

Official Journal of the MG Car Club of Queensland Inc.



# The Octagon

No. 5

September 2023





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**AFFILIATED WITH**  
MG Car Club UK & Motorsport Australia



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# President's Report

Welcome all to the start of a new year for the MG car club of Queensland.

Our AGM was held at the end of September and this year we have two new members of committee to welcome; Jason McGarry and Wayne Kirwan. Both bring a wealth of experience to the club and Wayne is a member of the FNQ chapter.

This now gives us two committee members from chapters which I feel is a great thing for the club and will hopefully continue to strengthen the bond between all areas of the club.

So for this year your committee stands as Neil Lewis (Pres), Malcolm Spiden, David Robinson, Dennis Cotton, Reg Tomkinson, Brant Raymand, Meryl Miles, Craig Winter, Wayne Kirwan, Jason McGarry.

This group is charged with continuing to run the club in the way the majority of members wish it to be run, as a result please feel free to communicate with any of us if you have ideas or concerns regarding the club.

We all expect to have to work hard once again to continue the regrowth of the club and the future planning to ensure we do not lose touch with the requirements for sustained growth.

Immediately following the AGM we held the annual concourse at Riverside Rocks Park - a great venue hunted out for us by retiring committee member but still Club Captain Don Webster - with plenty of area for display and lots of available shade for groups to sit

in, along with a large number of walk-through spectators, many of whom were eager to ask questions and have a good look over many of the vehicles on display.

It made for an enjoyable day for many of our club members. I will be interested to hear from the members if they would like us to use the same facility for next years concourse.

This year we had a better than normal number of vehicles on display and the quality and range of cars was impressive.

Looking forward from here we are rapidly heading towards the Christmas holiday period, but first there are a couple of events to be held first. The AHC to be held at Ringwood and the last round of the hillclimb series for the year to be held at Mt Cotton.

The festive season can then begin with the MGCCQ Christmas party (usually held at the club rooms).

So at this time I will wish one and all a Merry Christmas and a Happy New Year with all looking forward to the new year ahead.

Thank you to all club members who have supported the work of the committee over the last 12 months and will hopefully continue to support during the upcoming year.

- Neil Lewis

# Octagon Submissions

**PLEASE SEND SUBMISSIONS DIRECT TO: [admin@artxdesign.com.au](mailto:admin@artxdesign.com.au)**

**Next publication deadline for submissions is December 1**

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

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

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

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

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

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

## **NO CAPTIONS WRITTEN OVER PHOTOS**

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

## **GENERAL NOTES**

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

## **IDEAL ARTICLE SIZE**

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

## **PHOTOS ARE ALWAYS BETTER THAN WORDS**

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

## **ADVERTISING IN THE OCTAGON**

Please direct all advertising enquiries to David Robinson at [robo25home@bigpond.com](mailto:robo25home@bigpond.com)

### **MG Information**

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<b>MGA</b>	Richard Mattea	0488 224 105	<b>MG Midget</b>	Richard Mattea	0488 224 105
<b>MGY</b>	Tony Slattery	0407 364 543	<b>MGF, TF</b>	Ken Wasley	0423 152 723
<b>MGZA/ZB</b>	David Robinson	0417 731 455	<b>MGZR, ZS, ZT</b>	Ken Wasley	0423 152 723
<b>MGB</b>	Graeme Walker	0431 678 319			

# Events & New Members

## Working Bees at Mt Cotton Hillclimb

Every Wednesday 9:00 am – 2:00 pm, Malcolm Spiden

## Noggin 'n' Natter at the Rocklea Club Rooms

First and Third Friday monthly 6:30 pm - 09:00 pm

## Management Committee Meeting

Monthly, every third Tuesday

### OCTOBER

Wednesday 4	Working bee at hillclimb
Friday 6	MGCCQ Noggin N Natter
Tuesday 10	Wolseley Car Club at clubrooms
Wednesday 11	Working bee at hillclimb
Wednesday 18	Working bee at hillclimb
Thursday 19	Morris Minor Car Club at clubrooms
Friday 20	MGCCQ Noggin N Natter
Wednesday 25	Mid Week Run / working bee at hillclimb

### NOVEMBER

Friday 3	MGCCQ Noggin N Natter
Wednesday 8	Working bee at hillclimb
Tuesday 14	Wolseley Car Club at Clubrooms
Wednesday 15	Working bee at hillclimb
Thursday 16	Morris Minor Car Club at clubrooms
Wednesday 22	Mid Week Run / working bee at clubrooms
25 and 26	Mount Cotton Hillclimb Round 6 (C/P)

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

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# WINGS &



# WHEELS

Aircraft photos: Craig Winter - Maryborough Aero Club. Car Photos: David Hall



## Sunday 10th September

A great display of vehicles and antique aircraft assembled at the Maryborough Airport for the biggest auto and air show on the Fraser Coast since Covid.

The MGCCQ Wide Bay Chapter Members had 12 cars on display with our banners blazing to attract the attention to the eight MGs on display...all worthy of winning a first prize at any show.

The vintage airplanes were amazing and the pilots were extremely talented, flying aerobatics and synchronised stunts throughout the day.

The entertainment kept coming and it was a great pleasure to be there to see these pilots put their planes through such amazing stunts.

Towards the end of the day the organisers of the car show awarded the best five vehicles from 160 vehicles on display.

We were very fortunate to be awarded one of these for our MGA Coupe which we were very happy about.

The Bundaberg Chapter was represented by Graham Leacock and his lovely MGB who came down especially and enjoyed being part of our display.

Thanks to all the other Chapter members that came along, you all deserve a prize.

Your cars always look amazing when you display them.

We have a great Chapter here on the Fraser Coast, with very nice people in our club.





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# June Midweek Run

## Wednesday 28 June

A fine day greeted us again as 15 cars and 28 drivers and navigators departed Springfield Lakes Park on the southside of Brisbane. Another 7 cars with 11 drivers and navigators departed from the northside.

The two groups joined together for morning tea at Wivenhoe Pocket, Cormorant Bay Picnic area with plenty of laughs and tall stories since our last gathering a month ago.

The morning tea to lunch run had plenty of winding country roads that our MG drivers love, and took in Coominya, Brisbane Valley and the region around Somerset Dam, before arriving at our final lunch stop at the great little picnic spot of Billys Bay.

The cars were parked as if on display and the men loved opening bonnets with plenty of discussion of "who knows what".

After chats and laughter we said our goodbyes with the northsiders returning via Mt Glorious and the southsiders through Fernvale. A great day had by all.

Participants: Trevor & Joy Jones - MGA, Michael Davis & Eileen - MGB, Greg & Rhonda Hannant - MGZ, Ian & Karen Fettes - MG Magnette, Denis Thomas - MGB, Don & Ann Webster - MGTD, Jeff & Jade Heslewood - Hyundai, Sue Panuccio & Trevor Penson - Rav4, Neil & Margaret Taylor - MGF, David & Meryl Miles - Subaru Fred & Rialette Bezuidenhout - Corvette, John Davidson - MGBGT, Ray & Susanne

Edwards - MGB, Val & Kerry Horgan, Ava & Jaye - Lexus, Paul Hartley - MGA, Michael Salt & Sid Murry - MGB, Peter Lefrancke - MGB, Kay Hawley & Michael Garratty - Honda, Barry Lutwyche - MGB, Jan Burke - Mgb, John & Pat Walker - Mgbgt, Allan & Joyce Tebbutt - MGB.



