of turns but somehow managed to meet up with the Central group which allowed both groups to be welcomed by property owners and club members Stuart and Ada Clark who provided morning tea and coffee with a variety of beautiful scones.

From the Clarks' property the combined group headed off to Yeppoon's Capricorn Tavern where each member received their note and instructions for the club's annual observation run this time around the Capricorn Coast with cars departing at 5 minute intervals. One half of the group headed south and the other north which caused a cheerful wave as they passed each others paths during the course of the run. Everyone ended up back at the Capricorn Tavern in time for lunch during which members found out how they went on the observation run, with some finding out that they had quite different interpretations to what the designer (Gurney's daughter) of the run had prepared. All in all every member who took part enjoyed the outing in beautiful touring weather conditions.

Participants: Stuart and Ada Clark MG TC, Eric and Gloria Clamp MG B, John and Margaret Horton MG B, Terry Dwyer MG B, Jo Emmert MG B, Noel and Sue King MG B, Noel and Bronwyn Marriott MG B, Brian and Christine Mc Kendry MG B, Ian Wilhelmsen MG B.

Chapter members are looking forward to their celebrations of the MGB 50th anniversary on 20th September at Central Park, Rockhampton.





By Ace Reporter

Photos by Denis Cotton, normally a competitor but this time a flaggie at the hairpin where he had the opportunity to observe, and photograph, the differing lines taken through the corner.

At last, a hillclimb event at Mount Cotton without rain. Under blue skies the Regularity group commenced the proceedings where Jamie Trapp scored the win with a loss of 19 points in his MGBGT V/8 from Shaun Rankin (MGBGT, who had a loss of 32 points).

Two new class records were set in the Historic Groups with Pete Trapnell beating the Dick Vermeulen Group K record of 55.23 to 52.30 seconds in his Ford V8 Special with the MGNB Magnette of Ross Kelly second in 59.92. Neil Lewis (For Cortina, 49.74) was fastest in Group N with Kristy McAndrew (Cortina, 50.88 which is Kristy's best time to date) and Paul Shergold (Cortina, 52.17). Group S class went to Steve Purdy (MG Midget, 49.67) from John Anderson (Austin Healey BN1, 69.33) whilst a new record in Group T was set by Roy Davis in his Triumph GT6 with a 46.86 second run.

Sedan Cars

Production and Invited Cars classes gave wins to Oscar Cole (Suzuki Swift, 56.67, up to 1600 cc class) and Don Milner (Triumph Dolomite in 51.09) followed by Tony Corrigan (Holden Gemini, 61.45) in the up to 2000 cc class.

Modified and Invited Cars up to 2000 cc Shane Merrick maintained the lead in his Datsun 1200 Coupe (48.52) from David Jones (Ford Fiesta XR4, 51.65), Dave Sidery (VW Beetle, 51.69), Darren Weston (Escort, 52.71), Brian Moyle (Toyota Corolla, 53.12), and Gordon Robins (53.50) in his Morris Mini. In the over 2001 Scott Anable recorded a best time of 46.91 to win the class in his BMW 325i from Stuart Elphinston (Holden Monaro, 48.18),



Glenn Anable (BMW 325i, 49.08), Cameron Hurman (Mazda RX7, 49.24), Mitchell Allwood (Falcon, 49.74), Christopher Sharmon (Mazda RX7, 50.69), Doug Anable (BMW 325i, 52.07), Lynda Bennett (Triumph 2.5 PI, 54.70), Dennis Simpson (Suzuki Swift, 56.97), Jonathan Anable (BMW 325i, 58.48) and Rob Brown (Commodore, 59.81).



Wins in the Improved Production classes went to Scott Dean (Toyota Yaris, 47.60) from Greg Sutherland (Datsun 120Y, 51.96) in the up to 1600 cc class, with Danny Mischok (Escort, 46.61) winning the 1601 to 2000 class. The 2001 and over saw Ken Graham (Datsun 1600 SSS, 46.57) fastest with Pauline only 0.17 behind and the BMWs of Ian Solomon (47.51), Piers Harrex (47.64) with Karl Begg BMW (325i, 49.22) all vying for fastest improved production BMW .

