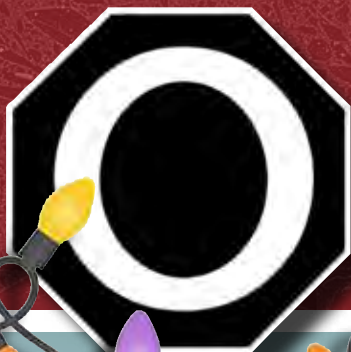


Official Journal of the MG Car Club of Queensland Inc.



# The Octagon

No. 6

November 2021



What an amazing line-up of cars at All British Day – it will have you all searching for your car amongst them! The photo was taken by a drone and gives a great panorama which reflects the success of the day.



Affiliated with  
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# President's Report

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Firstly, can I thank the outgoing President Jim Scott for his efforts as President for the past year and for his years of work as a member of the Management Committee in the years preceding.

Jim with his background in IT has been largely responsible for our online membership portal and for developments at Mt Cotton which allow competitors access to their times during the event.

Whilst I'm extending thanks, I'd like to take the opportunity to thank everyone who has helped in anyway to keep the club functioning over the past 18 months or so, we truly have lived through some extraordinary times. Let's hope with our vaccination levels rising across the state, nationally and internationally that life can soon return to normal.

It will be great when we can gather again without restrictions on numbers and the imposition of face coverings.

You will have read in the last Octagon of the passing of Mrs. Ann Thomson, the club owes Ann an enormous debt. Her generosity over the decades of her involvement has ensured that the club has grown and prospered over the years.

I will miss our chats at Mt Cotton in particular, her stories of life in London during the war and her subsequent move to Australia were quite enlightening.

The 2021 Australian Hillclimb Championship has unfortunately suffered the same fate as the 2020 event in that it has once again been postponed until 2022 when life should have returned to the new normal.

The organising committee did their very best to ensure that it went ahead this year. The date was moved from October to the end of November in an attempt to make

the event a reality. However, we could not overcome the border restrictions that have been in place and are not planned to be lifted until just before Christmas. Motorsport Australia has given an undertaking that Queensland will be given the opportunity to promote the AHC in 2022. I'm sure that with freedom of movement restrictions hopefully being a thing of the past next year that the club will once again demonstrate its ability to run top quality competitions.

All British Day was a sell-out this year, with over 600 cars joining in the fun of all things British in September. Congratulations to those who worked so hard in the months leading up to the event and those who got along to Tennyson on the Saturday to setup for the big day. It looks like the club will once again be in a position to make a sizable donation to its preferred charity, QIMR Berghofer.

I was sad to hear the news of David Wands passing. David was the face of Abingdon Motors/MG City for as long as I can remember up until his retirement a few years ago.

It was amazing to learn that David had given an amazing 35 years' service to Abingdon! He was so knowledgeable about all things MG particularly in the spare part area. It is a great loss to us all and my thoughts go to Dave's family at this time.

As you will read in 'The Octagon' the club continues to offer something for everyone. I'm truly amazed at the range of activities that members are involved in. It would certainly be a huge effort to participate in all of them.

Perhaps I'll make an attempt to participate in a full calendar of events in my retirement. Well done to all those who give up their time to prepare and run these events for members. - *Richard Mattea*

# Some Words from Elaine

Firstly, an interesting letter to the Editor has been received and will probably be of interest to all MGB owners.

Please note that the report on Concours has been included in Competition Corner with the reports of all other competition events for the past few months.

We are nearing the end of Ken Ebeling's story with articles on his competition in a TR2 being included in this issue. Others which cover some more general topics will be in the January issue.

Those of you with a keen interest in the progress of development of electric vehicles will find the included Press Release on the topic from MG Australia most interesting.

There is a tribute to long time member Paul Wilson included along with a few of his photographs of the hillclimb in its early days.

There has been a rare event with my receiving a Letter to the Editor with the title A PLEA which will be of special interest to the owners of MGBs particularly those with MGs which were assembled in Australia.

There will be some of you very familiar with the name of Lionel Ayers and his successful career in Australian motorsport. He and his MG TC became almost legendary as it became widely known and acknowledged as 'The Fastest Square Rigger'. His story is well worth reading.

Richard Croston and his helpers are making some progress with their TC called Rusty and Part 2 which is published here is a photographic extension of their story.

Sad news on 18 October is that David Wands (member 5157) has passed away on 11 October. David worked at Abingdon Motors/MG City for many years to meet/greet, sell parts, as well as provide good advice. His funeral is scheduled for Wednesday 20 October at the Mount Thompson Crematorium, West Chapel at 10.30 am.

With this being the final Octagon for 2021, it is time to wish you all the best for the Festive season and happy and safe motoring.

Finally, my apologies if any of you are not completely happy if any of your Chapter contributions didn't make it to print this time. There were two factors which caused some difficulties with this issue – one – and it's hard to find fault with this – is the number of Chapter reports which came in right on the close of time for me to receive them; another factor was the sudden loss of internet access I experienced thanks to the zapping of modems by the electrical nature of a storm which hit our area just at the most inconvenient time -something I have never experienced before. Remember that your reports also go onto your webpage or your Facebook page (for those of you who have one established. If you don't have one, you may like to get one set up for your Chapter.

## Communication to all members

The Management Committee of the MGCCQ wish to advise all members that the item in the club's weekly newsletter (The Club Weekly, Volume 1 No 7 - October 25 2021) concerning the resignation of the club's Treasurer was written by and distributed by an individual member of the club without the knowledge of, or the authority of the President or the Management Committee. At that time, this official notice was being prepared by the committee for publication in the Octagon.

As most of our members would be aware, our club relies totally on our membership to volunteer to carry out all of the tasks associated with the operation of the club and its many events. As the longest serving member of recent Management Committees, Carly Mattea has held the position of Treasurer for 21 years. With all this experience, and a lack of other members showing interest, most of us assumed she would continue to fill the position.

In late September, at the first Management Committee meeting after the AGM, it was revealed that significant health issues and the pressure of operating her own business have been making it extremely difficult for Carly to carry out the duties required of the position. This apparently has been the case for a few years and she confessed that the club's financial statements have not been correctly audited for three years.

