

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 4

July 2015



MG F 20 years



MGB GT 50 years

Happy Birthday!



MGA 60 years



MG TC 70 years



The photos shown here were early submissions to Ross Kelly for inclusion on the birthday posters. They are George Diggles' TC, Bill Heraghty's A, James Carstens MGB GT and Andrew Lake's MG F.



Patron: Dick Johnson

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President's Report

As we have now reached the mid point of another year, it means two things.

Firstly we are all a little older and wiser now, secondly it means that the AGM is just around the corner. It is seriously time for some of our members to step up to the plate to form a committee following the AGM; as it stands presently there will be few of the current committee remaining.

It would be a lovely thing to see some interested members attend the few remaining meetings before the current people step aside as it is always better to enter into a position having an understanding of what is required rather than going in blind.

Looking forward, we have two big events for the club between now and the end of September - the annual display day and concours is being held early in August at UQ which is being organised now by our concours coordinator.

We are hoping this year not only to have the MG concours well supported but also the display area well supported with some of the club's other areas of activity represented.

Following on from this we have the All British Day which involves all British marques and has been promoted by our club over the last few years. This is a great day out with many clubs participating.

Remember that all profits from this event go to charity so please come along and join in the day.

I take this opportunity to thank all the people who have supported and worked with me during my time as president. It has been a pleasure to serve the club as well as assisting in helping the club grow and prosper during the last two years.

It will be somewhat relaxing to step back to only being an assistant at most events for a while.

- Neil Lewis

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Some words from Elaine

Our cover features four of the early entries sent in to Ross Kelly for the poster competition being held to celebrate the significant birthdays of the four models. Included inside is the reprint of an article on the MG TC from 'Safety Fast'. A similar article on the MG A will be included in the September issue.

Along with all the usual articles on Club events, we are usually lucky enough to get some other articles usually on personal experiences with MGs and this issue we are blessed with two. One is by Ken Trudgian and is about his desire, 'some' years ago, to own a TC and the ensuing events. John Campbell succumbed to some arm-twisting and produced some brilliant drawings to complement the story. A not-to-be missed item!

Having recently purchased an MG Y, Grahame and Wendy Amy joined the Club and Grahame got started on getting familiar with the car. His article recounts 'One week in the life of Grahame...'

The Queensland Hillclimb Championship event was the major Mt Cotton event for the year and Canteen convenor for that event, Berenice Stratton, put out a call for help and expressed her reaction to the result of that plea for publication here. While she thanks all the helpers - as do all members - she also has to be congratulated on the way she managed the Canteen over the weekend. If success is counted by the number of happy customers - as well as dollars made - she probably finished the weekend feeling with feelings of satisfaction as well as exhaustion!

Each issue I try to bring your attention to the ever-growing section 'Chapter Chatter'. It would be interesting to do the maths, but it certainly seems from reports coming in that there would be more active members of the Club in the Chapters than in the

"Home" Centre (to borrow an MG phrase). Therefore, it is no surprise that the space needed for their reports grows along with their enthusiasm. The Chapter Coordinators and the Octagon reporters do a great - and entertaining - job of telling us of their outings. Here are a couple of extracts which hopefully will have you looking for more gems ..

The final words from one report where I have cleverly disguised the names of the towns to protect their privacy ... "After unanimous approval of the run everyone dispersed to various homes in X & Y like ants disturbed by a small child." And this, from another Chapter ... "And that's about it for this period apart from one Chapter member's friend who had trouble selling his car due to its high mileage. So he wound back the speedo but then decided he should keep the car as it had such low mileage!"

The Far North Qld Chapter's report has one item on the 'Australia Classic Rally' based in Cairns which could have been included in 'Competitors Corner' and which attracted many of the Chapter members as competitors. They have suggested that some of us might like to travel up north for it next year so their suggestion has been sent on to the Committee for consideration of it being included in the Club calendar for next year.

Finally, in case it's escaped your attention, the AGM is on Friday 18 September and the notice of meeting and forms for nomination for Committee are included here - for your use!

Next issue will be published in September with closing date for material being the end of August. Please be inspired by the personal items here and write something of your own MG experiences.

Notice Board

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

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

AUGUST

2 Sunday The Denis Cotton Social Car Display and The Gearys Sports Car Annual MG Concours at the University of Qld. (P)

7 Friday Noggin 'n' Natter

Presentation on the 2015 MG Pan America Highway trip by club members Ross and Shez Letten. From Valparaiso in Chile down to Ushuaia and then back up to Skagway in Alaska, their journey covered 34,600kms, traversed 14 countries and took 130 days. Ross and Shez will share some of the highlights of their trip with Blue B and her seven MG sisters.

9 Sunday Day Run (P)

Meet at MG Clubrooms Rocklea at 8.30 for 9 AM departure. Destination is Lockrose Heritage Museum which is a general museum with lots of interesting historic contents, memorabilia from the Lowood motor racing circuit incl the original BP racing starting tower and lots of photographs and various vehicles, tractors and marine items. Admission price is \$5 per person. About 1pm drive via the old Lowood airstrip and motor racing circuit to the Coominya hotel for lunch. After lunch drive directly back to Brisbane or take the alternative scenic route via Fernvale. Distance is approx 150 km. Organiser is Don Glover.

16 Sunday Rd 6 of Interclub Challenge Khanacross

Organised by the Lotus Club

21 Friday Noggin 'n' Natter

Night Observation Run (P)

26 Wednesday Mid Week Run

Meet at Mick Hanfling Park, Torrens road near Lakeside at 9am for 9.30 departure for Glasshouse Mountains. Run organiser is Kerry Horgan (3848 1271)

SEPTEMBER

4 Friday Noggin 'n' Natter

5/6 Sat/Sun CAMS State Championship Races Rd 3 WDSCC (P)

18 Friday AGM and Noggin 'n' Natter

19 Saturday All British Day set up at Tennyson

20 Sunday All British Day at Tennyson (P)

23 Wednesday Mid Week Run to the Northern Rivers NSW. Organised by David Miles (3892 2699)

26/27 Sat/Sun Mt Cotton Hillclimb Series Rd 5 (P)

OCTOBER

2 October Noggin n' natter featuring a Trivia Quiz

with all questions based on car, motoring, motor sport and related topics.

New members

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

Michael Lewis	Melissa Lee
Gill Cameron	Roderick Cameron
Matthew Nicholson	Neville Funch
Ashleigh Mattea	Robert Grant
Ross Mierendorff	John Aston
Linda Aston	Norman Drinnan
Oswald Cianflone	Gregory Rekers
William Carroll	Coral Funnell
Geoffrey Boddington	Neil Douglas
Ross Mackay	Steven Patterson
Jack Reisenleiter	Paul Wilson

Bits'n'Pieces



Ron and Bev Clydesdale and John and Pat Walker went cruising to the Monaco Grand Prix and took pride in showing who they were supporting -- Daniel Ricciardo who came home fifth in a race.



Club member, Grahame Amy, went along to the "Macleans Bridge" annual car show and found June and Bill Spall there with their MG Y and Ray Chappelow with his blue and white striped (well, blue with white stripes) B.



Ray shows the versatility of his B as it changes from 'show' car to 'go' car at Mt Cotton soon after the Macleans Bridge display. This photo was taken by Rob Talbot at Ray exits the first loop.



This MGA is owned by Alan and Deb Maskell and was the wedding car at their daughter's wedding last September. Deb and Alan purchased the car from Sue Strange after her husband, John, passed away. They were told that John imported the car with him from the Cotswolds in the UK when he immigrated to Australia. They are members of the Darling Downs Chapter and the vehicle is now garaged, rather fittingly, at Cotswold Hills in Toowoomba.



The photographer kept waiting for the heels to click and fly the wearer of these red shoes off to Oz - or maybe Melbourne - but they stayed firmly fixed on terra firma whilst the wearer resorted to conventional plane travel a day or so later. Meanwhile, they and the socks provided a splash of colour - and talking points - on an otherwise cloudy day at a very conservative gathering of the vintage car faithful.



MGs were well represented at the Vintage Car Club's annual Concours held at Ormiston House in late June. Here, Ross Kelly hopes that he gets a line-up like this at our Concours - a TC, a K3 and a TC racer. Further down the display was Col Schiller's 18/80.

The Caplets' French Car Care business is now in new premises and features a very striking mural and tricolor paintwork reflecting the heritage of most of their customers' cars.



“Would you like fries with that?”

by Berenice Stratton; photos of helpers and customers by Berenice Stratton and Steve Johns

The 2015 Whites Diesels Queensland Hill Climb Championship has been run and won and what a great event for the club it was. All those competitors, pit crew, officials, family, helpers and spectators were fed and watered by the best bunch of canteen helpers bar none.

The 3 days of the event were long and demanding but we had some fun and laughs along the way. The canteen menu was expanded a little with the addition of some new menu options including hot chips that were undoubtedly the hit of the weekend, with Judith and Paul cooking up over 30 kg of fries.

A big thank you and my heartfelt gratitude go to all the canteen volunteers and

helpers in the weeks leading up to and on the weekend of the event. Paul and Kerry Strange, Judith and Kristy McAndrew, Fulvio, Flavio and Sue Paggiaro, Pauline Graham, Diane Davies, Michael Ciccotelli, Paul Van Wijk, Gary and Judy Tucker, Bill Watson, George Row, Colleen Davis, Graeme Plant, Kaye Dansie, Julie Evans, Jim and Cathy Scott. Thanks also to Brad Stratton, Elaine Hamilton, David Robinson and Neil Lewis for their help pre event and for organising the chip fryer for the club to use.

The club is still in need of a fulltime canteen convenor so please contact a club committee member if you think you can help.



A Real Sports Car

by Ken Trudgian, as fondly remembered

(This article is reproduced as published in the Octagon of June 2000 following Ken's response that, despite the passing of time, no changes are necessary.) Illustrations drawn by John Campbell.

It was a light blue MG TC. I was 17 years old and on my way back to work at Hervey Bay. I had spent the weekend with my grandmother in Maryborough and was riding my motor scooter back to the Bay. There in the car yard was the MG. I couldn't resist stopping to look even though it would probably mean I'd be late for work. Sixteen-inch wheels on the back, nineteen on the front and those beautiful big chrome headlights! Then I opened the door and sat behind that four spoke woodrimmed steering wheel!

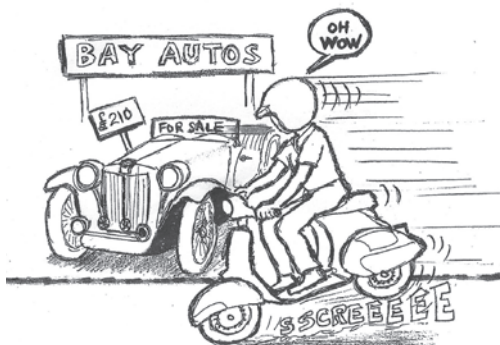
Well, I am sure you know the feeling. Problem - on the windscreen was a great big £210 which seemed like all the money in the world and I had none.

Ask, beg, do anything, promises at a time like that seemed, well, so real. Banks back then didn't lend staff money; trusting weren't they! So every relation I could find was propositioned. Unfortunately, like my parents, no one, or so it seemed, had any money they could give or even lend me,

For six weeks, I saw, looked, dreamed and asked about every conceivable idea. Mates were told and each Saturday morning we would all go to Maryborough to drool over the magnificent piece of machinery. We heard from the salesman that this was the fastest MG TC in Australia. It had a special clutch and three head gaskets, just so it could be driven on the road.

Still I asked and still I received the same answer, NO! Yet I continued to dream, surely someone would come good.

Then it happened! It was gone; who could have bought my MG? I had to tell my best mate. Flat chat on the old scooter around to Bruce's. What's this! There in his driveway was the TC. Well, I suppose if I couldn't have it, the next best had to be my best mate. Sure, at first I was only



a passenger, but hey, I was riding in a genuine sports car. Then I was allowed to drive it. Believe me, the Toyota had nothing on this. "Oh what a feeling." I was behind the wheel of an MG TC, a real sports car.

Up back of Scarness there was a new estate being developed, bitumen roads with loose stone on them. So we had our sprints around those streets, and oh boy, could you ever get some great tail out slides on some of those corners.

However those slides couldn't have put the look of utter amazement on our faces as what happened one day. A good friend of ours, Johnny Anderson, had a motor bike. On this day, Andy rode up beside us and grabbed the steering wheel and it came off! Andy rode up the street holding the steering wheel as if he was using it to steer the bike. Bruce was following, only no wheel with which to steer!