Tyson Cowie climbed the hill in a best time of 47.57 to win the Sports Sedans up to 2000 in his Escort from Daryl Morton (Morris Cooper S, 49.68), Jeffrey Bird (Morris Mini K, 50.73) and Robert Souter (Datsun 1200 Coupe, 55.77). David Malone took the larger capacity class in 44.12 (Torana XU1) ahead of Glenn Anable (BMW 2002 turbo, 50.99), Roger Bartlett

(Escort, 56.69) and Jeff Daniels (Escort, 60.57 secs). Ray Evans won the Rally Car class with a best time of 54.16 in his Escort.

Sports Cars

Fastest time in Sports cars up to 2000 was recorded by Chris Johns (Suzuki Cappuccino turbo, 48.88) ahead of Mark Cowley (Alfa Romeo GTV, 50.15) and Sean McLindon (Anglia, 53.58). David Homer (Suzuki Swift Evo, 47.14) led home the field in the over 2001 cc from Alex Lleuful (Nissan Skyline, 49.67) and Jeffrey Graham (Mazda MX5 turbo) in 52.01 seconds.

Marque Sports cars up to 1600 is the Mazda MX5 class with Nigel Oldridge fastest in a time of 52.0 seconds from Bill McCollum (54.47), Adam Shipway (55.06) and Neil Sivyer (55.11). The 1601 to 2000 class saw Daryll Searle share the MG record with Hugh Ballington in his MGA in 49.83 seconds with John Price (MGB in 51.52 which is John's best time to date) and Malcolm Spiden (MGBGT, 59.40). Mark Crespan was quickest in the larger capacity class (Ford Cobra RMC, 44.63) followed by Simon Rhodes (Triumph TR7 V8, 46.32), Warren Robb (Ford Cobra RMC, 47.26), David Abbott (Datsun 240Z, 50.48), David Dumolo (Triumph TR3A, 55.27) and Jane Abbott (Datsun 240Z, 72.15).

The Clubman cars class witnessed Paul Masterson win in his PRB7 (47.37) closely followed by Hugh Ballington (Amaroo Clubman, 47.71), Ainsley Fitzgerald (Westfield Clubman, 47.77), Brian Pettit (Westfield SE Clubman, 48.64), Jason McGarry (Caterham Super 7, 50.93) and Jon Young (Caterham Super 7, 53.23 secs).

Formula Cars

Phil Smith won the Superkarts class with a 46.17 time from Charles Catanese (54.81) both in a Dino Kart. Paul Van Wijk was quickest in the Formula Libre up to 1300 cc in a 42.15 run followed by Brian Kirkby (Nutec TLAR, 43.64) Jim Milliner (OMS 2000M, 44.24) and Chris Lake (54.69) in the Suzuki Escargot. The over 1300 cc and Fastest Time of Day went to Warwick Hutchinson (RF92 RPV02, 39.41) and Darren Duffield (RPV01, 56.95) competing again after a short layoff.

Top Six

This round went to Warwick Hutchinson (39.37) from Paul Van Wijk (40.98), Mark Crespan (43.93), David Malone (44.56), Jim Milliner (44.8) and Brian Kirkby (45.26). Most improved was won by Jonathan Anable.



Round 4

By Ace Reporter



Fred Sayers got out of the office and back on track even though both car and driver are now historic



Most elated of all was Darryl Morton, victor in the close three-way tussle in the sports sedan up to 2000cc class

Regularity

Robert Harton won the Regularity section with a loss of 16 points in his Triumph TR7 V8 with Stephen Callaghan (MGB, 27 points), Jim Hodgson (Mustang, 28 points), Shaun Rankin (MGB, 32 points) and the Ford Anglia of Jim Goulden with a loss of some 236 points.

Sports Cars

Class winners for the Sports Cars were Chris Johns (JFR Suzuki Cappuccino, 48.11) in the smaller capacity class whilst in the larger engine capacity class Alex Lleufull Nissan Skyline, 50.76) was faster than Jeffrey Graham in his Mazda MX5 turbo with a best time of 51.83 seconds.