This is a very serious issue. As a Level 1 Incorporated Association, the MGCCQ is required to submit audited

annual financial statements. The Management Committee has, however, taken the view that, as long as there has been no misappropriation of funds or similar wrongdoing, we will always support our hard working volunteers, especially when things go awry.

Carly offered her resignation from the committee, and the club, and this was accepted. Since then, we have sought legal advice and a new auditor has been proposed and accepted by the committee. Members of the Management Committee have taken on, with Carly's assistance, the onerous task of reviewing our financials for the last few years, putting them in order and preparing our annual financial statements for auditing.

The Management Committee is determined to keep the membership appropriately informed and to bring about the best possible outcome for the club, its members, and its volunteers. To date, no evidence has been revealed of any detrimental effect on the club's finances. When the audit is completed, the club's current financial position will be disseminated to all members.

Obviously, there is now a vacancy on the Management Committee for a member with some knowledge of bookkeeping. We ask all club members to give serious consideration to filling this vacancy with themselves or by nominating someone they may know that would be suitable.  
- Ken Wasley, MGCCQ Vice President

# Notice Board

## Midweek runs for 2022 (information known as yet –)

March run will be organised by Bruce Mutch and go to the

Tropical Fruit farm at Murwillumbah

April run will be organised by Neil Summerson

July run will possibly be a Christmas in July

September run will be organised by Allan Tebbutt with an overnight stay in Toowoomba for the Carnival of Flowers

November run will be organised by Denis Thomas with an overnight in Yamba

### NEW MEMBERS

We welcome the following to membership of the MGCCQ and wish them a long and happy association with it."

Peter Karlsen New Farm

Paul Trenery Shailer Park

Mark Doyle Andergrove

Terrance Lowry Woody Point

Alessandro Taglienti Tinana

Richard Masefield Tinana

Steve Anderson Noosa Heads

John Anderson Bulimba



## SPECIAL ANNOUNCEMENT RE COMING EVENTS

1. The Ann Thomson Celebration Day at Mount Cotton on Sunday 28 November.

For all the members who knew Ann please come along to celebrate her life, her contribution to MG Car Club, Mount Cotton hillclimb, and Queensland motorsport.

For catering purposes should you decide to attend please advise or contact Malcolm Spiden 32666350, or [spidenm@yahoo.com.au](mailto:spidenm@yahoo.com.au) or [mgccq@mgccq.org.au](mailto:mgccq@mgccq.org.au)

2. Mount Cotton hillclimb presentation evening on Friday 3 December

### MG INFORMATION

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# Competition in the Triumph "TR2" 1956

by Ken Ebeling

The purchase of the "TR2" heralded a renewed bout of participation in a wide range of motor sport activity beginning only a few weeks later. My immediately previous event had been in a sprint meeting

at Strathpine organised by the MG Car Club on February 25th 1956 where I had driven my MG "TF" 1250. The MG Car Club usually called them "Sprints" while the Toowoomba Auto Club used the term "Speed Trials".



*At the Burleigh Heads hillclimb, April 22, 1956*

## **Burleigh Heads hillclimb, April 22, 1956**

This hill climb was held on a road behind Burleigh Heads and was organised by the Pacific Car Club. It was programmed as "The Second Burleigh Hill Climb". The road surface was gravel and the course, which could have been Tabilban Street, ran from a spot just off the road leading to West Burleigh and finished near the reservoir at the top of the hill.

The fastest time of the day of 46.2 seconds

was naturally enough in the Racing Car category. The car was a Cooper-JAP driven by Bill Pitt. Bill was a regular driver of the Jaguar "D" Type raced, and sometimes driven, by Mrs. Geordie Anderson. In the 1200-1500 cc Sports Car Class the times were: W. Weekes MG "TF" 50.0 seconds, V. Jordan MG "TF" 52.5 seconds, J. Poteri MG "TF" (Jim had purchased my old car) 55.1 seconds, E.G. Jones MG "TD" 55.6 seconds, R E C C Roberts MG "TF" 57.5 seconds.

In the 1500-2000 cc. Sports Car Class the times were:

G. Llewellyn Triumph "TR2" (fastest Sports Car) 49.7 seconds, B. Minogue Triumph "TR2" 52.4 seconds, K. Ebeling Triumph "TR2" 52.5 seconds.

Another Triumph "TR2" driven by J. Bertram ran in the Racing Car Class. His time was 50.2 seconds. The only Austin Healey 100, driven by F. A. Gourley, made a best run of 51.6 seconds.

The oldest car present was a Vauxhall 23.60 driven up the hill by Alan Hale in 63.7 seconds.

### **Hill climb, Prince Henry Drive, Saturday May 19, 1956**

This event organised by the Toowoomba Auto Club was programmed as the "Darling

Downs Hill Climb Championship." It was conducted on scenic Prince Henry Drive which skirts the edge of the mountain range on which Toowoomba is situated.

The Fastest Time of the Day of 45.27 secs was set by Charlie Swinburne who was driving Bill Pitt's Cooper-JAP. Charlie Swinburne's drive was a fine effort only 0.54 seconds outside the course record set by Lex Davison in a supercharged Cooper-Vincent with a time of 44.73 seconds. The record had been set on September 17, 1955 when the TAC ran the Australian Hill Climb Championships. The record in the Sports Car Class was broken by Beau Mossetter in the Austin Healey 100S. His time of 48.55 seconds was 4.53 seconds faster than the previous record of 53.08 seconds set by Alan Gourley in an Austin Healey 100.



*Hillclimb, Prince Henry Drive May 19 1956*

The other times for Sports Cars were: Ken Ebeling (Triumph TR2) 54.91 seconds, P W Downing (Riley Imp) 58.15 seconds, Ted Jones (MG "TD") 59.16 seconds, Jim Poteri (MG "TF") 60.13 seconds and R. Roberts (MG "TF") 61.94 seconds. "The Toowoomba Chronicle" of May 21, 1956 had this to say about the Riley — "Perhaps the most amazing performance of the meeting was that of P. Downing in his Riley IMP. This combination made faster time than any of

the MGs and when it is considered that the Riley is a 1934 model of Under 1100 cc and can beat the MGs which have capacities up to 1500 cc, I think that Mr. Downing should be congratulated heartily."