"Stop, you fool," I yelled but he just kept going with his mouth wide open. I grabbed the handbrake and turned off the ignition and we stopped without hitting anything. Once we all got over the shock of what happened, we just simply split our sides laughing. After that, it became a lot of fun for Andy to take the wheel but now we drove with a spanner. You should have seen the

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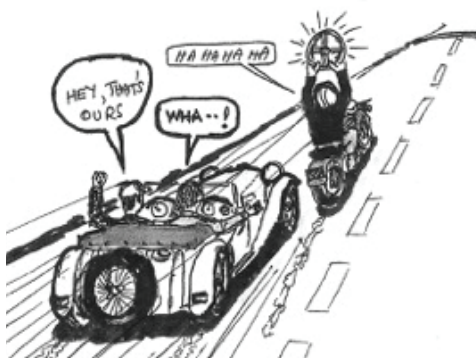
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faces of people on the footpath as Andy rode off with the woodrimmed steering wheel with the driver of the MG following him yelling after him with hands waving in the air. Meanwhile, the passenger steered with the spanner. For us it was real good fun. Stupid now, but then it was real good fun.

And it was fun to pick up the girls. They all liked the idea of riding in that great little sports car. Can you imagine four in an MG TC at the

Drive-In! Believe me, it can be done, but it was very snug with the top up and, when it was raining, you still got wet.

Then it happened, that special clutch gave in. No trouble to get it out; however, it turned out to be a "one off". It was some months before someone could be found to make one and for Bruce to be able to afford it. That's when the idea of selling the TC came up. Yes, I still wanted it badly, but still no funds.

About that time, another TC turned up. This one had a Holden motor with a Frank Kleinig head and triple SUs. For a short time, there was a lot of friendly rivalry. Then Bruce traded the MG for an FJ Holden. Practical for him, particularly for going to and from work in Howard. Then the other MG also disappeared.

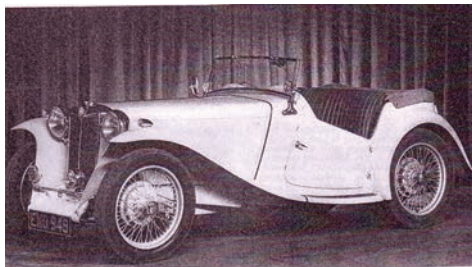
I would love to know where those cars might be now. Both had a fantastic mystique for me, one with the engine sporting the finned rocker cover and triple carbs, the other producing the sheer joy of driving in a real sports car, an MG TC.

MG TC

(Reproduced with permission from "Safety Fast")

When the British motor industry started beating swords into ploughshares at the end of the last war, there was no time to develop completely new models. With steel and all other materials in very short supply, the best that most manufacturers could do was to build cars virtually identical to those in production when war broke out, thus providing their design departments with some breathing-space to develop new models.

The M.G. Car Company was no exception. It decided to embark on a one-model policy, with a simple open two-seater based on the 1939 'TB' Midget (itself based on the 'TA' of 1936). The 'TB' was provided with slightly wider bodywork (4" more), different instrumentation and simplified suspension (abandoning the sliding-trunnion arrangement that had been used on the Midget range since 1931), with piston-type shock absorbers. The pushrod o.h.v. engine was unchanged, and the general layout of the car was identical. So it could be said that the 'TC'



Midget was 10 years out of date when it was first announced.

On the face of it, to offer the post-war motorist a pre-war sports car seemed like a recipe for bankruptcy. Austerity was the order of the day as Britain fought for economic recovery, and her politicians did not hesitate to condemn those who were so frivolous as to seek a little fun in life. New cars were so hard to come by on the home market that purchasers had to sign a covenant agreeing to keep them for at



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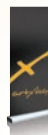
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least two years. 'Export or die', said Sir Stafford Cripps, and the motor manufacturers were allowed adequate supplies of steel only if they succeeded in exporting their products. In such a world as this, how could an outdated sports car, of no particular virtue, hope to survive?

What actually happened amazed everybody, not excluding the M.G. Car Company. The post-war world went mad about the 'TC', and in four years the Company sold more than three times as many as they had of any previous model. Exports to the U.S.A. rose to dizzy heights, opening up that market for other British manufacturers of high-performance models, and introducing the Americans to the joys of sports car motoring for the first time in their lives.

Not that they were fooled by the 'TC' Midget. 'A coffin riding on four harps'. 'This petite bolide is in reality not an automobile, but a small coal-cart, very cleverly disguised'. These were some of the opinions of the 'TC' published in the States, where it was recognised and accepted that the M.G. Midget was a square-rigged, under-powered, rough-sprung automobile with the worst steering-box ever inflicted on the motoring public. They knew all this - and still they loved the 'TC'. They loved it because it was unique, totally different from every other motor-car, and in some mysterious way able to provide a whole new joy in driving.

Though certainly not designed as such, the 'TC' also made its name as a racing car in the hands of such well-known American drivers as Briggs Cunningham, John Fitch, Ken Miles, and Phil Hill, America's first World Champion, who cut his teeth on the 'TC'. It did so because it was so rugged that it could stand up to any amount of tuning and abuse. For the same reason, almost all of the TC's built still exist today, and the affection lavished upon them is an awesome thing. On road or track, the 'TC' Midget earned for itself a unique position in the hearts of the sports car fraternity -and a small but secure place in the history of the automobile.

SPECIFICATION

Production period: Nov 1945 to Dec 1949.

Engine: Four-cylinder with pushrod-operated overhead valves. Capacity 1250 c.c. Full-flow oil filter. Lucas ignition by coil and distributor, Twin

semi-downdraught S.U.

carburetters, 1¼" dia., with air cleaner/silencer.

Transmission: Single-plate dry clutch. Four-speed gearbox with synchromesh on second, third and top. Open propeller shaft with Hardy Spicer universal joints. Spiral bevel final drive.

Chassis: Box-section steel, tubular cross-members.

Suspension: Non-independent all round by semi-elliptic leaf springs, shackled at rear ends and mounted on rubber bearings. Luvax-Girling double piston-type shock absorbers.

Brakes: Lockheed hydraulic with 9" drums and fly-off hand-brake.

Body Types: Open two-seater only.

Wheels: Centre-lock wire spoke, 19" dia.

VITAL STATISTICS

Wheelbase: 7' 10"

Track: 3' 9"

Weight: 15¾ cwt, approx.

Bore and Stroke: 66.5 x 90 mm.

Power output (quoted): 54.4 bhp. at 5,200 rpm.

Compression ratio: Between 7.3 and 7.5 to 1

Tappet clearances: 0.019" hot, inlet & exhaust.

Valve timing: Inlet opens 11 deg. BTDC, closes 57 deg. ABDC; Exhaust opens 52 deg. BBDC, closes 24 deg. ATDC.

Ignition timing: At TDC (retarded)

Tyre size and pressures: 450 x 19 in.

Pressures, 24 p.s.i., front and rear.

Rear axle ratio: 5.125 to 1

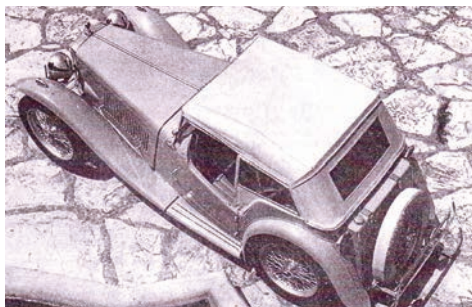
M.p.h. per 1000 r.p.m.: 15.8

Castor angle: 8 deg. total (3 deg. on beam and 5 deg. on chassis, or 5½ deg. on chassis with 2½ deg. taper plate).

Toe-in: ¼"

Carburettor needle: Standard, ES. Weak, AP. Rich, EM.

Capacities: Fuel, 13½ galls. plus 2½ galls. reserve. Water, 14 pts. Oil, 9 pts. (engine); 1¼ pts. (gearbox); 2 pts. (rear axle).



May Day Run

by Phil McMahon

A beautiful sunny day welcomed those who participated in the Mother's Day run to the Gatton Airpark. Peter Carr, Dennis Kelly, David Miles and Steve Hudson and family, and Les and Brenda Richards from the Darling Downs Chapter all arrived at the home of Phil MacMahon, to inspect the airpark and enjoy a sausage sizzle brunch.

Phil was kept busy giving joy flights to those who were brave enough to have a flight in his 1949 Auster. David was encouraged to have his beautiful Magnette photographed beside another vintage Brit, the Auster (not David!). Some of Phil's neighbours brought their aircraft over too and Nigel Arnott from Boonah brought his wonderful 1932 Waco Biplane, seen in the background of David's photo.



May Midweek Run

by Bruce Mutch

The May midweek run organised by Jeff and Rosemary Turner saw the biggest turnout of people and cars for some time. Malcolm Campbell was there with his camera and took many more wonderful photos than can be included here. They can be viewed on Flickr at www.flickr.com/photos/motor-racing-photography/sets/72157653123661098/

The group left the "Rocks River" Park and headed up the M5 highway to Yamanto and Rosewood and then to Tallagalla and thru to Marburg to arrive at the Wivenhoe Dam via Fernvale.

On the western side of the dam was the recently constructed bywash to allow the dam to release before the dam went over the spillway. This got all messed up in 2011 when the dam was allowed to get to 190% full before it was let go and Brisbane got flooded again. Some folks went to the southern side and missed the fun while others had smoko at the dam. Others had smoko at Logans Pocket then we all met up for the beautiful run up the Range through Esk to Ravensborne National Park to meet the Toowoomba Chapter. After viewing the excellent sights we proceeded down to the extensive picnic area at Cressbrook Dam. By this time we had accumulated 45 members and guests in 26 cars (including 73% MG's)

A beautiful run and a great day thanks to Jeffrey and Rosemary Turner.

Participants Were:

Errol & Wendy Hoger	MGB
Colin Fox	MG TF
Dave Ferro & Bob Ryan	MGB
Bruce Mutch	MGB
Kev & Val Ponting	MGB
Ian & Karen Fettes & Dianne Davies	MG Magnette
David Miles	MGBGT
Greg & Rhonda Hannant	MGB
Jan Burke	MGB
Barry Lutwyche	MGB
John & Lyn Davidson	MGBGT
Bryan Ponting & Carmen Daly	MGBGTV8
John & Marg Boyland	MGB
Trevor & Joy Jones	MGA
Trevor Mills	MGB
Denis Thomas	MGB
Allan & Joyce Tebbutt	MGB
Aubrey Ross & Merv Sumpton	MGA
Jeff & Rosemary Turner	Volvo
Val Horgan	MX5
Kerry Horgan & Dane Horgan	Merc
Michael Garraty & Kay Hawley	Integra R
Jeff & Pat Heslewood	WRX
John Loth	Datsun 1200
Malcolm Campbell	MX5
John & Wendy Preston	Hyndai 130





June Day Run

Photos and report by Richard Higgs, the run organiser

Ten cars arrived at Pine Rivers Park for our run to Caboolture War Museum and on to Bribie for fish and chips.

We left Strathpine and travelled through Lawnton and Petrie and Naranga to Caboolture. On arrival at the Museum we were given a run down of what the volunteers do here. There was a display of aircraft as well as an interesting display of model planes and various military paraphernalia including a Bren gun carrier and an anti aircraft gun. Also on display was an Iriquo helicopter and the cockpit of a Phantom jet all of which had suitable access to enable visitors to see inside.

Outside the hanger was a fully restored Mustang and also a Dakota in course of restoration and we were given a demonstration of one of the engines being fired up. Very impressive and noisy with quite a bit of smoke, but that is normal apparently with these radial engines. Whilst our group enjoyed this demo I don't think the Ford Mustang club really appreciated it as they were having a photo shoot with their cars around the Mustang and there was quite a bit of smoke and dust !!

After our visit we then travelled to Bribie having been joined by Peter May and his wife. On arrival at Savages everybody placed orders for various seafood dishes and the usual chatter began as is normal at these functions.

Participants Were:

*Neil & Narelle Mills
Bernie & Charmaine Pereira
David & Meryl Miles
Dennis & Diane Kelly
Barry Smith
Wendy & Errol Hoger
Neil & Joan McCorkindale
Willie & Coral Carroll
John & Glenda Boyce
Richard Higgs
Peter & Debbie May*

*MGB GT
MG TD
MG Magnette
Mazda MX 5
MGB GT
MGB
MG TF
MG TF
MGF
MGA
Nissan*



June Midweek Run

By Greg and Rhonda Hannant; photos by Malcolm Campbell

Cloudy skies did not stop more than 30 club members arriving at the start at Sunnybank Hills. A highlight of the first section was a police checkpoint on the Tamborine Road.... Most were breathalised.....none were booked!!! Then into the Albert River valley and through several new rural residential areas to the east of Mt Lindsay Highway.

The drizzle stopped in time for smoko at the Junior Chamber Park, 2 km east of Beaudesert, after which the group continued south on the Kerry Road, then via the Darlington Connection Road to Christmas Creek, across the Mt Lindsay Highway and on to Sandy Creek Road which runs parallel to the Interstate Rail line before emerging on the Boonah Road a few kilometres west of Beaudesert.

We talked about it; but no one actually counted the number of times we crossed the Albert River during the morning. Had to be a dozen or more!

The run continued past the historic Bromelton House (which cannot be seen from the road), through grazing country now with a lot of turf growing, to the west of the Mt Lindsay Highway, ending up at a huge picnic shed in a park at Jimboomba for lunch. It was an enjoyable country run on some well worn roads and a few new ones as well.