The Marque Sports up to 1600 cc was an all Mazda MX5 class with Nigel Oldridge (49.87) edging out Adam Shipway (53.61), Neil Sivyver (54.38), Bill McCollum (54.53) and Berenice Stratton who recorded her personal best time with a 56.75. Darryl Searle won the 1601 to 2000cc class with a new MG record in 48.68 ahead of John Price (MGB, 51.59), Peter Andrews (MGF, 53.37) and Malcolm Spiden (MGB GT, 56.31). Since purchasing the MGA Darryl has replaced items such as the head gasket, water pump and clutch but on his final climb the wire from

the ignition lock came adrift cutting the power to the engine. In the over 2000cc class a new class record went to Mark Crespan (Ford Cobra RMC) then Grant Slender (Mazda MX5 turbo, 53.14), Bill Manns (MGBGT V/8, 55.09), David Dulumo (Triumph TR3A, 55.68) and Denis Cotton (Porsche 914, 60.59). This Porsche was built in 1974, was imported into Australia to be 1 of 60 cars in Australia and was converted to right hand drive. Powered now by a V Force engine which has been bored and stroked to 2500 cc with a 48 IDA twin Weber carburettor, and this is the first event with this new engine. The gearbox is a 5 speed dog leg 901 transmission.

Clubman class up to 1600 cc was won by Brian Pettit (Westfield, 45.95) from Hugh Ballington (Amaroo, 47.17), Ainsley Fitzgerald (Westfield, 48.23) and Jon Young (Caterham Super 7, 53.08). Ainsley heard some strange sounds from the engine half way through the event and decided it was much safer to cease and investigate at a later stage. The over 1600 cc class went to Jason McGarry (Caterham 7) in 50.45.

Historic Groups

In the Historic Groups Barry Smith's Ford V8 Special did a 57.84 but then a broken valve spring terminated his weekend; however the gearbox was



The flag in the Johns' pit flew at half mast in memory of John Davies



Fred received his trophy from Peter Mohr, President of the HRCC



The BMW pit setup reflected their professional approach to the event



Mark Crespan

finally working correctly. Group N up to 2000cc went to Neil Lewis Cortina 49.82 until a suspected broken axle resulted in no further runs, then Paul Shergold Cortina in 51.34 with Brad Stratton Torana XU1 in 49.26 sec taking out the larger capacity group. Group Q went to Vern Hamilton (Elfin 623, 45.11) with Group R to Keith Carline (Tiga SC80, 47.06) from the Van Diemen FF2000 of Peter Mohr in 49.82. Steve Purdy won Group S in his red MG Midget (50.29) from Stuart Everett in a VW Karmann Ghia (54.71) and Allan Dansie (MG Midget, 56.21). Other Group winners were Roy Davis (Group T class in his Triumph GT6 47.23 s), Group U to Fred Sayers Mini Clubman setting the new record initially at 60.03 then down to 53.54 s and Alan Don (Group V in his Nimbus Formula Vee at 52.43).

Keith Carline has owned the Tiga for 3 years having purchased it in May 2009. This sports car is powered by a 2 litre Pinto engine and was originally raced in America prior to being imported by Ray Hanger for Dean Hanger to drive. Showing great enthusiasm and even greater stamina, Steve Purdy will travel to Townsville for work, visit his grandchildren compete in a Sprint event then journey to Dapto for a round of the New South Wales hill climb championships. Fred Sayers' Mini is a Morris 850 shell which he commenced building in 1967 as a Sports Sedan. Some 10 years later Fred finally had his first race in it at Lakeside, as purchasing a house slowed the development. Alan Don acquired the Nimbus Vee from South Australia. He is the 14 owner of the Vee which was built in 1978, and Alan informs us that until May of this year none of the previous owners had stood on the podium.

Sedan Cars

Modified Production up to 2000 saw Shane Merrick fastest in his Datsun 120Y (48.43) from Brian Moyle Toyota Corolla (50.63) and David Jones Ford Fiesta XR4 (51.32). The larger engine size class went to Scott Anable (BMW E30 325i, 46.52), then Cameron Hurman (Mazda RX7, 49.01), Mitchell Allwood (Ford Falcon XR6 turbo, 49.37), Don Miliner (Triumph Dolomite Sprint, 50.21), Doug Anable (BMW E30 325i, 51.16), Jonathon Anable (BMW E30 325i, 55.48) and Denis Simpson (Suzuki Swift GTi turbo, 56.70).

Improved Production up to 1600cc and Scott Dean lowered his class record from 47.53 to 47.32 to claim the class win in his Toyota Yaris from Scott Doyle (Escort, 50.57), Scott McKenzie (Suzuki Ignis, 58.30), Ross McAndrew (59.57) and Gloria McAndrew (67.76).