# July Midweek Run

## Wednesday 26-Friday 28 July

A three day run for Christmas in July to Stanthorpe was organised by Karen and Lloyd Thomson.

A great turnout of 20 cars met at Springleigh Park in Boonah at 10.00am for morning tea – everyone seemed happy and excited to go on this little adventure through some back roads to Stanthorpe.

Good to see Don Webster at Boonah to send us on our way although he did not venture with us to Stanthorpe. Also Jeff Heslewood advised he would meet us in Stanthorpe.

10am was a good time to meet allowing time for everyone no matter where you lived to get there avoiding the early morning rush.

A briefing was held with the run-sheet handed around with detailed instructions with the usual banter etc.

Denis Thomas and Vicki arrived just in time from the Gold Coast so the run started close to 10.30.

A short run to Fassifern then left onto the Cunningham Highway – there were the usual roadwork stops along the way before leaving the highway to our lunch spot at Yangan.

The weather was extremely pleasant but a little cool with not too many soft tops down.

We are getting soft in old age, although Brian Cranley in his Fiat Spider braved the elements.

After lunch we proceeded to Stanthorpe via Killarney, Legume with a short time in NSW then Amosfield arriving at the Vines Motel about 2.00pm. Everyone agreed it was a very pleasant drive through some beautiful country.

The usual obligatory drinks at 5.00 were enjoyed by everyone with some very tall tales exchanged then onto O'Mara's Pub for dinner. Luckily the heaters and fireplace warmed the chilly night air.

The morning on Thursday was free so a few brave husbands took the ladies to the Christmas tree farm - amazing what is available for Christmas decorations etc.

On Thursday afternoon about half the group went on a wine tour with two wineries, lunch at the Blue Pot café and then Granite Belt Brewery – some nice beers with a few not so nice depending on ones taste buds.

The Christmas in July dinner was held at the Vines Motel superbly catered by our hosts Shiv and Raj. The dessert buffet was a hit as usual.

Instead of Secret Santa gifts we again decided to contribute to a charity – this year was for Rosie's – "off the streets".

We raised a very impressive \$487 - so thank



you to everyone who contributed on the night.

Next morning (Friday) everyone said their goodbyes and headed home whichever way they decided.

We travelled via Warwick with John and Pat Walker for morning tea at the Cherry Tree café – Karen's favorite café.

A great friendly time was had by all – thank you everyone for a wonderful three days.

Participants:

Kay Hawley & Michael Garratty - Honda Integra Type R, Lloyd & Karen Thomson - MGB roadster, Fred & Rialette - Pajero (where was the Camaro?), Michael Salt & John - MGB roadster, Robyn Jenvey & Jeanette - Honda, John & Pat Walker - MBGGT, Dennis & Diane Kelly - Mazda 3 Malcolm Campbell & Kathy Burford - VW Golf GTI, Gary & Dawn Lawrence - MGBGT, Val Horgan - Mazda MX5, Trevor & Joy Jones - Mustang, Brian Cranley - Fiat Abarth Spider, Allan & Joyce Tebbutt - Audi, Barry Lutwyche & Jan Burke - MGB roadster, Neil & Kate Robson - BMW, Kevin Trower - Audi A8, Neil & Margaret Taylor - Subaru Outback, Ross & Shez Letten - MGB roadster, Denis & Vicki Thomas - MGB roadster, David & Meryl Miles - MG Magnette, Jeff Heslewood - Hyundai N-line.





Well that's a wrap!

The All British Day Brisbane - 2023 is over for another year, but what an amazing day it was.

The weather was perfect and we had such an amazing turn out.

Thank you to all our display cars and car clubs and our patrons and visitors.

Several of the clubs put a huge amount of effort into their displays.

A special mention to our organising committee, our volunteer team and our volunteer judges for making the day a great success.

Also a big shout out to our sponsors Shannon Insurance for their ongoing support, St Joseph's College Gregory Terrace for the use of their playing grounds and the Brisbane Brass Music Association for their amazing tunes putting a spring into everyone's step.

The results show the wide range of vehicles that support our annual major charity event.

Looking forward to another magnificent day in 2024.



# 2023 ALL BRITISH DAY



## 2003 WINNERS CIRCLE

### CATEGORY

Best Vintage & Veteran  
Best Classic Vehicle – Pre 1981  
Best Classic Vehicle – Post 1980

Best Sports Car  
Best Motorcycle  
Best Commercial Vehicle  
Best British Thoroughbred  
Best Competition Vehicle  
Best Off Road Vehicle  
Peoples Choice  
Owners Choice  
Best Of British  
Best Club Display

### OWNER

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Geoff Vutour  
Luke McGreey &  
Sebastian Armstrong  
Chris Miles  
Harold Denar  
Graham Kircher  
Barry Cooper  
Stewart Armstrong  
Glen Besgrove  
Brad Bould  
John Dunn  
Graham Kircher  
Qld. Mini Car Club

### VEHICLE

1926 Alvis 12/50  
1969 Rover PSB  
2003 TVR  
1967 Austin Healey BJ8 3000  
1913 Sunbeam  
1967 Commer - PN  
1968 E-Type  
1956 MG Ausca  
1961 Series 2 Landrover  
1978 Blue Leyland Moke  
1964 Morris Mini Cooper  
1967 Commer - PN

# MGB



There is no doubt that the MGB is what sports cars are supposed to be like. An open-topped, two-seater, front-engined, rear-wheel drive car is the way to travel.

## Monocoque construction

Unlike all previous MG cars, the 'B' was designed around monocoque principles, using strong, double-skinned sills. This simplified the production process, reduced build costs and made the overall package more effective.

## Leaf-sprung rear

Although MG experimented with an independently sprung rear end, the MGB has a live rear axle. It is suspended by semi-elliptic leaf springs and uses lever-arm shock absorbers.

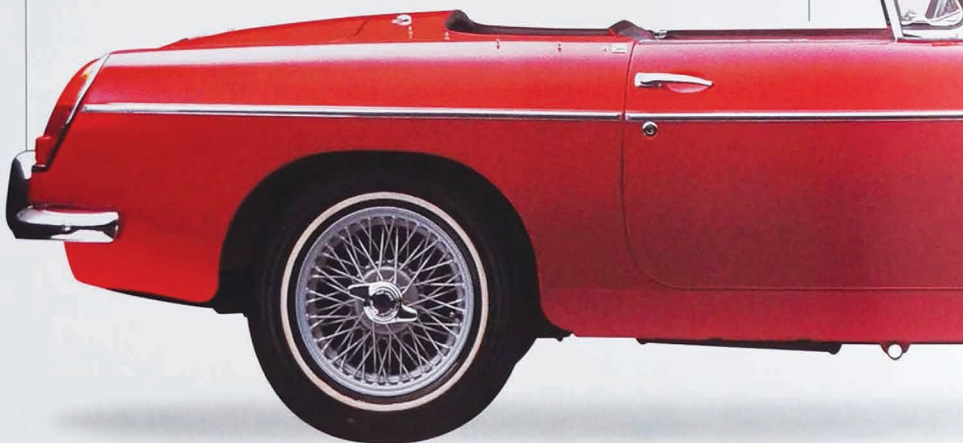


## Chrome bumpers

Early MGBs are colloquially known as 'chrome bumper' cars to distinguish them from the Federal-equipped 'rubber bumper' cars. Aesthetically, the original chrome finish is more pleasing and retains the familiar slatted grill of the older MGs.