The best time for a Saloon Car of 59.36 seconds was set by P. Gifford in a Holden he was driving for C. Worley.



*Motor Racing, Strathpine, Saturday May 26, 1956*

This race meeting at the Strathpine Circuit was organised by the MG Car Club. I entered my Triumph in three handicap events.

The place getters in the 5 lap Restricted Handicap were Tommy Ross (Triumph "TR2") 1, Ken Ebeling (Triumph "TR2") 2, Peter Uscinski (Morris Minor) 3, and Gordon MacNicol (MG "TF") 4.

The fastest times were Jim Bertram (Triumph "TR2") 7m.6s., Jim Johnson (MG

"TC" special) 7m.10s., Bill Weekes (MG "TF" 1500) 7m.26s., Ken Ebeling (Triumph "TR2") 7m.28s.

In the 5 lap Sports and Closed Car Handicap the place getters were G. Morrison (MG TD) Dvr. L.W. Whittaker 1, Ken Ebeling (Triumph "TR2") 2, John Gill (MG "TF" 1500) 3, Peter Uscinski (Morris Minor) 4. The fastest times were Jim Johnson (MG "TC" special) 6m.48s, Jim Bertram (Triumph "TR2") 6m.54s, John Gill in his "TF" 1500 and L.W. Whittaker driving



*The old and the new – Ken's TR2 and his old MG TF*

the much modified Morrison "TD" were both timed at 7m.20s.

The 10 lap Open Handicap was won by Bill Weekes (MG "TF" 1500) followed by John Gill (MG "TF" 1500). Ken Ebeling (Triumph "TR2") was third and ? Pattel in a VW was fourth. In this event Jim Bertram (Triumph "TR2") was fastest 13m.53s. followed by G Scott (Holden Special) 14m.12s , Bill Weekes at 14m.14s. and John Gill 14m.20s.

On the same programme the 5 lap MG Car Scratch Race was won by Jim Johnson in his MG "TC" Special. The G. Morrison (MG "TD" 1300) entry driven by L.W. Whittaker was second with MacNicol in his 1250 MG "TF" coming home third. There were only five starters and John Gill did not complete the event. The other starter was an otherwise unidentified Smith in an MG "TC".

The final event for the day, the 5 lap Under 1600cc Handicap was won by John Gill (MG "TF" 1500). T. Ross (MG "TC") was second followed by Lord in a VW and Bill Weekes (MG "TF" 1500). The latter made

So far as I was concerned it had been a good meeting with two second places and a third. For my entry fee of \$1.55 I had won \$24.00 and a Castrol Oils bonus of \$10.05 for my third place in the 10 lap Open Handicap.

### **06–Speed trials, Leyburn, Sunday June 24, 1956**

This event conducted by the Toowoomba Auto Club was held on the abandoned Leyburn wartime aerodrome. My log records that I paid the princely sum of one dollar for the privilege.

My own result sheet, probably correct but not official, shows that Rex Taylor in an Alfa Romeo took the course standing start quarter mile record for racing cars with a time of 14.88 seconds. It had previously been held by Pat White in a Cooper 1100 with a time of 15.27 seconds. The Alfa covered the flying quarter mile at an average speed of 211.14 km/h (131.2 mph). This was 4 mph or 6.4 km/h slower than the course and sports car record for the course held by Mrs D. Anderson. In the Sports Car



*Toowoomba Auto Club speed trials 24.6.1956 at Leyburn*

fastest time 7m. 4s, followed by John Gill 7m 11s, Whittaker in the MG "TD" 1300 7m. 22s. and Tom Ross in 8m 17s.

class the best standing start time of 16.83 seconds was recorded by Steve Ames in the Austin Healey 100S. His speed in the

flying was 170.42 km/h (105.9 mph). Peter Downing in the Riley Imp ran the standing

quarter in 16.97 seconds but apparently did not run in the flying event.

DRIVER	CAR	STANDING START	FLYING START	
		SECONDS	MPH	KPH
Eric Wendt	Jaguar XK120	19.24	100.5	161.73
Jim Poteri	Austin Healy 100	18.32	94.43	151.97
Ann Thomson	Morgan Plus 4	19.86	88.06	141.71
Ted Jones	MG, "TD"	22.00	69.6	112.00
R. Roberts	MG "TF"	22.86	69.13	111.25
Ken Ebeling	Triumph "TR2"	19.06	95.31	153.38

Some of the better times recorded by other competitors are tabled below.

### Sprints, Strathpine on Saturday June 30, 1956

The Strathpine airstrip was the venue for another sprint meeting organised by the MG Car Club. The entry fee was half a Guinea, 10 shillings and sixpence or in decimal \$1.05.



*Ken's TR2 lined up ahead of Ann Thomson's Morgan*

The event used a system of handicapping but the results given are the actual times recorded from my unofficial result sheet.

The fastest standing start quarter mile 15.88 seconds was that of G Smith in the class for racing cars. The roneoed programme says it was a Ford "A"? In the flying event his speed was 128.7 km/h (80 mph). In the sports car class the best times were recorded by Jim Bertram in his Triumph TR2 with a time of 17.28 seconds in the standing and a speed of 140.9 km/h (87.5 mph). In the closed car class Fred Dyke, the popular proprietor of the Swift Service

Station at Morningside, was fastest with a run of 20.99 seconds and a speed of 126.2 km/h (78.43 mph) in his Riley Pathfinder. An MG "Y" driven by E. Ansel made a run of 23.58 seconds and achieved 101.36 km/h (62.98 mph). John Cranley in his father's Studebaker made a run of 23.08 seconds and was timed at 108.41 km/h (67.37 mph). Peter Uscinski in a Minor, presumably a Morris, covered the standing quarter in 21.0 seconds and achieved 105.34 km/h (65.45 mph).

The times and speeds of other competitors in the sports cars class are listed below.

# MG PRE-WAR AND TYME EVENT 2021

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021. The information and registration form can be found at: <https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to [mg-pre-war-tyme@mgcccanberra.org.au](mailto:mg-pre-war-tyme@mgcccanberra.org.au), or by phone to:

1. Pre-War Registrants: Malcolm Robertson ph. 0408 627 685
2. T Type and Y Type Registrants: Kent Brown ph. 0412 558 029



J.A. Bonetti ran in the racing car class but is included for comparison.