Daryl Searle broke John Walker's MG record



Scott Dean broke his class record as did...



Jim Milliner got into the 41s with a PB of 41.5



Paul Van Wijk knocked on the door of the 'Under 40s Club'

in a Hyundai Hatch. The 1601 to 2000 class went to Danny Mischok in his Escort with a 46.15 seconds run. Ken Graham won the over 2001cc class in 46.43 ahead of Pauline Graham in Datsun 1600 SSS (46.98) with the BMW E30s of Piers Harrex (46.99), Ian Solomon (47.17) and Karl Begg in 48.65 seconds.

Sports Sedans up to 2000cc witnessed a wonderful class where the three had led at one stage of the round. Daryl Morton (Morris Cooper S) was ahead with a 50.24 run before Tyson Cowie (red Escort) recorded a 50.06 then Jeffrey Bird (Morris Mini K) jumped ahead with a 49.71 time. Tyson responded with a 49.48 with Jeffrey on a close 49.52; however Daryl won the day with a 49.13 to celebrate his birthday. This shows that yellow/green Escorts are faster than red Escorts. In the big capacity class David Malone (Torana XU1, 44.84) won the class ahead of Glenn Anable (BMW, 49.06).

Ray Evans won the Rally Car class in his Escort (56.51), with the Production cars class going to Andrew Willesden (VW Polo turbo, 55.09) and the All Wheel Drive Forced Induction to Steve Torpey in his Subaru WRX STi in a 53.09 time.

Formula Cars

Superkarts class went to Mark Pickering (48.62) from Charles Catanese (51.88) both in a Dino Kart. Up to 750cc in the Formula Libre groups Warren Robb in the Anderson 500 Special was fastest with a 45.55 second time from Greg Bouwhuis (Eliminator Kart, 46.28) and Phil Smith (Anderson 500 Special, 48.17). In the 751 to 1300 cc class Paul van Wijk (BZK07) recorded two runs in the 40 second bracket at 40.72 and 40.87 to lead home Jim Milliner who is coming to grips with the intricacies of launching the OMS 2000M off the start line to record a best time 41.45 seconds. The over 1301 class went to John Boyce (43.67) in his Kaditcha VW.

Top Six

In the Top Six Paul Van Wijk extended his lead in this part of the series by recording the quickest time of 40.90 from Jim Milliner (41.62), John Boyce (43.84), Mark Crespan (44.24), David Malone (45.35) and Vern Hamilton (46.55).

Fastest time of day was won by Paul Van Wijk and Most Improved was Robert Hanton.

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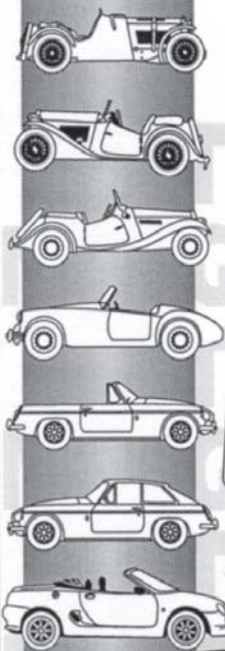


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Whatever happened to Charlie Jackson?

By Tony Slattery

This question was posed in the last Pre-War Newsletter, so recalling a display of unlabelled trophies at the MGCCQ Clubrooms in the name of one "Charles Nelson Jackson", I thought I should accept the challenge and do a little historical research into early MGs in Australia and the mysterious Charlie Jackson.

My first contact was with the club secretary Elaine Hamilton who confirmed that the trophies and our mystery man were one and the same. I also contacted Warren Skimmings in Townsville to see where he became involved in the search for history on Charlie and how he had approached Messrs Lackey & Steinfort at the AGP to see if the M.G. Fraternity knew of Charlie.

The next step was to contact Charlie's daughter, Margaret, who filled me in with what little she knew of her father's MG/Motorsport life and what had survived through time to lead us to here and now. Margaret was adopted by Charlie and his 2nd wife Margaret in 1954 as a baby, and was sadly only 3 years old when Charlie died in 1957, so most of what she knows today came from her mother and the treasured trophies from the past.

As a child growing up Margaret remembers having the chore to polish that collection of trophies, keeping alive the memory of Charlie to her mother and herself. It is truly remarkable that all those trophies so proudly displayed on the MG Midget below still survive as a collection today. We owe a debt to the Jackson family, for without that preservation we might never know the story about to be told.