Participants Were:

Greg & Rhonda Hannant	MGB
Bruce Mutch	MGB
Errol & Wendy Hoger	MGB
Ian & Karen Fettes & Di Davies	MG Magnette
Bernie & Charmaine Pereira	MGBGT V8
Trevor & Joy Jones	MGA
John Davidson	MGB GT
Brian Cranley & Alan Arnold	MGB GT
David & Meryl Miles & John Loth	MG Magnette
John & Pat Walker	MGA
John & Glen Boyce	MGF
Don Webster	MG TD
Alan & Joyce Tebbutt	Audi A4
Jeff & Pat Heslewood	WRX
Dennis & Diana Kelly	MX5
Bruce Bayliss & Bryan Ponting	Volvo 242 GT
Val Horgan	MX5
Pat & Desley Collins	WRX
Michall Garratty & Kay Hawley	Integra R
Martyn & Gail Browne	Merc
Kerry & Dane Horgan	Merc
John & Trica Cranley	Honda NSX
Malcolm Campbell	MX5





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One week in the life of Grahame Amy and his recently acquired MGY

by Grahame Amy

Yesterday I collected the Radiator Flushing stuff and some Classic Coolant from my local REPCO...and had the car inspected by all the staff and a few customers.

Next step drive home...and a couple of metres from the driveway the accelerator cable broke. Bugger!

So I opened up the engine hood and took out the cable...unbolting the accelerator pedal along the way and performing a contortionist act lying on the carport floor whilst buried deep in the foot-well...and taking out the carpet on the front driver's side, that is now somewhat higher on the list to be replaced along with replacing a few nuts that hold the wood floor in place also now high on the list...mumble, mumble... Bopped over to Abingdon Motors fully expecting them to have a part for a 70 year old car in stock.

The first bit of bad news was the information that the cable was not stock rather it was a piece of solid cable that someone in the past had used as an accelerator cable. Irrespective, Dave, from Abingdon, came up with an MGA cable that would do the job... with a bit of judicious cutting.

On the way home I had a sudden and unexpected flash of brilliance...I only needed the centre as the outside was still good. So I tried it for size. "Lo and Behold" it fitted! So after putting everything back and performing another contortionist act I had the car running again... and an accelerator that is much smoother to operate. A big hint for people here, it is much easier to find small tiny pieces after you have dropped them on a light coloured floor than on a dark coloured floor...you see, I have learnt a couple of things from previous disasters.

Back to Radiator flushing. It went well apart from the grease and oil that I thought I had removed during the Engine Degrease the other week...I hadn't. Guess which car has another degrease session in it near future.



So 6 hours after I started I finally had completed the Radiator Flush and had the car in a running condition. Not bad for a job that should have taken less than a hour!

So on to today. If I had any sense I would park myself in front of a good book or even a bad book and leave the car along for the day. To prove that I am lacking in any sense I pulled the back Bumper Bar off the car and am going to paint the inside of it this morning - another job done, And with any sort of luck it will all go smoothly for a change.

The good news on things. I drove over to Sunnybank Hills on Wednesday this week and the car did not get hot. Instead it showed symptoms of getting a tad warm when stuck waiting at lights for a long time - it was acting as what is probably 'normal'. Last night on the trip to the club and then back home it ran much cooler. That could be due to the cooler weather or the flush or a combination of both. Irrespective it is definitely running better.

This week I attacked the under-side of the car again. It is starting to look respectable under there. Today I intend to wash down my driveway with some detergent degreaser to remove all the little bits of grease that were not there a few weeks ago but have recently appeared. One thing you can say about this car and that is it keeps me busy and ensures that I am unlikely ever to be bored.



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CHAPTER Chatter

Capricorn Chapter Report

17 May - BLACKDOWN TABLELAND

After meeting up together, the combined Yeppoon and Rockhampton group headed off on time with Gurney & Gloria Clamp falling in behind them as they headed out of Rockhampton. As the group headed to their first port of call at Duaringa, Butch Bambrick peeled off somewhere to visit friends and Neville Funch as intended pulled up at Westwood and returned home. On arrival at the designated park in Duaringa members were quick to put on their coats to keep out the chilly wind that greeted them and enjoyed a warm cup of coffee or tea.



was available for our 15 Capricorn Chapter members who attended.

The morning started with Central members Phil White, Gordon Kelsey, Pat Sullivan and Butch Bambridge departing on time from Rockhampton's P.C.Y.C, to meet up with Coastal members Jim Armstrong, Gurney Clamp, Jenny Hill, Gary Kunst, Wayne Kirwan, Stuart & Ada Clark and Neville Funch, at the junction of Tanby and Emu Park Roads. The group made a quick run to Emu Park with group leader Gurney taking everyone on a tourist route to Bell Park with Ted Pidcock joining us en route while Megan Perrett, Peter Breed, Gladstone's, Gary & Roslyn Behrendt and Don Madden, in his newly restored MG B, met us at Bell Park.

The day gave members a chance to relax and for some a chance to catch up with friends who were there to have a look at the big display of vehicles. Former members Harry Haug, Greg Olifient, along with Dale & Margaret Volling paid

From there our next stop was the Bar B Q & Picnic area on the top of Blackdown. The tour was going well until the group leader was confronted by some cattle that were hiding at the bottom of one of the deepest of the gullies but fortunately good brakes saved anything from happening. Then as the group were half way up the steep windy mountain range road Gurney Clamp experienced overheating and left a small trail of coolant on the bitumen road but managed to make it to the top OK. After a B.B.Q lunch the majority of members took on the challenge of the nearly 2 km walk to one of the many water falls where we caught up with a couple of backpackers from France. On return to the picnic area the group found that Robbie & Gary Galloway had arrived. The return trip had its surprises - Ian Wilhelmsen receiving a three star crack in his windscreen and Gloria Clamp accidentally turning off the fuel pump kill switch bringing Gurney's MG to a halt.

24 May - CLASSICS by the COAST

Once again the popular All Classic Car Clubs "Classics by the Coast" car show exceeded expectations when 357 vehicles of all shapes, sizes, models and vintage were on display at Bell Park in Emu Park. An early arrival at the event was important to ensure that a good spot

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us a surprise visit and indicated that they were considering on purchasing a later model MG and rejoining the club. Phil Henry, Terry & Rodney Blair, Mick & Shirley Condon, George Ganter, John Hinton, John Horton, Noel & Sue King, David Tempest & Phylis Davies were all seen walking around Bell Park viewing the vehicles, with Sandra Armstrong & Barbara Funch arriving during the day in support of their husbands Jim & Neville.

Members Ian Wilhelmsen, David Tempest and John Horton who went to the popular Raglan fly in managed to make it to the park to also get a view of what was on display.



29 May - Dinner on the Coast at KINKA KIPPA

The trip to the Kinka Kippa was brought forward a week to allow the members who are going on the trip to Agnes Water / 1770, on the Queen's birthday weekend, a chance to attend. It all started at Yeppoon's Ross Creek Tourist Information centre car park where members from Rockhampton and the Capricorn Coast came together for the normal pre run chat. Members enjoyed the Scenic Highway coastal route to the Kinka Kippa Restaurant at Kinka Beach. Driving over the causeway at the Causeway Lake at this time of the afternoon was a really beautiful sight

as you looked west towards the sunset.

On arrival the group was met by members who live close by, missing the trip but making up the numbers to 27 members including one grandson. After enjoying the meal, mainly fish 'n' chips and the service provided by the Kinka Kippa staff, inside the restaurant, some members moved outside to enjoy a relaxing cup of coffee while others decided to return home. Some decided to watch the Friday night NRL game between Parramatta and Penrith.

- Gurney T. CLAMP

6-8 June - Agnes Water / Town of 1770 Tour

This report is being written after a three day tour to Agnes Water and 1770 and at the outset I would like to stress that these are the recollections of a sexagenarian (it's not what you think it means!) whose little grey cells may not be quite as active as they once were. To the best of my knowledge, this is a true and accurate account of what happened but I'm sure that others who participated on this run will be able to correct any false or misleading statements. On to the report!

Saturday the 6th of June saw four keen participants arrive in a timely manner at Kershaw Gardens, full of anticipation of what lay ahead. Jim and Sandra Armstrong, Ian Carleton, Phil Henry and Ian Wilhelmsen were present and correct but where were the other two cars? A brief phone call revealed that Garth and Lesley Barnes were on their way and shortly after Jo Emmert and her friend Trish arrived. Jo revealed a cockpit in her MGB that would do justice to a Boeing 747. There was a CB radio, a sat nav and a dash cam recorder with wires running all over the place leaving poor Trish having to find some space for herself. Jo also revealed a change to our usual poker run in that there would be five prizes awarded over the course of the weekend and "everyone will win a prize!" The first winner was the person who drew the highest card with Jim and Sandra the winners and choosing from five packages, picked a box of Favourites. Garth and Lesley led us out of town after travelling along the river bank and passing through Port Curtis before joining the highway to head to our first stop. The weather was clear and crisp, with those choosing to have their roof down rugged up and enjoying the perfect

Continued on page 33

NOTICE

ANNUAL GENERAL MEETING

FRIDAY 18th SEPTEMBER 2015
7.30pm at 8/16 Collinsvale St, Rocklea

AGENDA

1. Open Meeting
2. Apologies
3. Minutes of previous meeting
4. Management Committee Report
5. Treasurer's Report
6. Auditor's Report
7. Elect President & Committee for 2015/2016
8. Elect Auditor

MEETING CLOSE

A General Meeting will follow, hosted by the incoming Committee, at which members are invited to raise items of interest.

To assist with preparation of the General Meeting agenda please advise the Secretary by 4th September 2015

At the conclusion of these meetings, food and drink will be available.

CUT HERE

APPENDIX A

FORM OF NOMINATION FOR MANAGEMENT COMMITTEE
MG CAR CLUB OF QUEENSLAND INC.

We, as financial members of the MG Car Club of Queensland Inc., hereby
nominate

For the position of

Proposed by Club No

Seconded by Club No

I hereby signify my willingness to act in the capacity as per the above nomination

Signed Club No
(Nominations must be received by the Sec fourteen days prior to the AGM)

APPENDIX C

FORM OF PROXY
MG CAR CLUB OF QUEENSLAND INC.

I, of

Being a financial member of the abovenamed Club, hereby appoint

..... of

to vote for me at the *annual / *special general meeting of the Club to be held on

the day of 20 and at any
adjournment thereof.

Signed this day of 20

Signature

*strike out which ever is not desirable (unless otherwise instructed, the proxy may vote as he
thinks fit).

Intentionally left blank

MGCCQ 2015 Calendar for August onwards

Affiliated with the Confederation of Australian Motorsports
GPO 1847, Brisbane Q 4001



AUGUST			
2	Sunday		MGCCQ The Denis Cotton Social Car Display and Gearys Sports Cars Concours
		DD	MGCCQ Concours at UQ St Lucia
7	Friday		Noggin 'n' Natter - Special presentation by Ross and Shez Letten on their MG drive through South and North America
9	Sunday		Day run (P) to Lockrose Museum organised by Don Glover.
		FNQ	Cairns Swap Meet Car Bike and Truck Show
		WB	(B) EMR (Muttons) BYO M/T Lunch @ Mt Perry (Wallets # #)
12	Wednesday	DD	(Ron and Judy Gillis) Greenmount Hotel Mid week run for Lunch
13/17	Thurs - Tues	CC	Leyburn LTA to Leyburn
14	Friday	CC	MG Coastal Local Sun Coastal Tour Marina Lunch
16	Sunday		Lotus Club Queensland Khanacross Interclub Challenge Rd 6
21	Friday		Noggin 'n' Natter
			Night Observation Run (P)
23	Sunday		HSCCQ Queensland Motorkhana Championship Rd 4 at Willowbank Driver Training Complex
		DD	(Rob Fraser) Day run from Toowoomba
		FNQ	Day Run
		WB	(B) EMR (Gables) BYO M/T Lunch @ Bororen Hotel (Wallets # #)
24	Monday	DD	24 to 31 August Central Queensland Extended Tour 2015
26	Wednesday		Mid Week Run to Glasshouse Mountains organised by Kerry Horgan. Meet at Mick Hanfling Park ,Torrens road near Lakeside at 9am for 9.30 start.
31	Monday	DD	24 to 31 August Central Queensland Extended Tour 2015
SEPTEMBER			
4	Friday		Noggin 'n' Natter
5/6	Sat/Sun		CAMS State Championship Races Rd 3 WDSCC (P)
6	Sunday	FNQ	Day Run
9	Wednesda	DD	(Ron and Judy Gillis) Leyburn Hotel Mid week run for Lunch
13	Sunday	WB	(B) EMR (Beckmans) BYO M/T @ Elliott Heads Lunch @ Penny Lane Gardens (Wallets # #)
18	Friday		Noggin 'n' Natter and Annual General Meeting
19	Saturday		All British Day set up at Tennyson
		DD	Toowoomba Carnival of Flowers Car Display Queens Park
20	Sunday		All British Day at Tennyson (P)
		CC	Gladstone Gladstone & Harbour Cruise & G/s Yacht Club
		DD	All British day at Tennyson
23	Wednesday		Mid Week Run to Northern Rivers organised by David Miles (3892 2699)
26	Saturday		Mt Cotton Hillclimb Series Rd 5(P)