DRIVER	CAR	STANDING START	FLYING START	
		SECONDS	MPH	KPH
R.J.Barrett	MG "TF"1250	20.74	70.42	113.33
E.G. Jones	MG "TD"1250	21.18	65.17	104.88
T. Ross	MG "TC"1250	21.32	67.26	108.25
R. Richards	MG 'TC" 1250	19.94	71.88	115.68
F. Morrison (Dvr. L. Whittaker)	MG "TD"1300	19.26	78.06	125.62
J.A. Bonetti	MG "TF"1500	19.98	75.95	122.23
K.C. Ebeling	Triumph "TR2"	18.99	81.01	130.37
J. Bertram	Triumph "TR2"	17.28	87.55	140.89
Ann Thomson	Morgan +4	10.04	79.58	128.06

The relatively low speeds in the flying were no doubt due to the fact that the timed section used was slightly uphill and did not allow for a long run into the timed section or for slowing down.

### Motor Racing–Lowood on Sunday August 12, 1956

This event was organised by the Queensland Racing Drivers' Club Ltd. There were six car and three motor cycle events on the mixed programme. The entry list for the motorcycles included Royal Enfield, Norton, B.S.A., A.J.S., Matchless, Velocette and Triumph. The price for a programme as shown on the copy in my collection was 10 cents.

This was to be my first visit to Lowood as a competitor. An entry had been submitted for the Sports Car Handicap of four laps, the Main Event of twelve laps, and the four lap Consolation Handicap which would be run on adjusted handicaps. As the main event would be limited to the fastest twenty cars I was unlikely to be a starter.

The entry fee cost me \$8.00 and it proved to be an expensive affair as I destroyed a set of big end bearings during practice. This

I found later to be not uncommon when TRs were raced. I was offered a spare set of bearings by another Triumph driver but, having not previously attempted to change the bearings of my car, I declined the kind offer. The rest of the day was spent as a spectator.

At this, or another Lowood meeting, a TR2 competitor showed me a bearing from his car which had become so hot that it fused the steel bearing shell into one continuous strip around the bearing journal. This major problem became evident during competition whenever big end bearings were overstressed. Number four cylinder always suffered most followed by number one.

As an entrant I received a copy of the official results from which the following details were obtained.

The Champions Scratch Race of 3 laps was won by Bill Pitt driving the Anderson D Type Jaguar with Tom Sulman in the DB3S Aston Martin second and C. Adams in an HRG Holden Special third.

While it may sound odd, to anyone who recalls the Ford cars of that era, the 4 lap Saloon Car Handicap was won on handicap by the Ford Customline of D. Cavill followed by another Customline driven by K. Redman. These two cars also made the fastest times in the event. J.B. Wild drove his Holden into third place on handicap and time.

The 4 lap Racing Car Handicap was won by Sid Scott in his Holden Special followed by Charlie Whatmore, who made fastest time, in a Jaguar Special and D.A. Youngs in a Leaf/Olds Special. The only other starter C. Adams in the HRG-Holden Special did not complete the first lap.

The 4 lap Sports Car Handicap was won



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by Lionel Ayers in an MG TC of 1466cc capacity with the Morrison MG TD of 1300cc capacity driven by L.W. Whittaker coming home second. Bill Weekes in his MG "TF" 1500 was third. Bill Pitt in the D Type Jaguar made fastest time of 8m 28s with Tom Sulman in the DB3S Aston Martin 19 seconds behind.

The 12 lap Main Event saw the place getters of the previous Sports Car Handicap join the winners circle in the same order with the fastest times again going to Pitt and Sulman. It was in this event that Bill Pitt completed the fastest lap of the day with a time of 2m 3s at an average speed of just over 127 km/h for a lap of the 4.35 km circuit. The pre-decimal programme calls the lap distance 2.7 miles.

As a re-handicap was scheduled for the Consolation Handicap of 4 laps with virtually the same starters as in the previous two events the previous winners had to take a back seat. This allowed the Morrison T'D "MG" driven by L.W. Whittaker to win the event followed by Tom Ross in his MG "TC" with Tom Sulman in the Aston Martin coming in third. Tom Sulman made fastest time as the D Type, although entered, did not start. Second fastest time was recorded by G. Scott Holden Special with one of the Toowoomba contingent, Jim Poteri in his Austin Healey 100, third fastest.

The return trip from Lowood back to Toowoomba, including the climb up the range to Toowoomba, was made without any sign of noise from the bearings. An inspection of the bearings the following weekend disclosed a set of bearing shells in not very good condition with scoring evident on crankshaft journal number four. As a result of this disaster it became standard practice to fit a new set of bearings before hill climbs or race meetings and to recheck them after each major event. I even resorted to reusing bearings shells previously fitted to the big ends of cylinders two and three to replace the damaged bearings of cylinders one and four. The bearings from cylinders two and three of the previous set were usually OK and proved

quite adequate for normal use. Despite the slight scoring of the number four crankshaft journal there were no problems provided I stuck to my maintenance plan. There was a cure for the problem which I believe involved cross drilling of the journals. This I never got around to despite another year of fairly intensive competition to come in 1957. In the future Lowood was always given a miss in case the situation got worse. Changing bearings was found to be not a difficult task as the sump was a simple pan. There are no fancy seals to main bearing caps and the sump could be taken off in a matter of minutes. A pair of strong wooden ramps were made up to make the job easier on the footpath outside my place of residence in Toowoomba. They are still being used almost forty years later.

### **Motor\_Racing—Leyburn on Sunday, September 23, 1956**

This meeting, organised by the Toowoomba Auto Club, was conducted as a supporting event for the well established Toowoomba Carnival of Flowers. It was promoted as the Carnival of Flowers Road Racing Championships.

The principal race of the day was the last event on the programme run as a combined championship and handicap event. The driver making fastest time would be acknowledged as the champion and receive the "Carnival of Flowers Trophy" and \$50 for his win. The title of "Champion" went to Arthur Griffiths in the HWM-Jaguar.