## Wind-up windows

Unlike all previous MG sports cars, which stuck with the old British custom of removable side windows or curtains, the MGB has glass windows that are opened and closed using a hand crank. Though this is a matter of course in U.S. built cars, it's considered a luxury for MG owners.





#### Spacious cabin

By sports car standards, room inside the cockpit is very generous and the driver and passenger have no difficulty getting comfortable.



## Specifications

### 1962 MGB Roadster

#### ENGINE

**Type:** In-line four-cylinder

**Construction:** Cast-iron block and head

**Valve gear:** Two valves per cylinder operated by a single camshaft via pushrods

**Bore and stroke:** 3.16 in. x 3.5 in.

**Displacement:** 1,796 cc

**Compression ratio:** 8.8:1

**Induction system:** Two SU carburetors

**Maximum power:** 95 bhp at 5,500 rpm

**Maximum torque:** 110 lb-ft at 3,500 rpm

#### TRANSMISSION

Four-speed manual (overdrive optional)

#### BODY/CHASSIS

Monocoque chassis with two-door steel open body

#### SPECIAL FEATURES



The early three-bearing MGB is recognizable by its 'pull' door handles.



The MGB was designed with chrome bumpers, but post-1974 cars have rubber bumpers to meet the U.S. safety regulations.

#### RUNNING GEAR

**Steering:** Rack-and-pinion

**Front suspension:** Wishbones with coil springs and lever-arm shock absorbers

**Rear suspension:** Live axle with semi-elliptic springs and lever-arm shock absorbers

**Brakes:** Discs (front), drums (rear)

**Wheels:** Steel, 14-in. dia.

**Tires:** 16S70 14

#### DIMENSIONS

**Length:** 153.2 in.    **Width:** 59.9 in.

**Height:** 49.4 in.    **Wheelbase:** 91 in.

**Track:** 49.2 in. (front), 49.2 in. (rear)

**Weight:** 2,080 lbs.



# 2024 MG Cyberster

CRAIG WINTER

**0-100kph in 3.2 seconds is a blistering pace for any vehicle, let alone an electric one.**

Powered by a 77kWh lithium-ion battery, MG has also revealed the all new 2024 MG Cyberster will have a range of 579km.

It's much bigger than an MX-5 at 4535mm long, 1913mm wide and 1329mm tall, and resting on a 2690mm wheelbase, and its speed puts it right up there with a Porsche Taycan Turbo S (2.8 seconds) creating a very viable sports package

It's also heavier too, on account of that big battery, with a kerb weight of 1985kg.

Once launched, a less powerful 224kW

single-motor Cyberster will be introduced that will be paired with a smaller 64kWh battery that provides for a CLTC-verified range of 520km.

There has not been any clarification on the Australian price at this stage.



# Chapter Chatter

## DARLING DOWNS CHAPTER

by Michael & Marilyn Keating

### August 27

The sun shone warmly in the Valley as the participants gathered at James Norman Hedges Park in Helidon for the August monthly run.

You couldn't wish for a nicer day to be travelling in an MG. Nine cars arrived for the start, 3 MG's, 1 Daimler and 5 Modern. We welcomed Peter and Jenny Wild on their first run with our Chapter. We hope you both enjoyed the day!

The run was set to take us through Helidon township, then on to Mt. Sylvia and the back roads of the vegetable growing areas and through to Lions Park in Laidley where we stopped for a welcome cuppa and cake.

It's always a great catch up and much chatter and laughter were heard during the break.

The next leg of the journey would see us travel to Rosewood, Marburg, Glamorgan Vale and finally into Lowood. Besides being

very scenic, the road from Glamorgan Vale to Lowood is perfect MG country, winding roads and tight corners.

Tables had been reserved for lunch at the Hotel Lowood and we arrived safely just before noon. This Hotel is very popular, they always serve a good meal and promptly too. Brian & June Phillips and David & Meryl Miles joined us at the Hotel for lunch.

After a lovely lunch and time for solving the world's problems (if only), it was time to say our farewells to the other members and visitors and make our way home. We hope a good time was had by all.

Attendees: Trevor & Karen Martin, Glen & Bev Hadfield, Ray & Susanne Edwards, Ron & Judy Gillis, Peter & Jenny Wild, Owen & Kay Douglas, Mal & Barbara Campbell, Ian & Jenny Roberts, Michael & Marilyn Keating, Brian & June Phillips (lunch only) and David & Meryl Miles (lunch only).



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# Chapter Chatter

## FAR NORTH QUEENSLAND RUN

by Jim Armstrong, photos Phil Henry, Sandra Armstrong, Bill Heraghty

**August 7th - August 16th**

### Day 1

Early morning Monday and the traffic was buzzing between Yeppoon and Rockhampton especially around the Silos in Parkhurst where our tour group were to meet and depart.



The cars, all nineteen of them, looked absolutely magnificent parked in a row in front of the bright green painted silos adorning a message to the government to Start the Ring Road in Rocky. Jo Emmert came to wish us well and take a few photos.

The local press was present (courtesy of our Media Liaison officer Phil Henry) and interviewed yours truly and took photos for our local paper CQ Today. I must apologise here to the other Chapters of the MGCC of Qld as I was slightly misquoted. What I actually said to the interviewer was "we are an active chapter" but I am sure you will understand.

After our initial introductions by Gordon Kelsey (our appointed Tour Leader and Tour Coordinator) and safety talk by myself, the group was divided into two smaller groups,

group 1 being led by Gordon and group 2 by me with a five-minute break between the two parties. Group 1 headed off first stop Marlborough for comfort and fuel stop. Group 2 followed five minutes later. All good to Marlborough, next stop Waverly Creek (group 1) and Clareview (group 2). Still all good or so we thought, Wayne and Megan zoomed past in their bright red MGA while we were stopped. Group 2 were lucky enough to be able to purchase fresh home-made scones with jam and cream at their stop in Clareview.

Then it was off to Sarina for lunch at the sugar shed. We arrived a little late but that did not faze the volunteers working at the Sugar Shed. Some of our group elected to travel on to nearby Mackay our first overnight stop spot. The meal at the Sugar Shed was delightful and very fresh. The service was quick and pleasant. After lunch we were treated to a tour of the Mills' sugar processing procedures. Very informative and covered the history from the bygone days as well. There was another tour, this time of the rum distillery, however only about half of our combined group elected to do this tour.



Now off to Mackay to our motel, the Windmill on the Northern side of Mackay. Happy Hour saw most of us gather in the area beside the pool for our first get together. Well, most of us, Jack Cowie reported an electrical problem with their car and no sign of Wayne and Megan and we were unable to contact them. Jack's

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problem turned out to be some faulty wiring, but it was noticed that his serpentine belt was about to come off. It was decided to change the belt first thing in morning as the engine was hot and the belt is in a confined space after an air conditioner was fitted especially for this journey.

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Apparently, they were stranded in Sarina with numerous electrical issues that the young RACQ man couldn't fathom. Gary Kunst checked it out and had diagnosed the major problem before retiring to bed. The pig tail leads to the points and condenser had broken. The battery had gone flat and so was left to charge overnight. Everybody carries a battery charger, right? Well Wayne does.

That ended Day 1, nine more to go!

## DAY 2

Day two saw an early start for Gary Kunst to work on Wayne and Megans car and myself and Bill Heraghty to work on Rae and Jacks car. Believe it or not Mackay was quite chilly at 6 o'clock in the morning.



As the Sun rose gradually into the sky, most of our group took off on a walk to the nearby Kerb Café for coffee and a bite to eat. By the time they had returned Gary had Wayne and Megans's car running with the normal onlookers help and Bill and I had Rae and Jacks car ready to go also with the help of curious onlookers.