27	Sunday		Mt Cotton Hillclimb Series Rd 5(P)
		DD	(Greg Newey) Day run from Warwick
		WB	(B) EMR (Prassers) BYO M/T Lunch @ Woodgate Bowls Club (Wallets # #)
OCTOBER			
2	Friday		Noggin 'n' Natter - TRIVIA QUIZ presented by John and Wendy Preston. It will consist of 8 Rounds of Ten Questions per Round, some with double points options.
3	Saturday	WB	(B) LTA (Muttons) Cania Camping weekend (BYO everything)
4	Sunday	FNQ	Day Run
		WB	(B) LTA (Muttons) Cania Camping weekend (BYO everything)
5	Monday	WB	(B) LTA (Muttons) Cania Camping weekend (BYO everything)
9	Friday		poss BSCC Night Run TBA (P)
14	Wednesday	DD	(Ron and Judy Gillis) Picnic Rudds Park East Greenmount Mid week Lunch run
16	Friday		Noggin N Natter
			Night Observation Run TBA (P) (NIL IF BSCC holds event the week before TBA)
17	Saturday		Mt Cotton Hillclimb Come 'n' Try and Test 'n' Tune
18	Sunday	CC	Mt Morgan Smoko Dam – Lunch Mt Morgan Grand Hotel
24	Saturday	WB	(B) EMR D (Beckmans) Lighthouse Festival @ Burnett Heads (Wallets # #)
25	Sunday	DD	(John Boland) Day run from Toowoomba
28	Wednesday		Mid Week Run to Queen Mary Falls organised by Trevor and Joy Jones (0438 467 558)
NOVEMBER			
1	Sunday	FNQ	Day Run
		WB	(B) EMR (Prassers) BYO M/T Lunch @ Spotted Dog (Wallets # #)
6	Friday		Noggin 'n' Natter
7	Saturday		Australian Hillclimb Championships at Jacks Hill, Barbagello Circuit, West Australia
			Noosa Historic Hillclimb
8	Sunday		Australian Hillclimb Championships at Jacks Hill, Barbagello Circuit, West Australia
			Noosa Historic Hillclimb
11	Wednesday	DD	(Ron and Judy Gillis) Plainsland Hotel Mid week run for Lunch
14	Saturday		CAMS State Championship Races Rd 4 WDSCC (P)
15	Sunday		CAMS State Championship Races Rd 4 WDSCC (P)
			HSCCQ Motorkhana (P) and Khanacross Willowbank Driver Training Complex
		CC	Capricorn Coast Breakfast @ Sailing Club
20	Friday		Noggin 'n' Natter
			Night Observation Run (P)
22	Sunday	WB	(B) EMR (Southgates) Brierley Winery Childers Ladies Day (Wallets # #)
25	Wednesday		Mid Week Run 10
28	Saturday		Mt Cotton Hillclimb Series Rd 6 (P)
29	Sunday		Mt Cotton Hillclimb Series Rd 6 (P)
		DD	Day run from Warwick

DECEMBER			
4	Friday		Noggin 'n' Natter
5	Saturday	CC	Rockhampton Christmas Dinner
6	Sunday		MGCCQ Christmas Party
		WB	(B) (Dansie) Planning Day 2016 (BYO)
9	Wednesday	DD	Mid week Overnight run
10	Thursday	DD	Mid week Overnight run
13	Sunday	FNQ	BBQ Breakfast
		WB	(B) Evening (Muttons) Christmas Lunch @ Penny Lane Gardens (Wallets # #)
16	Wednesday		Working bees final for year



Working bees are held every Wednesday at the hillclimb plus others as per the calendar and on Wednesdays as needed at the clubrooms. Contact Malcolm Spiden re hillclimb and Max Johnson re clubroom working bees.

CC = Capricorn Chapter of MGCCQ DD = Darling Downs Chapter
 FNQ = Far North Queensland Chapter
 WB = Wide Bay Chapter; HB = Hervey Bay Section of Wide Bay Chapter
 B = Bundaberg Runs - meeting place Public Car Park Quay Street, Rowers Club end opposite Walla Street
 EMR = Early Morning Run - Sundays 9 am start D = Display event
 MWR = Mid-Week Run - Wednesdays 9 am start unless otherwise advised
 # = Attendance Numbers will be needed
 TLR = Twilight Run - 5 pm start LTA = Long Trip Away
 TBA = To be advised P = Towards Annual MGCCQ Point Score

More details and information on our website mgccq.org.au

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Item (Please circle/include necessary information for items with an*)	Price	No	Total
*Member's name badge (Name) Free postage	\$15.00		
Club keyring	\$15.00		
*Club Polo Shirt (Size: S, M, L, XL, XXL, XXXL; Burgundy OR sand)	\$35.00		
UV shirt – Available only on special order. Please download and complete separate order form as many colours/UV ratings and logo options are available.	\$35.00		
*Dress shirt (stone colour) – S, M, L, XL, XXL, XXXL	\$45.00		
*Ladies' ¾ sleeve blouse (stone colour) – 6, 8, 10, 12, 14, 16, 18, 20, 22, 24	\$45.00		
Burgundy Club cap	\$15.00		
*Burgundy Club bucket hat - adult (sizes: large OR small) and child (adjustable)	\$15.00		
Cloth badge, 100mm diameter	\$ 8.80		
Lapel badge	\$ 6.50		
Grille badge	\$33.00		
Club windscreen sticker Free postage	\$ 2.00		
“I'd rather be driving my MG” sticker Free postage	\$ 2.00		
Golf umbrella with Club logo	\$49.00		
Coaster	\$ 6.50		
*Earrings (Red MG OR Black MG OR Silver radiators)	\$16.00		
Tartan picnic rug – red	\$55.00		
Picnic set for two – navy	\$60.00		
Fleece knee rug – red	\$40.00		
*Mt Cotton Polo shirt (Size S, M, L, XL, XXL, XXXL)	\$30.00		
*Mt Cotton long sleeve polo shirt - Black ((Size S, M, L, XL, XXL, XXXL)	\$35.00		
Mt Cotton cap	\$15.00		
Mt Cotton stubby holder	\$ 7.50		
*Circuit jacket (Size: S, M, L, XL; Colour: red OR navy)	\$60.00		
*Grey Mt Cotton bucket hat - adult (sizes: large OR small) and child (adjustable)	\$15.00		
Hillclimb windscreen sticker Free postage	\$ 2.00		
History of the Hill (book and CD)	\$30.00		
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Brier Thomas photo disc collection – Mt Cotton	\$20.00		
*Brier Thomas photo disc collection : Lakeside 61-66 ; 67-72 ; 73-79 ; 80-89	\$20.00		
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Signature

conditions.

Despite our later than planned getaway, we made good time and arrived at the Calliope Historical Village for morning tea. Whilst there, we saw a highway patrol car pass by and recognized it as being the same one we had seen at Mt Larcom, where we had been given a wave and a nod by the officer as we passed by. Quite a few of us took advantage of the driver reviver station and had tea/coffee and biscuits. After a half hour break, we hit the road again. Our friendly police officer was now at Benaraby and, as we are good law abiding citizens, he posed no threat to our journey.

It had been mentioned that there was an antiques and collectible shop in Benaraby, so we stopped there for a look around. The proprietor recognized the sounds of MGs outside and said "you'd be interested in the "MG" tractor outside". It turned out it was a Ransome tractor but its model designation was "MG6" and of late 1950s vintage. After a good look around we once again saddled up and headed for Miriam Vale for lunch. The café was rather busy and it took some time for our orders to arrive.

Unfortunately for Sandra, the pie she got looked like it may have been reheated several times as it was rather dry and unappetizing looking, however it was replaced with one that more was more suitable. Once fed and watered, we were on the road again with everything going smoothly until..... disaster! (as it turned out it wasn't, but it seemed like it at the time). Coming to the T junction of the Agnes Water/ Fingerboard roads, Ian was in front of Jo and Trish, slowing for the intersection when suddenly there was a very loud screeching noise and Ian, thinking Jo had lost her brakes, pulled to the left to avert a rear ender. After a check of fan belts etc, Dr Jim diagnosed a problem with the clutch throw out bearing but assured Jo that it would make it to our destination and return and this proved to be correct.

The rest of the journey to our motel was without incident and Ian W took the crew on a sightseeing tour when he missed the turnoff to the Mango Tree Motel. All settled in, it was time for some afternoonsies then a walk along the beach, some even shucking some oysters

along the way (I bet you never thought you'd see that word mentioned in a MG club report!). Ian Carleton was the winner of the day's poker run and chose a box of M&Ms. We only had time for a quick freshen up and then it was on to the Sea Grapes Bistro for tea. The dress code was Hawaiian and as can be seen in the photos, everyone was suitably attired, even Ian W sporting a grass skirt courtesy of Sandra Armstrong. Jo's friend Kim joined us for tea but only after being given confusing directions by Jo who was confused as to where Agnes Water stopped and 1770 began! The couple running the bistro are French and the food was quite delicious, especially the crème brulee dessert. After a very busy day, most were keen to retire for the night but Jim Armstrong and Ian W continued to solve the problems of the world even when the verandah lights went out.

Sunday dawned overcast and windy but the crew was looking forward to some LARcing about. We arrived at the LARC base in plenty of time to have breakfast before heading off on the lunch time adventure. A great lunch was enjoyed on the beach before we drove (?) back to base. Then it was time for a trip to the headland to check out the view. First of all we had to negotiate some roadworks which Kim had told us about but the fearless leader, Ian W, thinking the line of cars ahead was stopped for the red light, stopped and chatted away with Trish until it was pointed out to him that "I think those cars are actually parked!". I'm afraid I will never live this down as I'm sure my fellow participants will be only too happy to remind me in the future. My excuse that it was a test to see how patient they were didn't cut the mustard unfortunately. Once at our destination, Garth and Ian W decided to take an alternate route to the lookout but others insisted we had gone the wrong way and were lost! Eventually order was restored, photos taken and we returned to the motel, this time stopping at the real red light and not the virtual one earlier.

A walk to the nearby shopping centre saw us electing to have tea at the Rocklatino café and the staff were so friendly and efficient and the food of such a high standard, we decided to return in the morning for breakfast before we had to begin the long journey home. Other winners of prizes were Ian W (box of Celebrations), Phil (some bath things) and Garth and Lesley (state

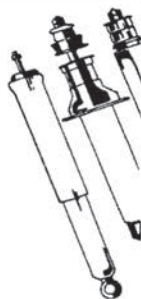
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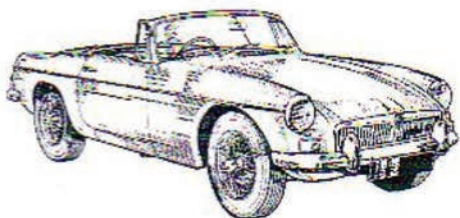
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CATALOGUE

of origin esky).

At some point over the weekend some toe nail painting took place with Lesley doing the honours. You may notice a photo of Lesley's skill and I would just like to assure everyone that those feet do not belong to Jim, Ian C, Phil H, Ian W or Garth. Grass skirts are one thing, but one has to draw the line somewhere. Monday morning brought with it some rain, a car that had mysteriously lost its radiator cap and another car which appeared to have a flat battery.

The missing radiator cap problem was fixed by utilizing the Henry alternative and the other problem was solved by pushing the reluctant vehicle into action. After fueling up, we headed for home, stopping at Bororen for a coffee etc and checking out the various animals on display. The cooked mud crab is yours for a measly \$475! Next stop was to be the Raglan pub for a spot of lunch before we embarked on the last leg of our journey home. Mr Henry shot off at a brisk pace, obviously keen to get home but, as they say in the classics, "the obese female had not yet warbled" (or something like that). In the distance could be seen an MG Midget with its boot opened and a man working feverishly to change a flat tyre. Whilst most of us watched on with amazement, Phil, with help from Garth, completed a tyre change with such alacrity that I believe he could find a place in a Formula 1 team. Once the entertainment was completed, we said our farewells and continued on our journey home. Jo dropped her car off at Dr Terry's and hopefully all will be well for the next run which will be on Sunday the 21st of June to Yaamba via The Caves.

There is only one thing left to mention and that is the number of points each car acquired on this run. Those with a clean slate are Garth and Lesley and their MGF, Ian Carleton and his MGB roadster and Jim and Sandra Armstrong and their MGB GT V8. As for Jo, I'm afraid she gets a point for the bonnet up incident to diagnose the bearing problem and another point for a flat battery that required a push start. That's two points! Mr Henry has also acquired some points with the revelation of a missing radiator cap and whilst it was unfortunate getting a flat tyre, seeing as I'm in charge, I'm allocating another point. Now, as for me, even though Ruby performed

faultlessly, I feel I should award some points for 1. missing the turnoff to the motel and 2. waiting behind a line of parked cars! So two points for me. However, seeing as I'm in charge of this points business, I have decided to award a negative point for each leg of the trip that the roof was down. Jo had hers down on the Rocky to Agnes leg, so she gets one point back resulting in an overall score of one. Phil had his down for both legs of the trip so his score is zero and yours truly also had his roof down which means I also return to zero. You can't say fairer than that.