In its report the "Toowoomba Chronicle" had this to say, "Arthur Griffiths drove well to record a fastest time of 2m 40s on the rough track, with a strong westerly wind blowing. He reached 140 miles an hour (225.3 km/h) on the long back straight, with the wind blowing head on. The surface of the Leyburn airstrip is deteriorating rapidly, and now is almost completely covered by tufts of grass in some places. The faster cars, such as the HWM-Jaguar, the Alfa Romeo of Rex Taylor and the Porsche (of Ernie Taddell), lost much of their traction on the grassy surface. Griffiths' fastest lap time

was five seconds slower than the lap record set by Stan Jones in the famous Maybach in 1953.”

The handicap event was won by Ernie Tadgell in the Porsche Special. He received a trophy and \$100.

Once again, the following report is from the “Toowoomba Chronicle”.

“With his win, Tadgell broke a long succession of bad luck which had plagued him since he brought the Porsche to Toowoomba about a year ago. He has appeared on several tracks but has been unable to race the car due to breakdowns.”

Rex Taylor in the Alfa Romeo was second in the handicap to take home \$70. For his third place Arthur Griffiths received a further \$30. Ann Thomson in her Morgan Plus 4 won \$20 for fourth and Pat White, in his Austin Healey, won his \$10 for fifth which would have just covered his entry fee for the programme with a couple of dollars left over for fuel. For coming home sixth Eric Wendt in the XK120 Jaguar had to be satisfied with the fun of it.

Among the entries for the championship there were only three specialist racing cars and they took out the first three places. The rest of the field were pure production sports cars, one XK120 Jaguar (Wendt), three Austin Healeys (Richardson, White and Poteri), a Triumph TR2 (Ebeling), a Morgan Plus 4 (Thomson) and two MGs. One MG was a “TF” 1500 (Weekes) and the other a “TD” (Jones). With the possible exception of Richardson’s Austin Healey, sports cars would have been driven to the track.

My entry fee for four of the five events on the programme, including the championship event, was the princely sum of \$6.30. The day was to be a bitter disappointment for me which is best told by the “Toowoomba Chronicle”.

“K. Ebeling robbed himself of the handicap section of the championship when he ran

out of petrol with only half a lap to go. Ebeling at this time had an easy lead over Tadgell and looked the certain winner of the section.”

To be truthful I did not realise the rate at which my Triumph “TR2” would use fuel on the long high speed straights of the 6.92km circuit. In the last few laps I realised that I could run out of fuel and considered pulling into the pits and asking friends to get a small tin of petrol ready for a quick stop on the next lap. As a stop would have put me out of the running I decided to take a chance. The result, while most disappointing, was not totally unexpected. My race came to an end two thirds of the way down the back straight. To be truthful my handicap was seen by the back markers to be pretty liberal so perhaps it was poetic justice. I had not managed to run a place in any of the earlier events either.

The results of the other events were as follows.

#### All Powers Scratch race (3 laps)

A. Griffiths (HWM Jaguar) 1,  
Rex Taylor (Alfa Romeo) 2,  
E. Tadgell (Porsche)3.

#### Sports car handicap (5 laps)

W. Weekes (MG “TF” 1500), Handicap 1m. 15s., 1.  
E. Wendt (Jaguar XK120), 2m. 25s., 2.  
P. White (Austin Healey), 2m 00s, 3.

#### Sports and racing car handicap (5 laps)

E. Tadgell (Porsche), Handicap, 5m. 00s., 1  
E. Wendt(Jaguar XK120), 4m. 50s., 2  
A. Griffiths (HWM Jaguar), 9m. 00s., 3

#### Saloon car handicap (5 laps)

E. Falconer (Ford Customline), Handicap 2m. 35s., 1., entered by Falconer Motors.  
A. Gourley (Peugeot), 1m. 20s., 2.  
J. Woods(Ford Zephyr), 2m. 10s., 3.  
entered by Falconer Motors

This race attracted the following comment in the "Toowoomba Chronicle"

"The saloon car handicap saw the line-up of a Volkswagen, a Prefect , a Peugeot , an MG Magnette, two Consuls, a Zephyr, and a Customline. The interest in the race was centred on a clash between the Prefect driven by B. Gibbings and the Volkswagen driven by Barry Griffiths. The Prefect showed more speed on the straights, but Griffiths made up the leeway on cornering. The two cars raced neck and neck for the five laps, and finished with no more than half a car length separating them, the Prefect doing slightly the better."

Sad to relate neither finished in the prize money."

The Prefect was also an entry from Falconer Motors making three cars in all. If my memory serves me correctly this was the race meeting where the trio of Fords lost all three windscreens as well as some side windows and at least one rear window. Not much of a return for supporting motor sport in the city of Toowoomba where Falconer Motors had the Ford dealership."

### Hill climb, Prince Henry Drive on Saturday October 27, 1956

This event, on the popular Toowoomba course which had been used in September, 1955 for the Australian Hill Climb Championship, was organised by the Toowoomba Auto Club. The event attracted only fifteen nominations. The list was made up of seven closed cars and seven sports cars. Not all started on the day of the event. The only racing car entered was the Porsche of Ernie Tadjell who made fastest time up the hill of 51.57 seconds.

The fastest times of the other competitors were as follows.

The October TAC Hill Climb was my final competitive event for the year as during November I embarked on an overhaul of my "TR2". The motor was taken out, the

DRIVER	CAR	BEST TIME SECONDS
<b>CLOSED CARS</b>		
A. Wickham	Holden	60.08
F.A. Gourley	Ford Prefect	63.05
K. Erbs	Ford Prefect	64.54
D. Stark	Volkswagen	64.56
M.S. Marshall	Ford Anglia	64.64
<b>SPORTS CARS</b>		
J. Poteri	Austin Healey 5	54.07
D. Young Entrant-R. Hamilton	Jaguar XK120	54.09
K. Ebeling	Triumph "TR2"	56.80
R. Hamilton	Doretta	57.10
P. Downing	Riley Imp	57.92
R. Roberts	MG "TF"	57.95

crankshaft reground and the ridges left at the top of the cylinder liners due to wear removed. On reassembly, and this will surely upset the purists, the liners were rotated through 90 degrees and inserted with the worn thrust sides facing the gudgeon pin bosses.