Our Media Liaison Officer, Phil Henry had arranged for the local 7news team to come to see us all which resulted in a very interesting interview of Gordon and Myself which was beamed up and down the east coast of Queensland that night highlighting our glorious cars.



At our daily safety and run briefing we bade farewell to Robbie and Gary Galloway who had always planned to travel only to Mackay as they had family commitments to meet on the weekend end. However, we were joined by Whitsunday Chapter representative, Rogue Verde (Rodger) with his immaculate MG RV8 who came with us to Proserpine.

On our departure, given the Media were filming us leave we did not break into two groups which must have looked impressive as we drove up the highway to some but attracted some grumbling over the two-way by transport drivers. We stopped at the huge coffee shop and rare bird aviary just north of Proserpine before heading north to Bowen this time in our two-group configuration.

We stopped for lunch at the Horseshoe Café at Bowen's Horseshoe Bay. It

# Social & Motorsport Calendar

The following abbreviations are used for Chapter names:

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

<b>OCTOBER</b>	
Sunday 1	Australian Motorkhana Championship at Nirimba Education Precent Sydney
Sunday 1	Rocks Riverside Park entry on Counihan Road off Seventeen Mile Rocks Road, Seventeen Mile Rocks. Supplementary Regulations and details to be forwarded via Weekly Newsletter.
Monday 2	Public Holiday
Wednesday 4	Working bee at hillclimb
Friday 6	MGCCQ Noggin N Natter
7 and 8	Bathurst 1000 / Short Circuit 5 at Carnell Raceway Stanthorpe
Tuesday 10	Wolseley Car Club at clubrooms
Wednesday 11	Working bee at hillclimb
14 and 15	Australian Super Sprint Championship at Morgan Park
Wednesday 18	Working bee at hillclimb
Thursday 19	Morris Minor Car Club at clubrooms
Friday 20	MGCCQ Noggin N Natter
Wednesday 25	Mid Week Run / working bee at hillclimb
26 to 29	Australian Hillclimb Championship at Ringwood hillclimb Newcastle
27 to 29	Gold Coast 500 Supercars / HRCC races at Queensland Raceway
<b>NOVEMBER</b>	
Friday 3	MGCCQ Noggin N Natter
Wednesday 8	Working bee at hillclimb
Tuesday 14	Wolseley Car Club at Clubrooms
Wednesday 15	Working bee at hillclimb
Thursday 16	Morris Minor Car Club at clubrooms
17 to 19	Motorsport Australia State Championship Races Round 5 at Morgan Park (C/P)
Wednesday 22	Mid Week Run / working bee at clubrooms
25 and 26	Mount Cotton Hillclimb Round 6 (C/P)



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## Membership Application Form

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

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

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

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

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

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

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

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

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

### Particulars of Vehicle(s)

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

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

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

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

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

**\$90.00 - Annual Membership**

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

**\$35.00 - Junior competing membership**

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

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

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

**\$33.00 - Grille Badge**

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

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

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

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

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

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

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

MGCCQ New Membership	<b>CREDIT CARD PAYMENT</b>			Amount \$ _____
Credit Card:	Mastercard	Visa	CCV _____	
Card No	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Expiry Date:	Signature: _____			
Cardholder's name (Please print): _____				

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problem turned out to be some faulty wiring, but it was noticed that his serpentine belt was about to come off. It was decided to change the belt first thing in morning as the engine was hot and the belt is in a confined space after an air conditioner was fitted especially for this journey.

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That ended Day 1, nine more to go!

### **Day 3 Townsville to Cairns**

We awoke to a beautiful North Queensland day with the locals out and about running and walking and using the exercise equipment placed on the Strand by the local Council with the majestic bay and Magnetic Island in the background.

Our group of travellers gathered as planned at 8:00am and it was decided that given on day 1 and day 2 we were falling behind on our schedule, the excursion to Wallaman Falls would be optional as it added some 2-3hrs to our day trip time. Then splitting into two groups again and heading off further north. Gordon had relegated the lead of group 1 to Garry Kunst and 5 minutes later group 2 waved goodbye to our lodgings in Townsville with me in the lead.



First stop was Ingham where group 1 stopped at a local park on the way into town for smoko and Group 2 stopped at a park in the main Street of Ingham. Two of our group, Wayne and Megan and Barry and Jan opted to go to the falls whilst remainder travelled on.

We paused for a while to take in the vista of Hinchinbrook channel before continuing to Tully for lunch. Here most took the time to explore the main street before having lunch at the very busy bakery. Of course, we did the mandatory tourist thing and climbed the Big Gumboot and had a group photoshoot before heading off to Cairns.



On our arrival to Cairns, the skies had darkened with the threat of rain but it held off until we were settled into our digs for the night. Happy hour was an impromptu affair held outside the motel's laundry. Dinner on the other hand was somewhat confusing as the motel's restaurant which was one of Cairns most favoured Chinese

Restaurant was completely booked out until around 8:00pm so some stayed whilst others strolled down to the esplanade which was extremely busy. Those who stayed commented on how good the restaurant really was. All good so far or so we thought. Apparently, Wayne and Megan who I might add are both electricians experienced more trouble with controlling their electrons to the fuel pump of their bright red MGA. We experienced heavy rain though the night.



Next day, Day 4, was a free day and so our group went all different ways. Some elected to travel the Sky Rail and the train to Kuranda, others decided to take a drive to various parts of the countryside, others visited relatives while others went shopping. Gordon and Phil took the time to visit the military museum which was by all accounts was very well stocked and had some very interesting display and equipment.

On my arrival back to the Motel where happy Hour was again in full swing, as I was parking the GTV8, the left-hand flexible brake hose burst. Luckily for me Gary had a brand new one in the boot of his car. Who carries brake hoses? Gary did thank goodness.

Dinner that evening was more organised and we all settled in for a hearty feed of excellently prepared Chinese.

## **Day5 Cairns to Yungaburra vis Pt Douglas and Mt Molloy.**

More heavy rain fell through the night.

However, an early start for a couple of us changing the brake hose and bleeding my brakes while Wayne had amassed a crew to change yet another fuel pump on his car. I am assuming the problem was electrical as at one point no less than five electricians all from our group had the head in and around Wayne and Megans car with their meters at the ready.

Meanwhile another patron of the motel whilst backing out her Toyota Corolla hit Gordons newly restored and beautiful E Type Jaguar. Gordon was not present (away getting his early morning coffee fix with Phil), however there was enough of our group present and confronted the driver who vehemently denied it. Their number plate was photographed and at least six people witnessed the incident. On Gordons return, he inspected his car and found no visible damage. It must have hit the bumper bar of the Jag which was more than a match for the plastic bumper of the offending car.



All cars right to go, Gordon held his daily meeting highlighting the day events. Us usual, Group 1 headed off with Gary in the lead followed by group 2 five minutes later.

Up the magnificent scenery of the Cook Highway overlooking the glorious Coral Sea we went stopping at various lookouts along the way.

At one of the lookouts, a group of hand gliding enthusiasts were preparing their hand gliders for take-off. One our group Ewan Sutherland, himself a light aircraft pilot took particular interest in the activities, so much so the remainder of us thought he was going to take one for a spin. But no, it didn't work out that way and we were soon on our way again.