I would like to thank all the participants on this tour for your outstanding camaraderie and the many laughs along the way. I just have one more thing and that's a text Jo received from Trish which I'd like to share with everyone –

"Thank you MG car club for an awesome weekend. The company was great. Also great trip and great fun. Was made very welcome, and look forward to doing it again soon. BIG THANK YOU. Trish".

- Ian Wilhelmsen, Assistant Coordinator



21 June - YAAMBA HOTEL / Mt. ETNA CAVES NATIONAL PARK

The Capricorn Chapter of the club have found a hidden treasure, the Mount Etna Caves National Park, which is on the outskirts of The Caves township.

All members started the day by coming together at the junction of Artillery & Yeppoon roads, some arriving individually and some in at group with



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Ian Wilhelmsen arriving as leader of the pack from Rockhampton. Ian was followed by Butch Bambrick, Garth & Leslie Barnes along with their friends Gavin & Cookie McDonald for the day who drove Garth & Leslie's MGB, Terry Dwyer & Anne Burbridge, Robbie & Gary Galloway, Robert & Yvonne Holbeck, John & Margaret Horton, Rosco James, Daryl & Joy Penridge, Gordon Kelsey, and a welcome back to Paul & Lois Mickenbecker in their 1971 MGB. Waiting for their arrival was Neville & Barbara Funch, Stuart & Ada Clark, Jim Armstrong, Rodger Warne & Phylis Davies and Gurney & Gloria Clamp. It was here that Ian Wilhelmsen received a phone call from Phil White to say they were home after touring and after a quick clean up of their MGB, would be on the way. Gurney provided an update on coming events. Ian Wilhelmsen gave all the directions on how to get to Mt. Etna National Park.

Before departure it was noticed that Terry Dwyer found himself in the passenger seat of his MG with Anne Burbridge behind the wheel. In ideal weather conditions the group were away and after travelling through the Caves Township turning right at the school then left at the signed turn off, then over about 800 metres of dirt country road, we arrived at the Mt Etna Caves National Park to find Rosco James and Ian Wilhelmsen's description of the Park was everything they said it was and maybe a bit more. After only being there a short period John Horton and Debbie Jury arrived, then with plenty time to spare after morning tea almost everyone took the short tourist walk that provided interesting short stories on plaques of what could be seen or what use to be in the area in years gone by.

In April 1974 Mt. Etna was gazetted Mt. Etna National Caves Park owned by the Darumbal Aboriginal people. It has Limestone outcrops, decorated caves, rare bats and dry rainforests and was once the site of Australia's longest running conservation battle. On 27 November 1999 Cement Australia and the Central Queensland Speleological Society jointly purchase Cammoo Caves area just 26 km north of Rockhampton

After saying our goodbyes to Jim Armstrong, Gordon Kelsey, John & Margaret Horton at

the National Park the members toured via the Bruce Highway to the small township of Yaamba where we were welcomed by a group of people watching our arrival from outside the Royal Oak Hotel. We were welcomed by the owners and staff of the pub and enjoyed the delightful meals they prepared for us. During the meal Jim & Sandra Armstrong arrived after Jim had collected Sandra after her return flight from Brisbane.



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CHAPTER Chatter

Darling Downs Chapter Report by Gary Lawrence

The past two months have witnessed some every interesting and different social runs. Our annual May overnight run lived up to its reputation for great company and good times, while the end of May Sunday run included a nostalgic visit to an old movie theatre. Once again, a number of our regular run participants have been absent due to travel and personal commitments. Thankfully, the future is looking better!!

Our extended August tour is now less than two months away. Unfortunately planning is running behind schedule, something which I aim to remedy during July. The tour will commence on either the 23 or 24 August and end on 31 August. If you are interested in being part the tour please quarantine these dates. An expression of interest will be circulated when a tour itinerary has been developed.

Our Darling Downs chapter has been hit with more than our fair share of illness and hospitalisation lately. Hopefully by the time you read this all is better ... Our thoughts are with you.

Overnight Run 13&14 May 2015 – Rainbow Beach

Picture this. A group of MG enthusiasts (6 couples) gather to begin their drive north to Rainbow Beach. The autumn weather couldn't be more perfect. After a quick rundown of the route to be taken, everyone climbs into their 'chariots' and heads off towards Hampton.

The drive from Hampton to Esk was just magic. There is nothing like driving along the sun dappled highways and byways on a beautifully clear day. Looking up (you can do this when you have the hood down) through the canopy of the stately trees with the cloudless blue sky

clearly visible. No other noise apart from the humming of the MG motor. Heaven for the MG enthusiasts!

Our morning tea break was at the spacious O'Shea's Crossing Park on the Somerset Dam Road. Just ideal for a cuppa and chat.

Refreshed, and enthusiasm still high, we then skirted the Dam and headed towards Kilcoy, where we veered off on to Neurum Road to travel through Villeneuve to Woodford. A couple of places along this road were a bit narrow, but the experience of driving 'over' the water of the Dam was worth going that way.

From Woodford we took the road to Peachester taking the turnoff to Maleny. We have travelled this way before, but it is still an interesting drive. Passing through Maleny, we moved on to our lunch stop at Yabba Creek just south of Kenilworth. Another well-kept rest area for our convenience.

We allowed ourselves a quick stop at the Kenilworth Cheese factory, for a much enjoyed tasting of cheese and yoghurt, before taking another picturesque drive along the road which travels past Imbil, Kandanga, and Amamoor to Gympie. It has been quoted as Murphy's Law that when you come to a section of road where it is impossible to pass anything, then that is when you come up behind slow travelling truck/ caravan/farm machinery. Sometimes it is just a lesson in patience.

We negotiated our way through Gympie on to the Rainbow Beach road and drove on to our destination for the night. Our villas at the Caravan Park were very comfortable, and there was a great barbeque area just perfect for our happy hour. Our dinner was at the hotel next door, so there was no problem about getting to and from the venue.

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We had had a full day, especially the ones from near and 'south' of Warwick, who had very early starts, so a reasonably early night for all.

THURSDAY morning saw us all up and ready for the new day. While some enjoyed breakfast at a local café, others walked along the beach. Unfortunately we had to say farewell to the Jacques and Astons as they were not returning with us, but extending their stay in the area for another couple of days.

Now we were down to four. After a minor hitch, concerning someone leaving his mobile phone in their villa and having to return several kilometres to get it, (What was that Shayne? It may have been you, but I can't remember), we headed back to Gympie where we made our morning smoko stop just across the bridge over the highway to wait for our fourth participant to catch up.

We had to retrace some of the roads we travelled up on, but seeing everything from another aspect it looks very different. The highlight of the run back down was definitely the road up from Obi Obi to Mapleton. It is a tight, winding, steep, road, but luckily it is one way so there is some room to manoeuvre. I did hear a request of "let's do that again", but decided against going back down the dirt road to the beginning.

After this drive we deserved to stop for lunch at the Mapleton Tavern and discuss the experience, while enjoying the view to the Sunshine Coast. Following this we had a short stop at Montville for a look around the various shops.

We had planned to take the Palmwoods road, but unfortunately there was roadworks being done and 10-15 minutes delay, so we decided to carry on to the Maleny turnoff and down to Landsborough, then up to Peachester, where we turned on to Commissioner's Flat Road. This took us back on to the Woodford-Peachester road which we followed until the turnoff on to Cove Road and on to the D'Aguiar Highway near Woodford. We then retraced our path back along Neurum Road past the Woodford prison and to Kilcoy.

After a quick stop for fuel at Kilcoy it was on

to Esk for a welcome coffee. We took this opportunity to say our farewells as the group (3 cars) from south of Toowoomba were heading towards Gatton on a shorter road home. And then there was one.

We were very lucky - the weather stayed perfect for driving, we had little roadworks to negotiate and no motoring problems.

Participants: Ron & Judy Gillis; Shayne & Di Baker; Phil & Marilyn O'Brien; Kevin & Cheryl Jaques; Greg & Beth Newey; John & Linda Aston.

(Cria please insert photos Rainbow Beach 008,011,014,021,040 here)
Monthly Run 24 May 2015 – Movie Matinee Run
Our Darling Downs Chapter met at Dalrymple Park – Allora for the start of our Movie Matinee Run. We have used this park for a number of our events as it is a convenient meeting point for the Toowoomba and Warwick groups. 'Our Park' is getting popular, as another car club was also starting their run at the same point. Last to arrive were organisers Phil & Marilyn (just) on time at 8.45am.

Fine, sunny weather would have seen us chat longer, if not for the lazy southerly breeze.

Heading off due south into the strengthening wind, our brave band of 'theatre goers' included a wide assortment of MGs, both A and B, Mk2 Jaguar, Mini, R VW Golf Type R, TR7 and a frustrated MG casualty sporting their Ute alternative.

Recent rain and lack of frosts meant early autumn fields, with long grass dancing in the wind gusts, thickly headed crops ready for harvesting, and Angus cattle black and shiny.

The 70 km tour passed quickly and by 10.15am we queued to pay admission for morning tea and movie at the historic theatre in Clifton. Swelling our numbers further were Bob & Mavis Marsh, meeting us at the door.

After pumpkin soup and toast, we settled down for a 1950s Tom & Jerry cartoon, followed by the original Italian Job. How well was this 1969 movie made? I am sure tears were shed at the



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Spilling out on to the pavement, the crowd, all 20 of us, walked up 2 doors to O'Shanley's Irish Pub for lunch. We were about the only ones there and the meals, service and surrounds excelled.

Dispersing at about 2pm, there was a resolution for an encore performance withLe Mans, Gumball etc. etc. This run was certainly something different from our usual runs. The positive feedback certainly means we will have a repeat. Well done to our conveners for the day, Phil and Marilyn O'Brien

Participants: Ron & Judy Gillis - MGB; Trevor & Joy Jones - MGA; Greg & Beth Newey - Jaguar; Kevin & Cheryl Jaques - Ute; John & Linda Aston - Mini; Andrew & Susan Willesden - MGB; John McLean & Jane Heffernan - VW Golf R; Bob & Mavis Marsh - Falcon; Phil & Marilyn O'Brien - TR7.
Visitors: John & Diane Deighton - Jaguar (with the Neweys)



Lunch Run 10 June 2015

Another successful midweek lunch was had at Club Glenvale (Toowoomba Hockey Club). The fourteen members who attended all enjoyed the meal and conversation on the day. It was pleasing to see Bill Watson able to attend. Gary, Rob and Ron arrived as bachelors as their wives were otherwise engaged, so the ladies were outnumbered.

Our next lunch run will be to the Bull & Barley Hotel in Cambooya on 8 July. This has proved to be a very popular venue for previous events.

Participants: Bob & Mavis Marsh, Bill Watson, Rob Fraser, Ron Gillis, Phil & Marilyn O'Brien, John & Marg Boland, Helen Goodfellow & Del Jensen, Gary Lawrence



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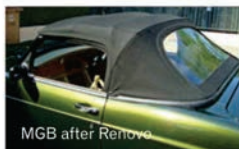


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Monthly Run 28 June 2015

With the promise of 20% chance of showers (BOM) or an 80% chance of a perfect day, our intrepid members strapped into their trusty steeds and charged on. After a fuel stop, we left the thriving metropolis of Toowoomba in our rear vision mirrors. The sun broke through to shine on God's creations; well I am sure "He" had a hand in the enjoyment provided by these man made chariots.



Descending to the farming plains via Stockyard and Flagstone Creek roads, jackets were shed at our Apex Park picnic area stop for morning tea. Fifty percent of cars were topless as we departed along the Cobb & Co tourist route through Grandchester to Rosewood. A turn left saw the group join the Warrego Highway at Marburg. A turn right at Minden and we reached a well-supported Coominya Hotel for our lunch reservation.



A slight detour by a TC and MGB near Marburg was the only digression from our planned route. As any discerning diner knows, speed accuracy and quality are important ingredients of an enjoyable lunch and the Coominya Hotel can hold their heads high. Our compliments to the chef were sent in the form of clean plates. After the mandatory photo shoot, we travelled via Lakes Atkinson and Clarendon bypassing Gatton on our way to Grantham for afternoon Cuppa. After unanimous approval of the run everyone dispersed to various homes in Toowoomba & Warwick like ants disturbed by a small child. Attending the day's drive were John and Margaret Boland MGB, Shayne & Di Baker MGB, Lester & Rhonda Brosnan MGTC, Phil & Marilyn O'Brien TR7.