I recorded the following expenses.

		£	s	d	\$	c
November	Grinding crankshaft and supplying bearings	17	18	1	35	81
	Gaskets and washers	4	16	0	9	60
	Misc. items	4	4	3	8	43
December	Brake cylinder kit	2	4	9	4	48
	Lukey Muffler	5	18	0	11	80
	Tyre	7	13	6	15	35
Total		42	14	7	85	47

The labour was supplied by me and the

crankshaft and liners was by Repco. Whether it ran any better I don't recall but the results obtained during 1957 in some events tend to suggest that there may have been some improvement.

### **Hill climb, Burleigh Heads, Sunday December 30, 1956**

As my father was ill in the Kilcoy Hospital I did not compete at the event organized by the Pacific Car Club on the course used earlier in the year. As a number of my friends from Toowoomba took part I have included some of the results and incidents as reported in the January, 1957 issue of Motor Sport in Queensland. "George Smith in his MG TC overturned on a curve and practically wrecked his car. Smith received only light injuries to his arm. Poteri gave the crowd one of its greatest thrills when he spun out of control at the hairpin bend to the safety road. The motor of Lionel Ayres MG

blew its head (sic) and had to retire."

The fastest time of the day (49.2 seconds) was that of Steve Ames in an Austin Healey (Was it the A-H 100S?) Next fastest was Rex Taylor (49.9 seconds) Alfa Romeo, and my friend Jim Poteri (50.1 seconds) in his Austin Healey was third fastest. The fastest saloon was that of Joe Wild in his Holden but no time was given in the report. R Hamilton (51.4 seconds) in the Doretti made a better time than I had managed (52.5) earlier in the year. He had entered in the racing car class which left the sports car class, up to 2000cc, in the hands of Ann Thomson (54.1 seconds) driving her Morgan. Another friend, Vince Jordan, in his MGA, which would have been my car had I not bought the TR2, made a best run of 51.2 seconds. Jim Poteri got his photograph in the magazine with the caption 'J Poteri (Austin Healey) corrects a slide at Burleigh'.



## **Competition in the Triumph "TR2" 1957**

Just before Christmas 1956 I had fitted a Lukey sports Muffler to the "TR2" which made it rather noisy. To quieten it down I fitted a fishtail to the tail pipe early in February. The lane I had to use to get to work, usually six days a week, ran alongside the police station and I had no wish to be more conspicuous than necessary. Even with the fishtail fitted the exhaust note reverberated off the brick walls of another laneway used quite frequently. It fell off more than once and was always removed, and the twin carburettors retuned, for sprints or race meetings.

Motor sport enthusiasts in the south east of the State could have had a busy year had they wished. My Confederation of Australian Motor Sport licence to allow me

to compete in 1957 cost me two dollars! I still have programmes for a number of race meetings held in Queensland for 1957. There are four for races organised by the Queensland Motor Sporting Club at Strathpine and another four for the Queensland Racing Drivers Club events at Lowood. After my previous experience at Lowood I did not enter for any of the QRDC races on April 7, June 16, August 11, or November 3. There were also at least three hill climbs, on three different hills and a forgotten number of gymkhanas. The latter included a well organised event at the Redcliffe Showgrounds, arranged by the local Jaycees, in which a large number of clubs participated. In addition, the clubs were always running a number of treasure hunts, trials or rallies and social runs. The

trials were quite often half day affairs. Even the larger trials did not attract, to any degree, the sponsorship of car companies or the development of specialist rally cars.



*Cars at the Redcliffe gymkhana*



*Fred Dyke and Bill Pickett at Redcliffe*



*Fred Dyke at Redcliffe*



*Joe Marano at Redcliffe*



*Line-up at Redcliff's Jaycee's Road-ee*

### **Gymkhana, Dalby, Saturday February 16, 1957**

While I have a record of paying a fee of 50 cents to enter this gymkhana I have no details of events or winners. The venue was apparently the local showground. It may have been arranged by the local car club which was active at the time.

### **Gymkhana, Pullenvale (Brisbane), March 3, 1957**

This gymkhana organized by the MG Car Club included a rather different novelty event. Each car in the event towed a small sled, complete with passenger, over a straight line

course of about 30 metres. Both the driver and the passenger had to pick up a mug of water from the top of a post and carry it to another post to fill the container thereon.



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As competitors were running against the clock, the grass along the track, and the contestants, received their share of water during the process. I have a number, of photographs of proceedings but I have no record of winners of any of the events held. One photograph has my "TR2" in the background to verify my presence.



*Sled race at Pullenvale*



*Field of MGs at Pullenvale*

### **Motor racing, Strathpine, Saturday, March 16, 1957**

This Queensland Motor Sporting Club event was a combined car and motorcycle meeting as was common at the time. I had entered for only two events the over 1500cc sports car handicap of 5 laps and the over 150cc open handicap of 8 laps.

Due to the wide spread of performance of the cars raced, particularly in the over 1500cc class, the majority of races were run on a handicap system. This sometimes left a lot to be desired but did give the drivers a chance at some prize money. The handicaps were printed in the programme

and not usually altered. On occasions, when pre-advised, the

handicaps for the final event of the day were altered in line with performance in the earlier races.

Examination of the programme shows that the cars entered for Event 1, the Under 1500cc open handicap of 6 laps were typical of the times. Out of ten entries there were nine MGs and a Cooper Norton. The place getters were J Marano (MGA), G MacNical (MG TF) and V Jordan driving the MGA entered by the Swift Service Station at Morningside.



*Ken's TR2 at Strathpine*

The entry for Event 3, the Over 1500cc Sports Car and Closed Car Handicap of 5 laps included Sunbeam Talbot, Holden, Jaguar XK120, Morgan, two Triumphs and three Austin Healeys. The winner was E Wendt (Jaguar XK120) driving in a race for the first time, followed by the Morrison Triumph TR2 driven by L Williams. Third was M Volkers (Holden) and K Ebeling, Triumph TR2, was fourth. Ann Thomson, Morgan, was fifth.