Next stop was Pt Douglas where most patronised the Tin Shed Restaurant overlooking picturesque white sand, a mouth of a creek spilling into the Coral Sea and the Pt Douglas Marina. The restaurant was busy, but we enjoyed a quickly served wholesome lunch. Then on the road once more heading toward Mossman but turning left to Mt Molloy.

The road to Mt Molloy was excellent MG and sports car territory. Up a range with very twisty bends, up and up to the top we went and all good or so we thought!! Low and behold, Wayne and Megan who were travelling with first group had pulled off to the side of the road, the volts, amps and ohms having another domestic resulting



in yet another fuel pump failure. Out come the tools again. Another fuel pump change. We got Wayne and Megan's car going once more and took off to Yungaburra.

On reaching Mareeba, rain started to fall. We said goodbye to our Brisbane friends, Beth and Bill Heraghty here as they were staying with Bill's sister for a couple of days whilst the rest of the group explored the country around Yungaburra. The rain continued to fall until re arrived at our respective Motels at Yungaburra.

Happy hour was held at the Curtain Fig Motel a pretty boutique style nestled in the heart of the quaint township of Yungaburra. That evening we as a group dined at Nicks Place a very well patronised Italian Restaurant just a stones throw from our motels. Again, a very busy place. The décor was equally striking with its Italian Alps style. The genuine Italian food was even more amazing and larger helpings than most of us could handle.

## Day 6 Yungaburra and surrounds

Drizzling rain greeted us this morning, however that did not deter our group from the day's activities. Early morning stroll up the road for some brekky at the Whistlestop Café for coffee and maybe bacon and eggs

for others.

Gordon at Phil called us to order at 8:30am for our morning briefing. Local attractions were highlighted but we were to meet at Lake Echam at 11:00am. Just down the road from our motels was a platypus viewing platform where we witnessed a young platypus playing in the pond. For most this was the first time a platypus had been seen in the wild. Then on to the Curtain fig tree a little way down the road. The dense rain forest still dripping from the rain, opened to where this very old fig tree was standing which was host to a huge strangler fig. Very impressive.

Then on to Mt Hypipamee Crater Lake however the sign there was a bit misleading stating that it was an 800mtr walk to the lake. As time was marching on and we had to be at Lake Echam to catch our booked 12:00 noon boat ride on Lake Barrine, most elected not to do the walk but to continue to Lake Echam to our meeting place.

On to Lake Barrine where Gordon had organized to park near the shore of the lake for photos. A local who had heard we were in the area turned up in his beautiful British Racing Green Triumph TR3. He explained that they lived close by and that this was his closest coffee house.



Soon we were on board our cruise boat discovering the wilderness that surrounded this volcanic formed lake. As we cruised around three enormous amethyst pythons were stunning themselves, well, one was and the other two were enjoying each other's company. The boat skipper called out for Harry about three or four times over the loudspeaker explaining that Harry was her husband and that she had left him here four days ago. Harry didn't appear so we moved on. The lady skipper explained that this time of the year the water in the lake turns upside down due to the hotter water below rising. This gives the water a murky appearance as apparently in summer the water is crystal clear.

Our boat ride was soon over and it was up into the Tea House for lunch. Whilst we were waiting, our own multi-talented Phil henry treated us all to classical rendition of a tune on the Tea House piano. Well done, Phil!

After lunch it was off to Lake Tinaroo to pay respect to our fallen troops in the Afghanistan conflict. The "Walk of Honour" is a very moving memorial to those who gave the supreme sacrifice. It was not long before many residents joined us relishing in looking at our spectacular cars parked in a row alongside the "Walk of Honour". After some time our group dispatched with most returning to their respective Motels while others took advantage of more local attractions like the Giant Tinaroo Dam.

Happy hour once again and we gathered



under the Sail covering the barbeque area of the Curtain Fig Motel. Most decided to eat at the Yungaburra Pub just a short stroll up the road. The pub was a well refurbished country pub and as we were prebooked were given an area to ourselves. After a few noggins, Phil once again tickled the ivories and our group had a hearty sing along. But the highlight of the evening watch watching the Matildas defeat France in the FIFA Women's World Cup. Well done girls! After a very busy day we all retired to our lodgings for the night.

## **Day 7**

### **Yungaburra- Herberton-Mt Surprise.**

At last clear skies.

Roll call at 8:00am. After our normal briefing and a warning that we were about to enter road train country, we again split into two groups before heading off towards Herberton where we were booked in to visit the Historical Village. On Arrival, a designated area was reserved for our parking and we were welcomed to the Village by a lady volunteer who explained what was where and points of interest.

The village is very large and well spread out. Cars of yesteryear, old shops and the wares they sold, old clothes and sewing apparel, working blacksmith shop, bakeries, Butcher shop, service stations, crawler tractors, John Deere tractor shed, old sawmills etc. It would be easy to spend a day or even two just looking at all the displays. They even had a working steam train that they had restored themselves using 100o/o volunteer labour that took 80k plus hours. Some took advantage of the train ride along a short rail line to their most impressive rail workshop. It was explained that the Village owns the rail line back as far as Atherton and it is their ambition to restore the line but need to raise some 6M to 8M dollars to do so.

Lunch was at the Village Café and here we were met by several members of the Far North Qld MGCC Chapter who chapter Coordinator John Fransen had organized to come out from Cairns on an impromptu run to catch up with us. This highlights the comradery of MG owners throughout the State.

Lunch over it was time to travel out to Mt Surprise for our next overnight stop. Here we also bade goodbye to Brian and Glennis as they had made alternative travel arrangements.

Now you would expect that out here that is very isolated that the roads would be narrow and in disrepair but in fact the opposite is true.

The roads were wide smooth at appeared quite new so the trip out through Mt Garnett and on to Mt surprise was very comfortable



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and event free. The countryside was still nice and green from the recent rain and so no kangaroos or wallabies were encountered. There were a few stray cattle on the side of the road, but they seemed to be traffic conscience and so behaved themselves.

Mt Surprise is aptly named as it is a little oasis in the middle of nowhere. We had arrived in the true outback. The caravan park where we were booked in to though was very pleasant and the cabins were very comfortable, however we were warned not to drink the water as the potable treatment plant had broken down. None the less this did not stop the Happy Hour and later a delicious home style cooked roast meal in the parks' community kitchen by the host was plentiful and enjoyable.

After our meal a few gathered for post dinner drinks but did not stay long as most were exhausted from a tiring but enjoyable day. Credit to you both Gordon and Phil.

## Day 8

### Mt Surprise to Charters Towers.

Today again, a very pleasant and cool day. We were once again faced with choices. Visit the Lava Tubes at Undara or travel through the Charters Towers stopping at Greenvale for lunch.

A few elected to go to Undara which meant an early morning start whilst most elected to drive straight through to Charters Towers. The group travelling to Charters Towers once again divided into two groups with Gary leading and me the other. During the briefing Gary didn't quite burst into song but did recite the first verse of Slim Dusty's "Three Rivers Hotel".

So off we go once more, the road just as good as the day before and we made good time to Greenvale for lunch. Greenvale is a little ex Mining Town established in the late 1970's early 1980's. The Nickel Mine it was built for has now closed but instead of bulldozing the town it was sold off very reasonably and is now a very well maintained tidy town. The pub where we had lunch was named the three River Hotel as in Slims' song and had a huge rendition of the song sign written on one wall absolutely a must have backdrop for Slim Dusty and Stan McCoster fans. Lunch was quickly served and soon we were off once more although Trevor Andersen's SP250's gearbox had developed some strange noises so he, Phil Henry and Barry and Jan decided travel at a more moderate pace and left earlier than the rest of us. Still good roads and we made good time to Charters Towers without any issues.