CHAPTER Chatter

FNQ Chapter Report

John and Cherie would like to thank all who attended the events and contributed, both with write-ups and great images. Was a nice fresh approach to our stories, with us having some family commitments; enjoy the group effort this issue from a number of Chapter Members. (Craig - please use photo 01(2) here with caption - 'Ready for the run')

Sunday, 3 May 2015 - Lunch run to High Falls Farm, Whyanbeel *Story by Tony Basham*

A perfect tropical morning greeted a total of 15 cars and their enthusiastic owners and passengers. Some new faces along for the run, we say Hello to Ryan (starting his British car addiction) in his yellow Mini Van and Brett in his very tidy blue MGB. Today's lunch destination was High Falls Farm Restaurant at Whyanbeel, about 90km north of Cairns with our first stop at the popular Ellis Beach Cafe for snacks and coffee. Traffic along the coast road was light, allowing us to enjoy the scenery, tropical rainforest on the left and calm blue sea to the right. A brief stop at Mossman to regroup and then in procession for the last 15km, through quiet country roads edged on both sides with tall sugar cane.



Situated alongside a flowing creek and gardens, the Restaurant opens on Friday, Saturday & Sunday, has ample parking and a friendly relaxed atmosphere. <http://www.highfallsfarm.com.au/> Quickly seated, ordered and served, left plenty of time for conversation and storytelling. One topic of discussion was Wayne's recent experience with a tyre that appeared to have good tread and no cracking, suddenly delaminating at speed, causing some unwanted panel damage. This has now encouraged others to look closely and check the age of their tyres, as well as the tread. As the afternoon progressed, people left at their leisure for the journey home with some regrouping for afternoon tea at Palm Cove. Today was not without some mechanical issues. John's Midget had a miss-fire which was sorted by replacing with some borrowed plugs and Steve's MGB developed a serious oil leak on the road home, resulting in a ride on the RACQ truck back to town. Difficulties aside, an enjoyable day out. Thanks to all enthusiasts.

Saturday 13, Sunday 14 and Monday 15 June 2015 - All British Day Townsville

Story by Brendon Hammersley; Photos taken by Tony Basham and Brendon Hammersley

Our FNQ Members again travelled to Townsville for the annual All British Day. For us in Cairns



this is a 2/3 day event, with a day run to get to Townsville, a distance of 370 kms.

Our accommodation had been booked earlier in the year, just to make sure we did not have to sleep under the stars. Both participants and guests from both the MG and Restorers Club were - Bob and Patty Ingram (MGA Twin Cam), Tony Basham (TD), Pauline and Graham Hepburn (Daimler Double Six), Wayne and Lynette Morgan (MGB), John and Helen Honan (MGB), John and Annette Collet (MGA), Harvey and Kaye Williams (Jaguar XJS), Alan Wardlaw and Sandy Ripley (MGB), Bill and Yvonne Jansco (Jaguar), Bill and Julie Moull (Jaguar), Brendon and June Hammersley (MGB).

We met at our usual place (under the Big Marlin) at Earlville, 9am for a 9.30 departure. We stopped off at Innisfail for a coffee break, at the Coffee Club, with a view of the Johnstone River. After coffee we headed further south to Ingham where a number of cars opted to refuel before heading out to Townsville.

We arrived at the Monte Carlo Motel around mid afternoon and checked in. We had a few drinks, nibbles and a piece of Bob's Birthday cake at the Motels near the pool area, before going for a short walk to Frank's Pizza Napoli for a great dinner with many stories swapped during the evening.

On Sunday we travelled from the Monte Carlo at 8.30am to the Cathedral Private School to take up our place. One member had arrived very early, along with some of the Townsville people, and took up the front spots. We took up our normal positions three rows back along with Phil Case's Austin Healey BN1 and Brian and Kay Bond's Austin Healey Sprite from Airlie Beach.

MGs, Jaguars, Minis, Triumphs, Rileys, Morgans (both four and three wheeled versions), Austin Healey Sprite, Daimler SP250.

Two of our Jaguar friends left early, to return to Cairns, whilst the rest of us stayed on for a further night. Monday morning we left the Monte Carlo around 8.30am, fueled the cars and had breakfast on The Strand overlooking the water. After that we travelled back to Cairns via the Bruce Highway stopping off in Cardwell for a

well-earned pie and coffee.



Hmmmm lots of red ones! :-)

19 June, 20 June and 21 June 2015 Australia Classic Rally, Cairns

Contributors - the Fransens, Ingrams, Collets and Roy Jaques

Although not a specific MG Club calendar event, participating in the Australian Classic Rally is an essential part of many auto enthusiasts' Cairns calendar each June.

Running since 2012, with a one year hiatus in 2014, 'the Classic' is fast becoming a not to be missed weekend in our part of the State. Classic cars ranging from a 1966 Fiat Bambino 500F, Mustangs, Falcons, Datsuns, a few versions of the MG, Sprite, Chev Impala, Cobra replicas, 2008 Morgan Aero 8, Austin Healey, 1940 Ford Tudor, Corvettes, Escorts, a Lancia, Toranas, Monaro, Pontiacs, Triumph Stag, Porsche, a Javelin, Jaguars, Peerless right through to a 2009 Nissan GTR R35, compete for both an overall result, as well as individual achievements with a variety of time trials. Definitely a terrific assortment of motoring 'eye candy' travelling Far North streets over two days.

This precision Rally is an animated touring event, where teams of two cover stages of distances accurately, within a set time limit. The route covers open public roads, with Qld road rules to be obeyed at all times, speeding is not permitted and may result in elimination. Vehicles start at 1 minute intervals and follow the route as per the Roadbook - issued the night before to review. Teams completing stages at shorter

or longer times than prescribed receive penalty points, with the winner being the team achieving the least penalty points over the two days. To ensure equal opportunities, the candidates are forbidden to use a GPS and should an older car come equal with a more modern vehicle, the older wins.

Necessary tools are the official Roadbook, timecard, stopwatch or timing system, working odometer, stamp card and you also need a general sense of fun and adventure.

The Rally has a capacity of 60 competing vehicles, due to daylight and finishing time constraints, a total of 59 cars started on the Saturday morning from Cairns, and over the weekend there were about 5 that had technical difficulties, however eventually the majority crossed the finishing line, so a good result overall. Roughly 600+km were covered over Saturday and Sunday, driving through Cairns and suburbs, north to Mossman, inland to the Tablelands and south as far as Innisfail.

All members of the MG FNQ Chapter represented 'The Octagon' with style and camaraderie doing us proud; if there had been a Club tally competition, am pretty sure we would have been close to taking it out.

The score sheets at the Sunday night presentation dinner showed how well everyone did, with some of the challenges being 'blitzed' by our Members. Overall wonderful effort.

Member results –

John and Cherie (Midget) finished 16th with a 1st place in the 1/100 challenge at Yungaburra – Trophy awarded –

Roy and Leonie (AH 3000) finished 33rd with a 7th in the 1/100 challenge at Atherton.

Bob and Patty (MGA) finished 35th with a 3rd place in the 1/100 challenge Lounden Road, the longest challenge and without the aid of their stopwatch, forgetting to set it. Legends!

Brendon and June (MGB) finished 39th with an 8th in two of the 1/100 challenges, Mareeba airport and the Golden Drop Winery ones.

Harvey and Kay (Jaguar) finished 42nd with a 2nd place at 1/100 challenge at Innisfail. Lucky they had a backup car, as their Lotus 7 didn't make it out of the driveway before leaving home.

John and Annette (MGA) finished 43rd and a 7th at the 1/100 challenge in Innisfail.

Graham and Pauline (Sprite) finished 47th with a 4th at the 1/100 challenge, Cairns Showground, as well as a 2nd in the 1/100 challenge at Myola/ Kuranda.

Lynn and Wayne (MGB) finished 48th with a 2nd in the 1/100 challenge at Aloomba (Le Mans style).

Mel and Sally (Sprite) finished 53rd, which was a tremendous effort. After breaking down on Day 1, in the early stages they then coming back on Day 2 and crossed the finishing line. On their behalf, a massive thanks to Martyn, at Hypertune British Motors (Cairns), who madly worked on the car Saturday afternoon so they could be back on the road for Sunday.

Not to be forgotten are the MG club supporters, who may not have been competing this year, but came along to cheer us on at both the start and finish lines, taking photos/video, as well as tips to those who had not competed previously.

Tony Basham's TD was driven this year by a father and son, they also did well, finishing 11th overall and a 4th in 1/100 challenges No. 5 and 9.

Below are some comments from Members with their thoughts on this year's Rally –

'We had a ball, it was less daunting than we had anticipated and we particularly enjoyed going on roads we had never driven before. We reckon we'll be doing it again next year.' – John and Annette Collet

'We had two good luck stories for the Rally. No. 1 was not actually starting the stop watch at the Loudon Road time trial and having to guess the rest, due to our trip meter dying on the way to Townsville the previous week going to the All British, this was the event we came 3rd in. No. 2 was the MGA performing beautifully all weekend, but when trying to start it on Monday morning after, the starter motor switch had died, imagine if that had happened up in the Tablelands around Millaa Millaa!' – Bob and Patty Ingram

'You haven't seen much of me at Club outings recently because the last 3 months we have been seriously preparing for this Rally, especially in representation of the year of my

car, being 1959. We decided to dress up as the Commanding Officer of the Clark Air force Base in the Philippines, who was the first person to purchase the car from brand new, representing the day of purchase with my sister, and me dressed up as a Naval Officer. Clark Air force Base had 20,000 service personnel of Navy, Air force and Army and had its own 15 night clubs. The photo went into the local paper promoting the event.' – Roy Jaques.

On behalf of all Members of the Club we can say that it was a terrifically organised weekend, a great bunch of competitors from all parts of Qld with the breaks for lunch being an opportunity to chat and have a laugh about whether you interpreted the directions correctly and if not, which detour you took, ha ha. Saturday was perfect winter weather for Cairns, however Sunday proved to have more obstacles, not knowing whether to leave the roof on or off and further up at the Tablelands a very low fog after lunch made it virtually impossible to see further than a few metres ahead, not to mention the random pot holes on these usually scenic country back roads.

Taking this opportunity too, to thank the organisers of the Australia Classic, well done and much appreciated.....definitely pencil most of us in for next year, it is on the to do list.

If anyone is interested in seeing more details of the Australia Classic Rally please refer to the following website link, <http://australiaclassic.com.au/#news> There are lots more images, including professional video taken with a drone. Also more on previous years' competitors. Further, our MG FNQ Chapter Facebook page has great images

and video contributed by our Members. Who knows, a few of you from the south of the State might get the urge to participate next year, there were contenders from as far as Rockhampton and Sunshine Coast this time. Can't wait until next year!



CHAPTER Chatter

Wide Bay Chapter Report

You know ... sometimes I just don't know where to start. Will it be the (unmentionable) breakdowns, or perhaps the tall stories told on our runs, or the dangerous things we have seen and told about from our youth. One thing is certain though, our runs are always enjoyable and the mix of people and cars always different

13 May - Coffee Run to Muddy Waters in Maryborough

Well, what can I say ? The notice that went out said, quite clearly, "We'll meet at RV1 for a 9 am getaway". So fifteen of us gathered, received our instructions, boarded our chariots and started our engines. Except one. Needless to say it was our run leader whose car pulled a hissy fit and refused to go anywhere!

And, as is accepted practice, many heads disappeared under the bonnet, theories aired and tyres kicked. Advice to the effect that the left hand rear tyre valve cap probably needed tightening went unheeded and a decision was made to leave that MG sulking where it was. A quick change of passengers then saw us leave with the speed of a startled gazelle to enjoy some fabulous coffee 'n cake overlooking the Mary River in Maryborough. Our thanks go to our run leader who arranged a great deal for us at the Cafe and for a most enjoyable morning, complete with a precious photo opportunity. And, in case you are interested, the car problem was traced to an old aftermarket ignition booster thing that didn't.



24 May - Mystery BBQ Lunch

This Hervey Bay Mob run wasn't a complete mystery as Sonja and David Carter (our run leaders) knew exactly where they were taking the 9 cars with seventeen people. First stop along the way for morning tea was at Woo Coo Park (yep ... that's really what it is called). Woo Coo Park is a delightful picnic area just to the south of Maryborough, complete with delightful artwork and well looked after facilities. From there the group headed down the Mungar Road (runs parallel to the main highway but has no traffic) before finishing up near Tiaro. The actual destination was the small Petrie Park on the outskirts of Tiaro overlooking the upper reaches of the Mary River. Quite a few hadn't been to Woo Coo or Petrie park before and were pleasantly surprised with both locations. Naturally good weather had been ordered so the wind dropped off and the sun shone at both places, even though there were a few showers on the way home.

I understand that it was on this outing that one driver refused to accept that his partner was scared when he snored ... while driving!

28 May - Bundaberg Show

This run for the Bundy Crew was organised by Eric Beckman and replicated the happy runs of previous years.

Nine cars turned up for the event, they being Steve & Teena Johnson in their BMW, Ron Johnston in his MGB, Sel Prasser in his Mercedes, Leigh & Jacki Noll in their MGB, Mark Roberts in his MGRV8, Eric Beckman in his MGB, Judy O'Donoghue in her MGB, Janelle Beckman in her MGZR and Bill and Esme Hearn in their MGB.