Charles Nelson Jackson was born in December of 1885 in Denby, Wortley, West Riding, Yorkshire, England. He was the first son to Joel Jackson (a farmer) and Emma (nee Heppenstall). There are two gold medals from 1905 and an undated Gold Watch from the same period that indicate Charlie was indeed a champion cyclist at around the time one William Morris was also a champion cyclist and manufactured cycles in a little workshop in Oxford.

However by the census of 1911, Charlie had married Eva Lockwood (in 1910), and was living with his in-



laws in Brush View Lane, Wakefield, Yorkshire. He was an "employer" and listed his occupation as "Carting Agent", so he was certainly into the transportation business at only 26 years of age.

In October 1911, Charlie and Eva left London on the ship "Wilcannia" bound for Australia. The first record I can find of their new life in Australia is in July of 1916, when Charlie (the captain) of the Bungendore Bowling Club won first prize as club champion and was hailed for his "tuition" of other members. The report further reads "Captain Jackson remarked that Gidleigh Station was the only station in the State that he knew had a bowling green for the station residents". If anyone knows of "Gidleigh Station" today, I'd like to visit.

In 1918, there are some records of Charlie competing at the Queanbeyan Show in horse trotting events, and making a speech at the "Show Smoke Concert", and then donating two guineas for special prizes at the next year's show – his community spirit certainly on display.

By 1921, Eva Jackson's parents had also migrated to Australia, when her father retired as an "Engineer" in the railways in Yorkshire – they appear to have settled in Anzac St, Yowie Bay, Miranda, NSW.

We next find Charles Nelson Jackson in the electoral roll of 1925, employed as a "Chauffeur" and Eva "Home Duties" living at "Abergeldie Cottage" in Burradoo. Now the cottage is diagonally across the intersection from "Abergeldie", a Grand late Victorian home (circa 1880) on Chisholm Hill in Burradoo, so we can safely assume that Charlie worked for the owners of the stately home.

In October of 1926, Charlie helped to found the "Bowral Motor Cycle Club" and was elected as it's first Chairman. It may be of interest to some that the Assistant Hon Secretary was "Mr. V. C. Bradman", a soon to be famous surname in Australia, especially in Bowral.



By May of 1927, "C.N. Jackson" was suddenly the local dealer for Morris Trucks in Bowral, as he had a small battle with the council as they had refused permission for him to erect a petrol pump at his "garage", at the corner of Bowral & Bong Bong Roads. I called in at Bowral on my way to Beechworth and to my amazement that garage of Charlie Jackson is still there – opposite the "modern" service station. It has a "For Sale" sign out front, so it sadly may not remain for many more years.



It is a mystery how Charlie moved from being a "Chauffeur" in 1925 to the "Morris Dealer in Bowral" in 1927 and being at least a part owner of the "Grand Garage" in the main street of Bowral. Further investigations of land and title deed transfers may reveal more answers? Who knows?

The first record of Charlie in motorsport found to date are in the Sydney Morning Herald of 9th March 1928, when he is recorded as being the outright winner of the "Berrima Automobile Club Reliability Touring Contest" from "Berrima to Canberra and back (by way of Bungonia – 240miles), the contest including a hill-climb, and petrol consumption tests, speed averages to be maintained ranged from 22 to 24 miles an hour". Charlie was driving a Morris Oxford. He placed first in the hill-climb and reliability part of the trial, but unplaced in the petrol consumption (you can't have it both ways!). A Morris Cowley utility driven by "T. Gough" won the petrol consumption test with an amazing 63 m.p.g. (but placed 2nd to Charlie in the Hillclimb!!!).

A few days after his win, Charlie had the following advertisement placed in the "Southern Mail" on 15th March 1928 to promote sales of the "New Standard MORRIS COWLEY Roadster".

The 1928 Electoral Roll shows that Charlie and Eva Jackson then resided in Woodbine Street, Bowral, and his occupation was now "Motor Mechanic", while Eva was "Home Duties".

The "Southern Mail" of 9th April 1929, carried a list of trophies presented to members of the Berrima District Automobile Club – and six of these were won by Charlie and one by Eva (these trophies are now identified as being on the M-Type Midget bonnet).