The first thing we noticed on arrival at the Towers was an unusually big cemetery which we later learned was a result from the activities during WWII.

After settling into our respective Motel



rooms, Phil Henry had planned for the Mayor of Charters Towers, Councilor Frank Beverage to meet and address us on the hilltop of Towers Hill. Frank (the Mayor) was a very interesting person and was obviously beaming with enthusiasm toward his community. He spoke proudly of the fact that his father had preceded him as mayor too. He answered many of our questions and Phil, through some investigative work, had found out it was in fact Frank's Birthday. Phil then led us all in signing Happy Birthday to him.

Frank also pointed out a few other places of interest so we set off to see as many as we could before sunset.

In the meantime, back at the motel, Wayne was changing yet another fuel pump. In the course of his work, the motelier was speaking to Wayne and offered for us to use the motels barbeque area for dinner. Wayne quickly phoned around and in no time had organized what many refer to as the best dinner of the trip. The lighting was poor, but a couple other residents (young tradesmen) offered their portable floodlight. We accepted on the proviso they join us which they did. And so ended another busy day.

## Day 9

### Charters Towers – Emerald

An early morning start saw a beautiful clear fresh North Queensland winters day in Charters Towers. Some elected to head downtown for coffee whilst others enjoyed a hearty breakfast. The usual drivers' briefing was held and once again the group divided in two. As Lyle and Pat and Kev and Yvonne were leaving us today goodbyes were said. The road we travelled was the Belyando Development Road and again it was a good

wide road, that is, until we came to the Belyando Crossing roadhouse where the road narrowed considerably. We stopped at the Belyando Roadhouse for morning tea and to top up with petrol for those who needed it. No 98 RON here only diesel and 91 RON petrol of which there was only one bowser. John Newton inadvertently put about 10litres of diesel in his Jaguar E type before realizing. Oh no we all thought, but John calmly then filled his tank with 91. Guess what, the Jag ran perfectly fine with this concoction!

This is a very isolated place and you would expect prices to be a little higher, but Clem Hill couldn't believe his ears when he was charged \$21 for a pie and two sausage rolls!



Group 1 then headed off and shortly after group 2 followed. Next stop was Clermont for lunch. The bakery was well patronized by us all and lunch was in the park. Then it was off to Emerald, our final overnight stay. The motel in Emerald was probably the most spacious and well organized that we encountered for the whole trip. Soon we were all again enjoying our last Happy Hour. Gordon and Phil were each presented with a bottle of Glenfiddich Malt Whisky and a card as a token of appreciation by their fellow travelers. Jan Burke also presented Gordon with a bottle of MG labelled red wine also in appreciation. Gordon also handed over his "come here and pay attention hooter" to me to be handed to the next long run organizer in 2025.

Dinner that evening was at the Star Hotel, which is noted for its evening meals. Tonight

was the last of our overnight stays and the end of an excellent trip as a group.

### Day 10

This morning Bill and Beth Heraghty headed off early for their trip home to Brisbane. Trevor Andersen did the same, still concerned about the noises coming from his gearbox in his Daimler SP250. Sue and Ray along with Jan and Barry also headed for their long drive home taking a different route than Bill and Beth.

The rest of us took off at our own leisure with Warrick and Juliana (our NZ friends) electing to stay another night in Emerald. Smoko was at Duringa and it was arranged to stop at Westwood (a local pub frequented often after our Capricorn Chapter runs out west) for a final goodbye beverage. Rae and Jack elected to continue on. Just as we were leaving, my phone rang and the conversation went something like this. "Jim, it's Rae. Our car has just stopped." "Where are you?" "Just outside Gracemere." "Ok will be there shortly". Gary was the first to arrive and found that the battery was dead flat and suspected that the alternator had failed.

So near and yet so far. On my arrival, I told the others to go as it was so near to home and everybody was by now itching to get home. Nothing much we could do, so Rae called the good old RACQ to finish their journey home on the back of a tilt tray truck. At this point it should be mentioned that Rae drove the total tour of some 3,500kms and that she and Jack were tail end Charlie most of the time carrying our defibrillator and our first aid kit which was, thankfully, not needed. Thank you, Rae and Jack.

That ended our 3,500kms (approx.) 2023 Long Run which was so well organised by Gordon and Phil and the cumulation of about 10months work by them both. Thank

you on behalf of all participants.

Attendees: Gordon Kelsey. Series 1 2+2 E Type Jaguar, Phil Henry. MGTF 2004 anniversary Model, Wayne Kirwan & Megan Perritt. (Gympie) MGA, John & Gail Newton. Series 2 2+2 E Type Jaguar, Gary & Julie Kunst. MGB, Bill & Beth Heraghty. (Brisbane) MGA Coupe, Clem & Jean Hill. (Biloela) Mazda MX5, Brian & Glennis Russell. (Biloela) MGB, Paul & Jo Anne Davey. MGB, Barry Lutwyche & Jan Burke. (Brisbane) MGB, Lyle & Pat Fielding. Audi TT, Trevor Andersen. Daimler SP250, Ewan & Merith Sutherland. BMW Z3, Jack & Rae Cowie. MGB GT, Warrick & Julianna Protheroe. (NZ) MGB, Ray Edwards & Sue Sommers. (Brisbane) MGB, Kev & Yvonne Carr. BMW Z3, Gary & Robbie Galloway. MGB (to Mackay only), Sandra & myself. MGB GT V8.



# Chapter Chatter

## CAPRICORN CHAPTER

By Jim Armstrong

Photos by Phil Henry & Clare Lynam

### August 27

Our run on the 27th was a run to cater for those who never came on our recent Far North Queensland Run, however it was very well subscribed with over 35 people participating.

In the absence of Jo, no Gloria's Poker Run was held nor a lucky rusty door prize. Clare Lynam did the honours and organized the Rockhampton group who had two cars pull out at the last minute due to illness and mechanical issues. Once all accounted for, they all continued to our meeting place at the intersection of Dairy Inn Road and Yeppoon Road.

In the meantime, the Yeppoon contingent were gathering at the Oaks Service Station. The car park was again quite full which leads me to think we may need to find somewhere else to gather. No matter, soon we were all gathered and ready to roll including a possible new member Phil Robinson in his gleaming blue BMW Z3 that he had recently inherited from his Dad. Phil was introduced to us all by Kev Carr, another Z3 owner. Unfortunately, I did not get Phil's contact details so maybe someone could forward it to me.

By the time the Yeppoon group arrived at the Dairy Inn Road meeting spot the Rockhampton group had all gathered ready

to go on the planned days drive. Off we all go to Carwarrel our first stop and for smoko. As we had time on our side for once, smoko was a lengthy one where people chatted amongst themselves about this and that and the adventures on the long run.

Eventually time was called and we were all once again heading to Keppel Sands to view the Coast Guard lookout.

The coast guard was unnamed however we had permission to visit their look out platform. Whilst we were there good ol' Facebook sent a message informing me that it was Michelle Taylor's birthday so, after embarrassing her by telling all present, Phil Henry led the group in a hearty rendition of Happy Birthday! I also found out later that Margaret Henry's birthday was the next day so sorry Margaret, we will have to have a raincheck for your birthday song. Have a happy birthday from all of us.

Still with some time to kill before lunch, a suggestion was made to visit Joskeleigh cemetery which paints a good picture of early life of the South Islanders who settled in this area when Sugar was grown here. It was getting close to our lunch time by now, so we headed back the short drive to Keppel Sands Hotel via the Keppel Sands boat ramp.