Event 6, the Under 1500cc sports car scratch race of 4 laps was won by Bill Weekes in his Buchanan bodied MG TF 1500 car. The next two places were filled by the MGAs of J Marano and V Jordan. All seven entrants drove MGs. The types were TC (1), TF (3), MGA (2) and the Buchanan bodied TF 1500 of Bill Weekes.

For some reason, I hadn't entered for Event 7, the Racing and sports car handicap which was won by G MacNicol (MG TF) followed again by the MGAs of Marano and Jordan. Bill Weekes was fourth. The fastest time for the five laps was that of R Taylor (Alfa Romeo) 6m 29s.

Event 9, the Over 1500cc open handicap of 8 laps was won by the Morrison entered TR2 driven by L Williams followed by M Volkers (Holden), E Wendt (Jaguar XK120) and K Ebeling (Triumph TR2). Ann Thomson in the Morgan was fifth. I was also fourth on elapsed time. The Alfa Romeo driven by R Taylor was again fastest in 10m 11s.

The prize money in events 1, 3 and 9 was paid down to fifth place in descending order of \$36, \$22, \$12, \$8 and \$6 with a further \$8 for fastest time. Event 6, being a scratch race, had only a few entries and prize money was paid only down to third place. The payout was \$26, \$16 and \$10. Event 7 was the major event with prize money of \$56, \$34, \$16 and \$10 with a further \$20 for fastest time.

I had paid an entry fee of \$2 and won \$16 for my two fourth places but for some reason received a cheque for \$18.

The report in 'Motor Sport in Queensland' on Event 9 said 'On Lap 4, Williams had a run into fourth place behind Volkers, Cunliffe and Wendt. Williams just pegged back Volkers' Holden to win by inches with Wendt in third place, then came Ebeling and Mrs Thomson.'

The same article mentions that "The loop was in operation, and the bitumen surface made for faster times and more spectacular racing." Races had previously been run up and down opposite sides of the airstrip with straw bales and drums at either end.

### **Trial, Toowoomba on Sunday March 31, 1957**

This event was organised by the Toowoomba Auto Club. Somewhere I

have a photograph of a long time friend Ted Jones and the Holden he drove in the trial. As I didn't record any result I can only assume that my navigating wasn't up to standard and we came nowhere.

### **Gymkhana, Milmerran on Saturday, April 13, 1957**

This event was organized by the Milmerran Auto Club which was quite active at the time. The entry fee was \$1 .20 and as the runner-up overall I received 15 gallons (68.16 litres) of petrol worth \$6.50. That works out at less than 10 cents per litre! Eat your heart out.

At almost every gymkhana, usually during a potato race, someone gets out of his car while it is still rolling, and in his haste doesn't get it out of gear. To his or her consternation, and to the amusement of the spectators, the car moves off. At this gymkhana I was the one who made the error.



*Road-ee at Redcliffe*

### **Gymkhana, Redcliffe on Sunday April 28, 1957**

The Redcliffe Jaycees organized this interclub gymkhana which was held in the local showgrounds. They called it a "Road-ee". The Ranley tray I received as the 'overall points winner' still gets used occasionally. I didn't win a lot of individual events but was highly placed in most. One contestant, after I had won the event, told me that he had never previously been beaten in a Potato Race. On his way to the final he had beaten a number of MGs and

other sports cars in his small Ford tourer. It was a well organised event and had been very well supported by the Car Clubs in and around Brisbane. The fully engraved trophies were presented at a barbecue later in the evening.

### **Hillclimb, Samsonvale, Sunday May 12, 1957**

The members of the Queensland Motor Sporting Club had spent a lot of money and effort to construct the course for this event. It was apparently used twice as I have a result slip for another meeting, possibly on October 19. It was in a rural setting and many people got lost on the way there. The area is probably now covered in houses. Just how the first part of the course was configured I don't recall but it featured a downhill run into the final corner. This was a sharp left hander leading directly into a steep low gear climb to the finish line. There were many gear changes made at that spot which left a lot to be desired. I had paid an entry fee of \$ 1 and for making fastest time in my Triumph, in Class E sports cars, won \$8 for a run of 51.60 seconds. The fastest sports car in class "D" was the Austin Healy driven by Les Agnew with a run of 51.23 seconds. The best time for a sports car in Class F was that of Vince Jordan (MG "MGA") 50.63 seconds. Peter Downing (Riley Imp), the only competitor in class "G" took 60.3 seconds to complete the course. There were nine sports cars entered, the three already mentioned, plus 6 MGs. Of the latter four were TF models, one of which was supercharged, and ran in class "E", plus two MGAs. The fastest time for a closed car was that of the Porsche entered by S Sakzewski and driven up the hill by J Wolders in 51.01 seconds. There were two Ford



Anglias running in the closed car class both of them driven by doctors. One of these was Dr M Marshall a regular competitor about thus time.

The fastest racing car was that of G Scott in his Holden special in 48.48 seconds.

### **Speed trials, Leyburn, Sunday May 19, 1957**

The programme says it was held on May 19 but the report in 'Motor Sport in Queensland' says May 26. It was an entertaining day even though only ten cars were entered. The headlines and the report in the MS in Qld says it best.

'The Toowoomba Auto Club's speed trials at Leyburn on Sunday, 26th May, deserve nation-wide recognition from a sports car point of view. The four sports cars entered in the trials all covered the flying quarter mile at speeds over 100 miles per hour. Three of these, an MG TF, a Triumph TR2 and an Austin Healey, became the first of their makes to attain more than 100 miles per hour (160.93 km/h) at Leyburn, and among the few in Australia to do so in an officially timed trial. The other sports car, a Jaguar XK120, owned by Eric Wendt, wound up to 123.79 miles an hour (199.22 km/h) over the pebbly surface of the Leyburn quarter mile, an outstanding performance for this car.

'Highlight of the meeting was the establishment of a new flying quarter mile record by Rex Taylor in his Alfa Romeo. Taylor's speed was 139.1 miles per hour (223.85 km/h), the fastest ever attained on the Leyburn quarter mile track.



*Rex Taylor*

'The record was previously held by Mrs Anderson's D type Jaguar. This is a remarkable feat by the 23 year old Alfa Romeo racer. Taylor now holds both the standing and flying quarter mile records at Leyburn in the Alfa Romeo. The car is a veteran of many races throughout Australia. It was purchased by Taylor from former Toowoomba hotel owner, Steve Ames, who drove it to victory in the Qld Road Racing Championship at Southport. Prior to that it had been owned by the well-known southern driver, Lex Davison.'