Needless to say, the cars on display received a lot of interest and comment from the public ... including the occasional "when I was young I had ...". At 1.30pm the cars were moved to the main arena where they were lined up to lead the Grand Parade. This year Mark Roberts took the

coveted spot and had the Show Queen, Bonnie Coolee, on board his RV8 as they headed off around the arena - very slowly. It seems that Mark did not want to lose Bonnie, even though it may have been an added spectacle for the parade! Following this a lucky draw was held to thank the participants in the parade, the winner being Ron Johnston.

A big "Thank you" goes to the Bundy Crew for again raising the profile of our Club at this event.



3 June - Coffee at Goody's

Wow! What happened?

Scheduled as a quiet little run for a quick Cuppa, David Carter finished up leading 18 cars and 28 people to the small seaside town of Toogoom where all settled in for coffee, cake and chat for a couple of hours.

This run saw the appearance of Stuart and Sal Wedlake's 1954 TF after its engine rebuild and welcomed new members Norm and Vicki Drinnan in their immaculate red MGA and Steven Patterson in his rather bright yellow MGB. The drive to Goodies was relatively uneventful ... apart from one driver narrowly avoiding the chrome exhaust extension which had fallen from a leading car and was bouncing high along the road. Being courteous, no names are revealed and it wasn't really unusual to see things fall off MGs.

And of course the conversations just had to mention cars and the dangerous things we have seen over the years. One story which I know to be true came from the 1960s and involved a young chap who lowered his Triumph Mayflower some 4 inches (remember them, sort of like a

square tin lunch box on wheels). How did he do it? How else than with some pieces of 4x2 timber he found in his backyard and some Ubolts made from mild steel building rod! And no ... before you even ask ... it was NOT me and I have never owned a Triumph Mayflower! (Craig - please insert photos Goodies 1, 2 and 3 here)

14 June - Monduran Dam

The Wide Bay Chapter usually acts as two separate groups - one based in Hervey Bay and one based in Bundaberg. It is always fun then when we can get together as one at some mutually convenient location. Monduran Dam, 20 minutes north of Gin Gin, is one such location.

The Hervey Bay Mob left at 9 am for its run to Childers for morning tea. All normal, even down to one car of Italian heritage being somewhat obstinate. Its owners (names withheld) left it behind but quickly caught up with the rest of the group at Childers. How quickly? Very quickly in their Shelby Mustang! Unusual for this stop was the fact that no retail therapy was undertaken. Meanwhile the Bundy Crew started late and leisurely at 10 am with morning tea under the Bundaberg traffic bridge (actually Anzac Park) before heading to Gin Gin to meet up with the Hervey Bay Mob. It was a fabulous sight to see the MGs and other classics lined up down the main street. We finished up with 14 cars (15 if you include the Italian non starter) and 23 chatty people. The day was made complete by the facilities at Monduran Dam which were excellent with BBQs, tables, sinks ... even a wide screen TV showing motor racing!





27 June - Paradise Dam

This final small run for the period was conducted by the Bundy Crew. Three cars started off from Bundaberg, heading south to Appletree Creek and then on to Paradise Dam by a variety of backroads. Along the way they were caught up by Mark Roberts in his RV8 before joining up with Meryl and Gary Duncan from Biggenden. Paradise Dam was only their morning tea break though so they headed back to the Appletree Creek Hotel for lunch and then home. No breakdowns were recorded.

25 June - Le Mystère Coffee Run

Yeah ... it was a run to a small French bakery with many responding to the invitation in their best Googled French. The sixteen attendees in ten cars were given route instructions (a little modified due to recent road works leaving excessive gravel) before heading off to their destination. The little Cafe was excellently organised with one person making the coffees while another simultaneously delivered the food and took our money. This outing was organised by the Carters and attending were Sharyn Sires, Steven Patterson, Lyn and Bob Emslie, Liz and Bill Manns, Warren Innes, Yvonne Fabriek and Paul Overton, Norm Drinnan, Joy Batchelor and Peter May, and Jackie and Darrell Martin.

And that's about it for this period apart from one Chapter member's friend who had trouble selling his car due to its high mileage. So he would back the speedo but then decided he should keep the car as it had such low mileage! Safe driving all ...



Competition Corner



2015 CLUB EVENTS MAY & JUNE by Ace Reporter

IRONMAN

The weekend of this year's event was set by the availability of the Driver Training Centre at Willowbank. Friday was the touring assembly which was all set to go until late Friday afternoon when the heavens bucketed down. Many of the major roads into and around the Greater Brisbane area were awash and thus the traffic was at a standstill for many hours. This downpour resulted in a force majeure for this stage so those running in the whole weekend did not lose any points.

Saturday was beautiful with the hill climb holding up remarkably well considering the large dump the day before. As the day warmed the sky was a beautiful blue as the rain drained the smog from the atmosphere. A relatively small field contested the second stage thus the competitors were able to run until the drivers wore themselves out or the cars expired or simply ran out of fuel.



The Bob Cossor Perpetual Trophy for Fastest Time of Day was won by Dean Tighe in the Dallara-Judd with a best run of 40.94 seconds.

In the sedan classes the results were Tyson Cowie (Sports Sedan Escort 49.21), Gary Goulding (Hyundai X3 series, 54.40), Richard Mattea (Hyundai X3 series, 56.58), Glen Wesener (Historic Group N Torana GTR XU1, 51.17), Matthew McShane (Modified Production HSV Clubman R8, 53.49), Tony Jay (Modified Production HSV Clubman R8, 66.50). Production

and Invited cars up to 1600 cc went to Daniel Zeimer (Toyota Corolla, 55.41) with Trevor King (Toyota Sprinter, 55.97). Kristy McAndrew (Suzuki Liana) took the 1601 to 2000 cc class with Berenice Stratton (Suzuki Liana) recorded a 65.78. In the over 2 litre class Jason Arnold in the very quick Renault Megane RS (50.81) led from Neil Koest (Nissan 370Z, 52.77) and David Jackson (Mazda RX-7, 56.15).

Results for the Sports car classes were Brian Pettit (Westfield Clubman, 47.36), Dick Reynolds (Caterham Clubman S3, 50.12), Shane Murphy (Lotus 7 Clubman, 53.97), Barry Evans (MGBGT V8, Marque Sports cars, 49.05), Matthew Johnson (MGB, Marque Sports cars, 61.75), Don Webster (Historic MGTD Special, 71.51). Fastest time of day was set in the Formula open wheeler group with Dean Tighe (Dallara Judd, 40.94), Jim Heymer (Hornet Formula Vee, 53.64) and Gary O'Mullane (Kinsella Superkart, 51.00).

After the now first stage of the Ironman competition the order was Jason Arnold (101.92), Daniel Zeimer (110.92), Trevor King (112.24), Matthew Johnson (123.99), Kristy McAndrew (124.15), Berenice Stratton (132.55), and Don Webster (143.69).

Sunday was stage three (Motorkhana) and stage four (Khanacross). Tests chosen for the Motorkhana were Offcentric, Eccentric, Diamond Slalom and Triple Loop. Overall the times were Ashley Tyson (Datsun 240Z, 123.24), Stewart Bell (Mazda MX5, 138.42), Lloyd Jones (Locost Clubman, 128.93), Greg Aldering (Nissan Pulsar, 132.66), Jason Arnold (Renault, 134.51), Ross Baker (Nissan Silvia, 137.36), Trevor King (Corolla, 137.38), Terry Scarf (Nissan Skyline, 140.51), Matthew Johnson (MGB, 141.26), Cordelia Jones (Swift GTi, 142.07), Michael Jones (Locost Clubman, 144.20), Gwyneth Jones (Swift GTi, 147.41), Kristy McAndrew (Suzuki Liana, 148.22), Awyen Jones (Suzuki GTi, 150.27), John Cordon (Holden Utility, 155.13), Berenice Stratton (Suzuki Liana, 157.24), Don Webster (MGTD Special, 164.54) with junior drivers (under 18 years of age) Liam Thompson (Peugeot 307, 215.28), Junior learners Alexandra Mattea (Hyundai X3, 351.52) with Ashleigh Mattea (Hyundai X3) who, having turned 12 years of age, was able to have her first drive in the motorkhana format and under the guiding instructions of Brant Rayment 381.30.

After stage three the Ironman order was Jason Arnold (236.43), Trevor King (249.62), Matthew Johnson (265.25), Kristy McAndrew (272.37), Berenice Stratton (289.79), Don Webster (308.23).

Two layouts formed the Khanacross stage with the fastest times to Tyson Cowie (Escort, 128.37), Lloyd Jones (Locost clubman, 133.61), Jason Arnold (Renault, 136.66), Stewart Bell (Mazda MX5, 138.42), Dan Callan (Honda Prelude, 140.07), Greg Aldering (Nissan Pulsar, 140.60), Ross Baker (Nissan Silvia, 143.54), Michael Jones (Locost Clubman, 146.09), Terry Scarf (Nissan Skyline, 147.71), Trevor King (Toyota Corolla, 151.71), John Corton (Holden Utility, 152.14), Ashley Tyson (Datsun 240Z, 153.65), Kristy McAndrew (Suzuki Liana, 153.79), Matthew Johnson (MGB, 158.82), Anwen Jones (Suzuki GTi, 160.13), Cordelia Jones (Suzuki GTi, 162.66), Berenice Stratton (Suzuki Liana, 164.58), Liam Thompson (Peugeot 307, 167.00), Gwyneth Jones (Suzuki GTi, 169.71), Don Webster (MGTD Special, 176.78), Alexandra Mattea having her first run at a khanacross in the MG Hyundai X3, 449.77).



Alexandra Mattea has a try in the mighty "Mattea Goulding" Hyundai and Berenice Stratton gets out from behind the camera to behind the wheel.

Overall results where the competitor is able to use different vehicles over the weekend saw the Ironman title won by Jason Arnold (Renault Megane RS, 373.09), from Trevor King (Toyota Sprinter, 401.33), Matthew Johnson (MGB, 424.07), Kristy McAndrew (Suzuki Liana, 426.16), Berenice Stratton (Suzuki

Liana, 454.37), with Don Webster (MGTD Special 485.01).

Best clubman where the competitor competes in the same vehicle: Jason Arnold
Best MG: Matt Johnson

Thank you to those members who volunteered to assist over the weekend.

QUEENSLAND MOTORKHANA CHAMPIONSHIPS, ROUND 3

After rounds 1 and 2 at the Gracemere weekend promoted by the Central Queensland Motor Sporting Club Inc on Saturday and Central Coast Car Club Gladstone Inc on the Sunday the next round was at held at the Willowbank Driver Training Centre by HSCCQ.

The results show a round of wrong directions (WD) especially by those who have usually topped the result lists this year. Ken Graham took the outright win in the Datsun 1600 SSS and Pauline Hillclimb (no WD, 1 pole marker hit) from Stewart Bell in his Mazda MX5 (no WD, no poles) and Dan Callan in the Mon Reve motorkhana special (no WD, 2 poles). On this day the production cars topped the motorkhana specials. A fine selection of tests of thirteen tests were run Twin garages, Double Hat, Double Garages, Big Eyes, Gable Slalom, Mothballs, Gables, Corridor, Try Angles, Cloverleaf, Happy Birthday, Hopscotch and the World Tour. Brant Rayment (Mini Special) continues to hold a lead after his 2 outright wins at the Gracemere rounds and a 5th outright this round from Scott Longton (Mini Special) and Keith Butcher (Mon Reve Motorkhana Special) equal in third place with Dan Callan. Terry Scarf (Nissan Skyline) holds a small lead in the Queensland Motorkhana Series (based on a handicap system) from Trevor King (Toyota Sprinter). Final round of the championships will be on 23rd August again at the Willowbank Driver Training Centre behind the drag strip.



2015 WHITES DIESELS TRUCK & BUS PARTS QUEENSLAND HILLCLIMB CHAMPIONSHIPS

The fastest fifteen after official practice on Saturday placed Dean Tighe (Dallara Judd) fastest in a best run of 39.25 seconds from Malcolm Oastler (OMS 28 Hayabusa now turbocharged, 39.62), Dean Amos (Gould GR37, 39.67), Warwick Hutchinson (Van

Diemen RF92-RPV02, 39.80), Michael von Rappard (Dallara Hayabusa, 39.94), Neil Lewis (DBF 1265, 40.56), Rod Johns (Norris Hawk Mk 11, 41.33), Jim Milliner (OMS 2000M, 41.58), Dave Morrow (Krygger Suzuki, 41.98), Stan Pobjoy (Formula Libre VW Supercharged Special, 42.14), Clinton White (Zapelli 02 Superkart, 43.32), Mark Crespan (RMC Ford Sports, 44.23), Mark Trenoweth (Jaguar XJS sports car, 45.07), Gary Ford (Escort Sports Sedan, 45.27), and Danny Mischok (Escort, 45.35).