This was our first visit to the Hotel after its refurbishment and what a pleasant surprise. The Hotel had been refurbished very tastefully. We quid with many other locals



and I suspect visitors to order our lunch and had a quiet beverage or two whilst waiting for our lunches to be served.

While we were waiting, Ross Robertson bought along his membership card from when he first joined the MGCC back in 1965 to show us. He still has it and it is still in tact, very interesting.

Denis and Cassandra, who said they were joining us for lunch, arrived and were welcomed by everybody.

This was Dennis's first outing with the club since his fall where he unfortunately broke his hip several months ago. Get well soon Dennis.

Lunch over, our group dispersed and found their way home. Another short but friendly day out with the Chapter members.



# Chapter Chatter

## BUNDABERG CHAPTER

Dave & Jenny Cook

### July 30

We had a small turnout of members at Quay Street although we did have five MG sport cars one Rover, one Q7 as my MHF is still leaking oil.

We headed off for Rosedale with yours truly leading. After following a horse float for quite a while, a couple of us got around it but we still made it and had our morning tea and cake.

We had a good chat about what we all had been doing the last month when we decided maybe we should head for Baffle Creek.

It was an uneventful trip through Baffle Creek settlement to the Flat Rock boat ramp area.

We were pleased to find just one other car there so we had the pick of the best spot.

We fired up the Chapter BBQ & some of us managed to cook ourselves an edible meal, while the rest had a salad or sandwiches.

After lunch a few of went for a wander to the Flat Rock area which is supposed to be one of the best fishing spots in the region.

After more banter we wandered back to the BBQ area & packed up.

A very enjoyable day thanks to all that

attended.

Attendees: Ian & Tracy MGRV8, Keith & Di MGF, Allan & Joy MGF, Denis & Imelda MGB, Les MGB, Peter & Val Rover P5B & David & Jenny Audi Q7.

### August 27

We had a turn out of seven cars with Larry having to leave his Porsche at home so he could bring Graeme and Paula.

Steve and Karen had to abandon the MG for the Hyundai as it was not interested in going for a drive. After the usual banter, off we headed along the Agnes Waters Road with Teena leading to our morning tea stop at Rosedale.

There was no one else there so we had the park to ourselves and thoroughly enjoyed the conversation and food. After nearly an hour we headed off to Agnes Waters but decided to go to the lookout at 1770.

The weather was perfect as always and after a few pics we wandered back to Agnes Water and the Tavern.

The meals were good as usual and after lunch some decided to tour the town while others headed straight home, Graham & Marilyn, Eric & Janelle, Steve & Teena & Jenny & I stopped at the Yandarin Hotel to checkout the possibility of having lunch there on the 17th of September. The owners were most helpful and it is now booked.





A very enjoyable day with good company.

Attendees: Steve & Teena Hyundai,  
Graham & Marilyn MGB, Eric & Janelle  
MGB, Larry, Brenda, Paula & Graeme KIA.  
Steve & Karen Hyundai, Peter & Val Honda  
& Jenny & I MGF.

### September 27

We had a very good turn out of members  
even considering a few of our regulars were  
otherwise occupied.

We met as usual at the Quay Street car  
park, leaving at 9am down the Isis Hwy then  
cutting across Tardas Rd to Promised Land  
Road then on to the Bruce Hwy to Steve  
and Tracy Gables new place where we met  
John, Maria, Peter and Val.

After a very enjoyable morning tea looking  
out over the property we headed off.

Steve was more familiar with the back way  
to Yandarín so he was leading the group  
through Bullyard to Bucca and on to the



Agnes Waters Road. But Steve Gables MGF decided to drop the clip of the gear linkages (most likely not fitted correctly by the last person to work on the car...yours truly) then a few minutes later the mighty Bentley decided it had enough and threw its coolant out.

So, some of us headed to the pub while Graham and Tracy rang the RACQ.

They were going to be an hour, so we all decided to head to the pub & come back then.

Luckily Steve and Tenna had brought their SUV so they could carry the extra people.

The RACQ dropped both cars off at my place and the MG was a quick fix so Steve and Tracy could head for home to feed the Alpacas.

The Bentley is ongoing. We had a very good meal at the pub meeting Bob and Sue who had come straight there in the Porsche. Meals were well priced & the atmosphere was good.

A very enjoyable day thanks to all that attended.

Attendees: Allan & Joy Kruger MGF, Denis & Imelda Logan MGB, Peter & Val Walkington Rover P5B & David & Jenny Cook MGF, Eric & Janelle Beckman MGB, Bob & Sue Murray Porsche 911, Steve & Teena Johnson Hyundai, Darryl Copithorne Subaru, Graham Leacock & Marilyn Kerrigan Bentley, Steve & Tracy Gable MGF, John & Maria Learbuch MGB, Geoffrey Irwin Landcruiser.





# Competition Corner

## **INTERCLUB HILLCLIMB**

*A warm day for the Interclub Hillclimb provided the competitors seven runs for this round of the Interclub Challenge.*

The Regularity class went to Chris Lake (Toyota 86 with a loss of 30 points) from Robert Martin (Daihatsu Handi on 33 points) Chrystellee Semple (MGF/TF down 57 points) and Lindsay Derriman (Toyota Vienta loss of 64 points).

## **SEDAN CARS**

Don Milner took the Road Registered cars up to 2000 ccs driving his Triumph Dolomite with a best run of 50.95 seconds from Rhys Ellison (Renault Clio RS 197, 51.57), Krystal Cunningham (Toyota Celica, 56.35) with Ebonee Edwards recording a 64.75 seconds in his Ford Focus Zetec R.

The 2001 ccs and over class was the BMW class with all but one of the drivers in the German marque cars.

Ian O'Hara (BMW M2, 47.32) won the class from Joshua Stone (BMW 135i, 51.16) Anthony Trevor (BMW M3, 52.06), John Stone (BMW 135i, 52.29), Todd McGuire (Ford Focus ST, 52.91) with Christine Murphy (BMW Mini Cooper, 56.87).

A close competition between Anthony, John and Todd commenced from the first run with Todd (56.59) from John (59.11) then Anthony (60.62).

Next run John (54.14) was ahead in this group from Todd (55.17) and Anthony (56.52), run three saw Todd (53.44) Anthony (54.09) and John.

Run four John recorded his best at 52.29 to hold the third place in the class until the final climb when Anthony recorded his best

run of 52.06.

Likewise Todd recorded his best run on his final attempt with a 52.91 time.

Mark Cunningham was the quickest in the Modified Production Cars class with a best run of 50.40 seconds in his Toyota Celica from Blair Jedras (Honda Civic, 53.68), Garry Worrall (Honda Civic, 54.35), Neil Penboss (Volkswagen Beetle, 55.48) with Cassie McQuilken (Honda Civic, 59.01).

Other class wins went to Noel Caplet in the All Wheel Drive Forced Induction with a best run of 49.31 in his Subaru Liberty, Jett Bird (BMW E46 M3, 56.27) in the Improved Production class with Richard Marken (Peugeot 405 Mi16, 48.22) in the Sports Sedan class giving the Peugeot a shake down before the Australian Hillclimb Championship.

## **SPORTS CARS**

Clubman Sports cars went to Dick Reynolds (Caterham Super Seven, 48.51 seconds) from Jon Young (Caterham Super Seven, 50.71) with Connor Tebble recording 53.59 seconds in his Locost Clubman.