I could find no records of Charlie competing in late 1928 and 1929, but a "F. Flanagan" seemed to be very successful in a Morris Cowley before moving to a 847cc Morris Minor in early 1930.

However, there is a very important report in "The Southern Mail" of 7th March 1930, on the 3-day Trial

@ Morris owner writes!

I would rather drive any three-year-old second hand Morris Cowley because of its particular safety running a marvellous little away than most any modern car one might choose.

The latest Morris with a lot of attractive new features added to all its old good points at the amazingly low price of £199 certainly must open up a new era of popularity for this little masterpiece.

NOW "Britain's most popular car" is within the reach of all prospective buyers.

The New Standard MORRIS COWLEY Roadster—soundly constructed of the finest British materials procurable and equipped with 5 detachable steel wheels, 5 tyres and speedometer is now .. **£199**

C. N. JACKSON,
LOCAL DEALER, BOWRAL.

MORRIS

conducted on 2nd March by the Berrima District Automobile Club and it is of such significance that it is reproduced below in full:

Automobile Trial

The Berrima District Automobile Club completed its 3-days' trial on 2nd March. The first course was through Goulburn, Bungendore and Collector. Several events took place on Lake George, which is an ideal place for the purpose. These events were: Flying mile, standing half-mile and slow running.

This is the third year the Club has gone over this course. The concluding day was taken up chiefly by petrol consumption and hill climb.

Much excitement was created by the finish of the petrol consumption test, most cars finishing before averaging 41 miles. Three cars were left to carry on – Gold, Hampshire and Jackson. Hampshire put up a good record of 61 miles.

Then came the exciting contest between the last two cars. The village blacksmith was most determined to beat last year's winner of petrol consumption. All credit to Allan for the record he put up, being an average of 72 miles, but last year's winner carried on to the 76 miles.

All cars assembled for the hillclimb, which was very well contested. Some good times were made, especially by N. Payne's Crysler and W. Webb's Hudson; Payne being the Club's favorite. But Mrs. C.N. Jackson's M.G. gave her clubmates a wonderful exhibition of hill climb and lowered N. Payne's time by 13 seconds and a fifth. Mrs. Jackson spoiled a beautiful card by losing one point for running in one minute early on the Bungendore control.

Results:

1st, Mrs. C.N. Jackson's M.G., Scr	
Reliability.....	99
Speed, 1/2-mile.....	100
Petrol Consumption.....	100
Hill Climb.....	100
	399

2nd, R. Hampshire's Morris Cowley, 4 points start

Reliability.....	92
Speed, 1/2-mile.....	95
Petrol Consumption.....	85
Hill Climb.....	78
Handicap.....	4
	354

3rd, Mrs. A. Cornwell's Ford, 2 points start

Reliability.....	96
Speed, 1/2-mile.....	97
Petrol Consumption.....	62
Hill Climb.....	83
Handicap.....	2
	340

4th, N. Payne's Crysler, 2 points start

Reliability.....	91
Speed, 1/2-mile.....	99
Petrol Consumption.....	63
Hill Climb.....	87
Handicap.....	2
	339

Yes, it appears that the first record found on an M.G. winning a motor sporting contest in Australia was by Mrs C.N. Jackson – Charles Nelson Jackson's wife "Eva". Now stand and cheer all those heroes to emancipation – there is one more – "Eva Jackson".

On 5th April 1930, Charlie Jackson was "driver" for "F. Flanagan" in a 847cc Morris Midget (a sports model of the Morris Minor type). The event report in the Sydney Morning Herald of 7th April records the car as an Morris Midget, not an M.G. Midget (a common confusion in the day).

There is a report of Charlie competing at Penrith Speedway in April of 1930 with "no luck on the track", then with regularity Charlie seemed to enter every competition motoring event possible in his "Midget" in Sydney or Bowral:

12/13th April 1930: Two day Reliability and Touring Contest, Royal Automobile Club

21st April 1930: Penrith Speedway

10th May 1930: Races – Seven Mile Beach Gerringong, Sydney Bicycle and Motor Club

16/17th May 1930: Two day Reliability and Touring Contest, Royal Automobile Club Aust.

9th June 1930: Penrith Speedway

21st June 1930: One Day Reliability Contest to Robertson, Royal Automobile Club Aust.