Practice produced close times in many of the classes. In the Group Nc, all in Torana GTR XU1 sedans Glen Wesener was fastest qualifier (Yellow Torana, 49.36), from Brad Stratton (Green, 49.50) and Noel Wicks (White, 49.85). The All Wheel Drive forced induction class had Brett Bull (VW Golf R, 48.10) ahead of Roy Davis (Mitsubishi Evo 10, 48.18, Roy and Colleen finished 38 th overall in the Targa Tasmania Rally this year). Running 2nd and 3rd in the Improved Production 1601 to 2000 class Scott Dean (Toyota Yaris, 46.75) was ahead of David Homer (Suzuki Swift, 46.93) while the Improved Production over 2 litre had Ken Graham (46.59) ahead of Pauline Graham (46.86). Mark Trenoweth (Sports sedans Jaguar XJS, 45.07) was just ahead of Gary Ford (Escort V8, 45.27), Alex Daniels (Escort turbo, 45.66). Then we watched as Mark produced a 180 degree spin in the long Jaguar, all 4.9 metres of XJS, in the first loop heading towards the finish line and stayed within the 8 metres between the bank or the catch fence.

The existing class record of 52.40 seconds for the Hyundai X3 Series looked in danger as Mark Pryor (52.28), Brock Giblin (52.05), Brendan McLean (51.69) and Chris Donnelly (51.55) all went under the mark. What would the official runs on Sunday produce. In the Superkart class Phil Smith (Dino Superkarts, 47.31) was ahead of Charles Catanese (Dino Superkarts, 47.43). We then witnessed Warwick Hutchinson coast down out of the first loop down to the hairpin with no drive (either gearbox or differential), next car Dean Amos stopped as well with an electrical fault. It cannot happen three times in a row. Yes, it did, as Dean Tighe spun going up the first loop just before the branch to the finish line. The data log indicated a speed of 139.2 kph.

Those below their respective Class records were Geoff Cohen (Group V, 51.98 time just below the 52.01 record by Alan Don), Danny Mischok under his record of 45.57 with a 45.35, Piers Harrex (45.78 and under the John Gilbert record of 46.86), Clinton White (under the Superkarts class record of 43.67 with a 43.32 run)

and a new class and thus no existing record in the PRC Rally class saw Ray Evans record a 52.93 time in practice.

Work that afternoon and well into the evening saw Warwick Hutchinson have the gearbox and engine out to replace a sleeve (which had split) on the input shaft into the gearbox; the VW of Stan Pobjoy would not pull cleanly out of corners but was working in the straight sections of the track; the Hayabusa turbo of Malcolm Oastler seemed not to deliver full power so he had to drive around the problem by short shifting; Dean Amos encountered an intermittent electrical gremlin; Michael von Rappard changed his fuel pump chasing his electrical issue while Vicki Paxton found her Dallara would not start and was retired for the weekend. Sunday was the day to carry those good put practice runs into official times.

BRISBANE WATCH REPAIR CENTRE CLASS - The Historic Sports Racing cars Group K class went to Steve Anderson in the 1932/38 Triumph/Wolseley 6 cylinder supercharged Woltri with a best time of 62.73 seconds.

EUREKA LANDSCAPES PTY LTD CLASS - Group U Historic Sports Sedans up to 1985 saw Chris Johns take the class with a 47.46 run in the ex Goulding Escort.

DA & BJ COTTON CLASSES - Historic classes of Group Nb up to 2litre engine capacity and for Touring cars from 1958 to 1965 went to Ken Freeburn (Cortina , 53.17) with the Cortina GT of Peter Gilbert next with a 55.22 time. The Nc class up to 2000 cc went to the Cortina Mk11 driven by Paul Shergold (52.74 seconds). The Toranas in Group Nc over 2 litres put on a show as Glen Wesener looked to win the day up to the final climb. Glen was quickest on the first run (50.89) from Brad Stratton (53.57) then Noel Wicks (54.07). Climb two saw Glen (49.58), Noel (50.89) and Brad (53.57). By the fourth run Glen (49.48) was still ahead from Brad (49.85) then Noel (50.63). Last run saw Brad grab the win with a 49.38 time from Glen (49.43) and Noel (50.49). Group T for Sports Cars 1941 to 1981 was won by Roy Davis in his Triumph GT6 with a best time of 48.96 seconds.

EARTHPRO CLASSES - The Group S for Production Sports cars 1941 to 1977 was won by Steve Purdy (MG Midget, 49.71) with the MGA driven by Steve Anderson next in 60.43 seconds. Having been under the Group V class record in practice, Geoff Cohen equaled the mark to be joint holders with Alan Don with

a 52.01 run on his third climb.

BRAD KIMBERLEY CARS CLASSES - Another class to see a close result was the All Wheel Drive Forced Induction group. Brett Bull (VW Golf R turbo) was quickest on the first run (48.92) from Roy Davis (Mitsubishi EVO 10, 49.11) and Greg Rekers (AUDI TT, 52.53). Roy the recorded times of 48.52, 48.42 and 48.12 to be in the lead for the last run. Brett's times were 48.88 and 48.57. Final run saw Brett claim the class with a 47.75 run to Roy's 47.95 with Greg recording a 51.75 second time. The Formula Ford class went to Rick Miles in his Kookaburra FF91 with a best run of 45.54.

ACCURATE SUSPENSION CLASSES - Improved Production up to 1600 cc went to Daniel Gibson (Mitsubishi Lancer, 51.80) from father John Gibson who recorded a best run of 52.63 seconds in the Lancer. Danny Mischok took the up to 2 litre class with a 45.68 time in his Escort. David Homer (Suzuki Swift GTi, 46.00) and Scott Dean (Toyota Yaris, 47.84) filled the next places.

FRENCH CAR CARE CLASSES - Class records fell in both Improved Production 2001 to 3000 cc and the 3001 ccs and over classes. The long held record of Phil Morris of 45.70 set in 1991 fell to Ken Graham with a 45.82 time in the Datsun 1600SSS. Next in class were Pauline Graham (Datsun 1600SSS, 46.56) and the Mitsubishi Lancer of Troy McGrogan with a best run of 47.89. Piers Harrex set a new record of 46.64 on his first run (previous record of John Gilbert was 46.86) then recorded 45.82, 45.60, 45.54 and a final time of 45.26 seconds to win the class in his BMW 325 E30 ahead of Matthew McShane (HSV Clubsport R8, 51.68).

ULTIMATE POWER STEERING CLASSES - Sports Sedans up to 1600 cc went to Daryl Morton (Morris Cooper S, 48.80) from Kristy McAndrew (Datsun 1000, 56.03) and Ken McAndrew (Datsun 1000, 56.89). Tyson Cowie took the 1601 to 2000cc class with a 46.54 time in his Escort. The large engine capacity class went to Gary Ford (Escort 5 litre V8) in a time of 44.74 seconds from David Malone (Torana GTR XU1, 45.35) with Mark Trenoweth (Jaguar XJS, 45.55), Daryl Small (Commodore, 46.01), Alex Daniels (Escort turbo, 46.28) and Jeff Daniels (Escort turbo, 49.35).

TRENCHING SYSTEMS AUSTRALIA CLASS - Nine Hyundai X3 cars contested the class where the class record was lowered on the first run by Richard Chaseling (52.11) and lasted for 2 minutes and 12

seconds before Chris Donnelly, the next competitor, bettered the mark with a 51.82 seconds on his first run. Chris left the record at a 51.77 time on his third run to take the class from Richard (52.11) Mark Pryor (52.19, Brock Giblin (52.49), Gary Goulding (53.52), Brendan McLean (53.89), Richard Mattea (54.28), Anthony Walsh (55.73) and Fred Sayers in the QRDA Excel with a 55.99 run.

SR AUTOMOTIVE CLASS - Clinton White was quickest in the Superkarts to win the class with a 45.57 in his Zapelli 02 kart from Phil Smith (Dino Superkart, 46.68) and Charles Catanese (Dino Superkart, 50.58).

ARTXDESIGN CLASS - Production Sports cars up to 2000 cc again found the two MGFs of Maryborough's Craig Winter (Black) and local Peter Andrews (Volcano) in close proximity throughout the day. Craig was in the lead all day with a best run of 52.05 from Peter (52.38) with regular hillclimb competitor from Bundaberg Bill McCollum (Mazda MX5, 58.94).

THUNDERBOX TOOLBOXES CLASSES - Marque Sports cars up to 1600cc went to Brian Pettit (Westfield Clubman, with best runs of 46.59, 45.11, 44.91 and 44.70) with Allan Dansie down from Bundaberg for the event with his road going MG Midget and recording runs of 57.00, 56.46, and 55.52 seconds. MGS dominated the 1601 to 2000 cc class which was won by Daryll Searle (MGA, 53.33) from Stephen Callaghan (MGB, 58.98) and Ray Chappelow (MGB, 59.60). The big engine capacity class went to Mark Crespan (44.45) from Cameron Herman (Mazda RX7 turbo, 50.11, 48.91, 48.74) Barry Evans (MGBGT V8, 48.85).

FANTASEAS HOUSEBOAT HOLIDAYS CLASSES

- Sports cars open 2001 cc and over Jeffrey Graham (Mazda MX5, 49.05 then 48.86 and 48.49) from Steve Riley (MGB V8 Supercharged, 48.92). Ray Evans established a class record for the PRC Rally cars with a best run of 52.82 in his Escort.

WHITES DIESELS CLASSES - Mark Pickering took the Formula Libre class up to 750 cc in his 250 cc engine Tibikart Special with a best run of 70.14 seconds. Neil Lewis recorded his quickest run of 40.49 seconds on his third climb to win the 751 to 1300cc class in the DBF from Rod Johns (Norris Hawk M11, 40.61) then Dave Morrow (Krygger Suzuki, 40.64) with Jim Milliner (OMS 2000, 41.39). The 1301 to 2000cc class went to Michael von Rappard (Dallara Hayabusa, 38.85).

It was anticipated the championship would be won in

the 2001cc and over class. Dean Tighe was fastest after the first run with a 38.74 time from Dean Amos (39.82), Warwick (40.39) and Stan Pobjoy (42.72). Run two saw the order as Dean Tighe (38.74) Malcolm Oastler (39.03), Warwick (39.11) Dean Amos (39.30) with Stan (41.95). Third run Dean Tighe (38.69), Malcolm (38.99), Warwick (39.03) Dean Amos (39.30). Run four Dean Tighe (38.69), Malcolm (38.41), Warwick (39.03), Dean Amos (39.30). Final run gave the order Malcolm (38.30), Dean (38.69), Warwick (39.03) Dean Amos (39.03) and Stan (41.95).

Top Fifteen: Malcolm Oastler (38.30), Dean Tighe (38.69), Michael von Rappard (38.85), Warwick Hutchinson (39.03), Dean Amos (39.03), Neil Lewis (40.49), Rod Johns (40.55), Dave Morrow (40.64), Jim Milliner (41.39), Stan Pobjoy (41.95), Mark Crespan (44.45), Brian Pettit (44.70), Gary Ford (44.74), Piers Harrex (45.26) and David Malone (45.35).

AWARDS

OUTRIGHT WINNERS - L to R: Michael Von Rappard (3rd outright), Malcolm Oastler (2015 QHC), Dean Tighe (2nd)



Tasman Building Society Perpetual Trophy for Fastest Time of Day: Malcolm Oastler;
Glyn Scott Perpetual Trophy for Fastest Time by a Sports Car: Mark Crespan;
Martin Tighe Trophy for Fastest Time by a Formula Ford: Richard Miles;
Vince Appleby Trophy for the Fastest Time by a Sedan: Garry Ford;
Paul Aitken Trophy for the Best Average Time by a Motor Cycle Powered Car: Michael von Rappard with an average time of 40.63 seconds;
John English Trophy for the Fastest Time by a Queenslander: Dean Tighe;
Hamilton Trophy for the Best Performance by a Historic Vehicle: Geoff Cohen;
The Accurate Suspension Top Total Time Trophy: Warwick Hutchinson total time 197.46 seconds;

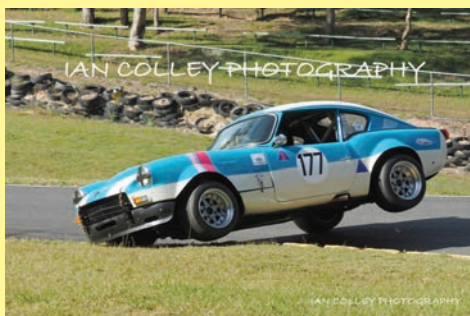
MG AWARDS

Group S: Steve Purdy (MG Midget);
 Production Sports Cars up to 2000 cc:
 Craig Winter (MGF);
 Marque Sports cars up to 1600 cc:
 Allan Dansie (MG Midget);
 Marque Sports cars 1601 to 2000 cc:
 Daryll Searle (MGA);
 Marque Sports cars 2001 and over:
 Barry Evans (MGBGT V8)
 Sports Cars (open) 2001 and over:
 Steve Riley (MGB V8 Supercharged).



.... and these two three wheeling.

*Ian Colley captured Roy Davis trying to do both!
 Not caught on film, but there were plenty of eyewitnesses
 to Mark Trenoweth's feat of spinning his Jag (bottom) in the
 middle of the first loop!*



Rob Talbot caught these two kerb hopping

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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Raymond

Ph: 0407 693 947

(No calls after 8:30pm please)

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
or by email to vprojects@internode.on.net

Race Meetings