Production Sports cars to John Jones (Toyota 86, 50.33) just 0.24 seconds from Ben Stevens (Lotus Elise, 50.57), Nathan Farquhar (Subaru BRZ, 51.50), Jeffrey Moo (Toyota 86 GT, 54.63), Carrissa Clarke (Toyota 86, 55.41), Jamie Thorburn (Mazda MX-5, 55.87), John Tait (Mazda MX-5, 56.97), Robert Mills (Mazda MX-5, 57.67), Lauchlan James (Mazda MX-5, 64.05).

The times for the lead initially saw Ben (51.99) ahead for the first two runs from John (52.95) before John set a 51.54 time on run three, next run Ben was ahead with a 51.15 from John before John set a 50.98 then his best at 50.33 to lead Ben with his 50.57.

Jamie (58.13) was ahead of Carrissa

(58.80) for the first three runs before Carrissa recorded times of 56.28, 55.98 and here best of 55.41 to lead home Jamie with his 56.42, 56.33 then 55.87 seconds.

The Supersports/Sports 1300 class went to Terry Sproston recording a 47.41 time in his Aussie Race car.

## **FORMULA CARS**

Dean Amos and Warwick Hutchinson were taking the opportunity to test their respective vehicles prior to the Australian Hillclimb Championship scheduled to be contested at the Ringwood circuit at Newcastle.

Dean recorded the fastest time in his Gould GR55B Nicholson McLaren V8 with a 36.45 time only 0.29 of a second outside his class record.

Warwick ran his turbocharged OMS28 Rotary Powered Vehicle for a best run of 38.25 seconds.

Fastest ten sedan cars were Ian O'Hara (47.32), Richard Marken (48.22), Noel Caplet (49.31), Mark Cunningham (50.40), Don Milner (50.95), Joshua Stone (51.16), Rhys Ellison (51.57), Anthony Trevor (52.06), John Stone (52.29), Todd McGuire (52.91).

Quickest ten Sports cars were Terry Sproston (47.41), Dick Reynolds (48.51), John Jones (50.33), Ben Stevens (50.57), Jon Young (50.71), Nathan Farquhar (51.50), Connor Tebble (53.59), Jeffrey Moo (54.63), Carrissa Clark (55.41), Jamie Thorburn (55.87).

*Next hillclimb is scheduled for the weekend of 25 and 26 November as the calendar will see Australian Championship titles during October plus circuit race meetings in November.*

## **QUEENSLAND MOTORKHANA CHAMPIONSHIP**

Holden Sporting Car Club Queensland was able to conduct the event on the bitumen car park area which is usually used by the drifters at Queensland Raceway.

A fine day with the tests selected were those nominated for the Australian Motorkhana Championship to enable any drivers attending the National event some practice.

The 2023 Australian Championship is the 50th title event to be held.

The twelve tests selected were Spiro Slalom, Reverse Spiro Slalom, Forward and Reverse Slalom, Opposite Garages, Crazy Square, Plumb Crazy, Bowler, Pentagon, Butterfly, Manoeuvring, Triple Loop and Double Bone.

Top six places to Noel Caplet (Paris Special) from Brant Rayment (BMC Special), Stewart Bell (Mazda MX5), Dan Callan (Mon Reve Special), Brett Davidson (Mazda MX5) and Ken Graham (Datsun 1600 SSS). Fastest Junior was Simon Caplet (Paris Special) whilst fastest Lady driver was Pauline Graham.

Wheel base of the competitor's car determines the class they compete in with class wins to Stewart Bell (class B), Ken Graham (class C), Todd McGuire (BMW 125i, class D), Joshua Luckel (AMG A45S, class E), Noel Caplet (class F, front wheel drive special), and Dan Callan (class G, rear wheel drive special).

Handicap honours went to Stewart Bell from Ken Graham, Brett Davidson, Ashley Tyson (Datsun 240Z).

## **GEARY SPORTS CAR CONCOURS**

After a search of several locations a new venue was found for this year for our club to hold the Geary Sports Car Concours with a Show and Shine event.

It was hoped the area at the Rocks Riverside Park would be suitable and able to accommodate our event.

Unfortunately the Sunday Markets was being held on the first Sunday of the month thus our booking was not able to be approved.

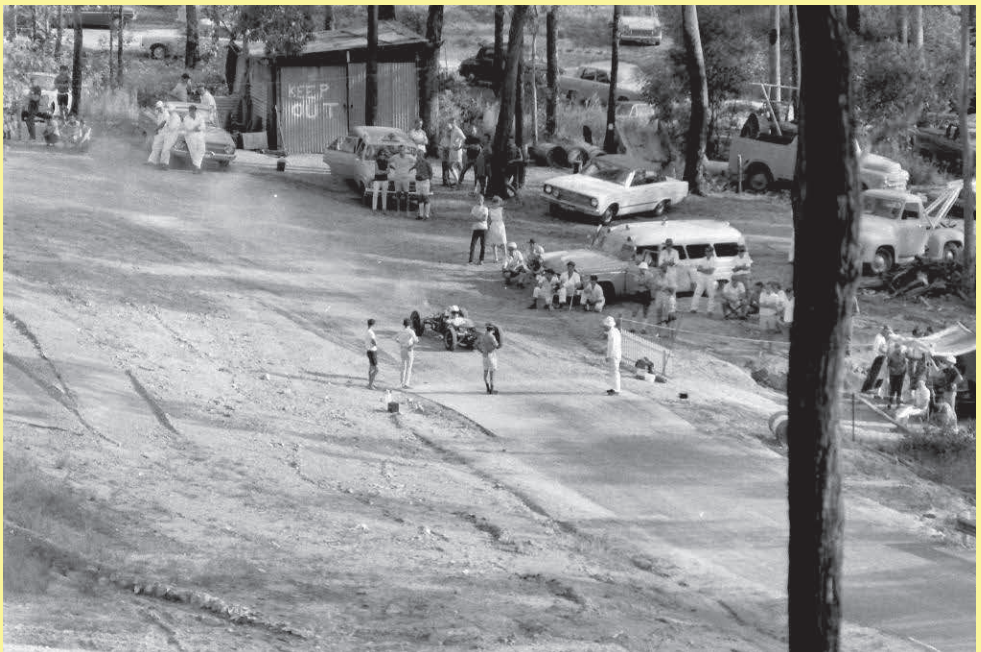
Some good liaison with the Administrative Officers at the Green Square Admin of the Brisbane City Council and Don Webster enabled MG to be granted the use of the grass area at the Green Space of Area 3 River View close to the banks of the Brisbane River. The access was via the gated lower entry at the bottom of Counihan Street.

A very pleasant day with MGs on the grass whilst their owners were able to seek

shelter from the sun under the trees around the perimeter around the area. Pleasant surroundings and not too far from the public conveniences.

Attending were:

Richard Mattea (1933 MG Magna L Type, Pre War); Jerry Dietrich, Terry Jones & Gordon Bufton (MGTC); Brendon Dyer, Andrew Manfield & Rosemary Rucinski (MGTF); Michael Brown, John & Pat Walker, Mark Wellard (MGC Roadsters);



The starting line of the Mount Cotton Hillclimb in 1968

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# MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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



Hillclimbs



Concours



Day Runs

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

- Photographs & Cartoons - Events & Stories
- Handy Hints - Points of Interest & History
- Recipes & the like

Please submit your contributions to the Editor  
GPO Box 1847 Brisbane 4001  
by email to [admin@artxdesign.com.au](mailto:admin@artxdesign.com.au)



Race Meetings