12th July 1930: Two Day Reliability Contest to Robertson, Sydney Bicycle and Motor Club

15th August 1930: Reliability & Touring Contest to Canberra, Royal Automobile Club Aust.

The picture below and this statement appeared in the "Sydney Morning Herald" on 23rd September 1930:

THE M.G. MIDGET

Mr. C.N. Jackson is one of the few Australian owners of the special sports model M.G. Midgets, produced by the Morris organization in England, and with it he is a frequent competitor in events promoted by the Royal Automobile Club of Australia and the Sydney Bicycle and Motor Club.

Mr. Jackson is sometimes accompanied by Mrs. Jackson in the speedy little car, which has some good performances to its credit in hill climbs, flying mile tests, and similar events. It was one of the fastest cars in its class in the contest to Canberra held a few weeks ago.



On the 6th October of 1930, J. McCutcheon from Victoria featured at Penrith Speedway in a match race against a Gypsy Moth Aeroplane with his "Morris Midget" car, "really one prepared hurriedly for his own use by Mr. E. J. Buckley" – according to the Sydney Morning Herald.

Charlie appears in the entries for the Sydney Bicycle and Motor Club Reliability Contest to Robertson on the 15/16th November 1930 in a "Morris Midget", setting the fastest time on the Hill Climb and finishing 2nd overall in the contest. Charlie was it seems, an early exponent of the race on Sunday – sell on Monday, and appeared to have ready access to the media – the following appeared in "The Mail" on 21st November 1930:

.....

Bowral's Speed King CHARLIE JACKSON WINS AGAIN

Mr. C.N. Jackson was again successful in the Sydney Bicycle and Motor Club's Reliability Contest to Robertson on Saturday, winning for the second time in succession the reliability section, which is run with two secret controls.

There were not many drivers to complete the last seven miles of the Pass to Robertson at the average speed.

With ordinary reliability controls Charlie has not lost a point in all the trials he has run with the Royal Automobile Club and the Sydney Bicycle and Motor Club this season. With regard to hill climb, flying mile and acceleration, Jackson was winner of his class, 850c.c. Two of the cars competing are considered the fastest cars in Sydney in their respective classes, E.J. Buckley, the interstate record breaker driving one and W.H. Northam, the well-known track driver the other. Two of these cars came up specially to break Charlie's record. At an early hour on Sunday morning they were trying the hill, which is under repair, and had them worried.

As the Sydney Morning Herald has often said, Robertson hill calls for skill on the part of the driver. Jackson again showed his skill in this event; he equaled his own record, beating his opponents from 5 to 15 seconds. He feels confident he can still lower this record.

Charlie is ranked in the Sydney Club as one of the best light car drivers. He heads the list of the Sydney Bicycle and Motor Club with the most wins in the 1930 season, including the 50 miles beach race which he has cause never to forget.

That the car Mr. Jackson drives is an absolute standard M.G. makes his performance the more meritorious.

.....

In March of 1931, Mr & Mrs Jackson won the Berrima District Automobile Club Reliability Trial and that was it! There were no more motorsport events to be found after that date. In August of 1931, the Jackson's left Bowral to take up a new career as Hotel Publicans "in the Newcastle District". They moved further North over the years, and had hotels in Nobby, Gympie, and in Miles by 1940.

Sadly, Eva died in 1945 and Charlie married a much younger Margaret Gardiner in the late 1940's before adopting a Daughter Margaret in 1953.

Charles Nelson Jackson died of a heart attack on the 26th November 1957 at the Apple Tree Creek Hotel near Childers in Qld and he was laid to rest in the Degilbo Cemetery.

While we seem to know a lot about Charlie now, there are still many questions and details that the MG Fraternity would like to answered. The identity of his car is not known at this time, although it was certainly an Oxford built car, so the Chassis would be lower than around #800. I have done what I can, if any of you can assist with further clues/information or ideas, I would be glad to hear from you.

Tony Slattery – Brisbane, December 2011
mgregister@optusnet.com.au

A happy PS to this story happened on May 19 when Tony Slattery provided his M type (only two years younger than the one in the photograph of Charlie with his photos) and Margaret came to Brisbane to recreate the photoshoot of the trophies on the car.

After the photoshoot, the trophies were safely returned to their beautiful new cabinet at the Clubrooms alongside the Club's perpetual trophies.



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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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Race Meetings