DRIVER	SPORTS CAR	CLASS	STANDING START	FLYING START	
			SECONDS	MPH	KMH
<b>RACING CARS</b>					
R Taylor	Alfa Romeo	D	15.27	*139.10	223.85
P White	Cooper 1100	G	15.46	112.80	181.53
<b>CLOSED CARS</b>					
M Marshall	Ford Customline	C	20.01	87.72	141.17
A Wickham	Holden	D	21.70	89.91	144.69
D Barron	Citroen	E	26.75	65.94	106.12
M Marshall	Ford Anglia	F	22.36	74.49	119.88
F Bentley	Fiat 500	I	*28.39	*55.90	89.96

Some of the figures, mostly for non record breakers, are unofficial from my personal record.

## BROKEN AXLE

Taylor's record-breaking run on Sunday was held up for some time after he had broken an axle at the start of the standing quarter-mile earlier in the day.

He was forced to make a quick trip to Toowoomba to obtain a new axle while mechanics worked on the car. Among the mechanics was racing car expert, Les Agnew, of Toowoomba who prepared the Alfa Romeo for Ames before his victory in the Queensland championship.

## MGs TWO RECORDS

In Class F of the sports section, Bill Weekes broke both the standing and flying quarter records with his fibre glass bodied MG TF.

DRIVER	SPORTS CAR	CLASS	STANDING START	FLYING START	
			SECONDS	MPH	KMH
E. Wendt	Jaguar XK120	C	17.37	123.79	199.22
P. White	Austin Healey	D	19.28	100.8	162.22
K Ebeling	Triumph TR2	E	18.98	*101.40	163.18
W Weekes	MG TF 1500	F	*18.38	*100.20	161.25

Buchanan body \* = class records

## Motor racing, Strathpine, Saturday, July 9, 1957

The Queensland Motor Sporting Club had obtained a lease on the circuit which caused 'Motor Sport in Queensland' to comment 'improvements have been made which have transformed the track into quite an interesting circuit and with the chicane in operation in conjunction with the loop now sealed, spectators are provided with the cars in view throughout the entire race.'

This meeting began with three scratch races for cars classified as Groups A, B and C.

The first race of six laps was for sports cars and saloons and, as the results show, it contained a variety of makes. The winner was a Porsche driven by S Sakzewski followed by the Holden entry of Handasyde Motors driven by M Volkers. These two cars shared the fastest lap of 1m 28s. Jim Bertram drove the Len Austin entry, an MG TF 1250, into third place.

Event 2, also of six laps, for Group B cars included three MG

TFs, one supercharged, two MGas, three Triumph TR2s, a Mercedes 220A and an MG TD. Vince Jordan, driving the MGA entered by the Swift Service Station came home first and shared fastest lap of 1m 19s with the third placed car of G Llewellyn (Triumph TR2). T Ross in another Triumph came second.

Event 3 of eight laps was for the racing cars and sports cars and saloons considered to be fastest of those entered for the day of racing.

The winner was G Scott followed by R Taylor and D Kelly. Rex Taylor in the Alfa Romeo made the fastest lap with a time of 1m 10s. Scott's race time was 9 m 49s.



*Bill Weekes, Buchanan MG TF 1500*

These were:

Rex Taylor	Alfa Romeo
J Edwards	Ford Special
C E Tadgell	Porsche
D Cavill	Cooper JAP
G A Scott	Holden special
D J Kelly	Holden special
E Wendt	Jaguar XK120
W Weekes	Buchanan MG TF 1500
N Crowfoot	Lancia Aurelia
B K Campbell	Cooper Norton

Event 4 was a match race between the MGAs of Joe Marano, who won, and Vince Jordan. This was the only one listed in the programme but the report in 'Motor sport in

Queensland' says that 'N Crowfoot (Lancia Aurelia) defeated Lou Kingsley (Mercedes 220A).'

Event 6, the main event, was the "Country Club Hotel" Open Handicap of 15 laps. Entry was restricted to the fastest 20 cars from the previous events. MS in Qld reported as follows: "Dr. Marshall, in the Ford Ang11a was off at go and held the lead for a few laps, until it was taken by Mrs. Yvonne Sullivan , driving a S/C 1500 MG "TF" who had beaten off Len Austin , and in turn surrendered the lead to Syd. Sakzewski, driving the Porsche. The Porsche looked a certain winner a few laps from the finish, but Norm Crowfoot eventually proved too good and ran out the winner in the Lancia, followed by Syd. Sakzewski, with the fast improving Tom Ross in the TR2 filling third place. Glyn Scott took the trophy with the fastest time 18.26, but the handicappers were much too severe on the backmarkers, Scott and Taylor in the Alfa Romeo, and they would have had to perform miracles to get among the place getters."

I had been one of the 20 starters and at one stage tried to slipstream the Lancia down the straight but was easily shaken off by the experienced Norm Crowfoot.

Event 8 was scheduled as an under 1500cc Sports Car Scratch Race of 4 laps with a Le Mans start but was abandoned due to insufficient starters.

Event 10 was a handicap race of 6 laps for Group "B" cars. The winner was G. Llewellyn in a Triumph "TR2" who also made the fastest lap of 1 m. 19s. and fastest time. Second was G. Wood in the Simca Elysee followed by J Marano in the MG "MGA". There was a

bit of a mixup on the start line when three cars were sent off early. This resulted in the official results, quoted above, being different to those published in M.S.in Qld.

Event 11 for Group "A" cars was also a

handicap event of 6 laps. This event was won by Eric Wendt in the Jaguar XK120 followed by Norm Crowfoot in the Lancia. Vince Jordan in the MG "MGA" was third. Jordan had been originally listed as Group "B" but may have been given a run due to cancellation of Event 8.

It had been a rather unsuccessful day so far as I had been concerned as I had not run a place. Even so I had earned \$11.83 lap money for my entry fee of \$3. How lap money was distributed I no longer recall but apart from Prize Money in Events 1, 2, 3, 10 and 11 of \$20, \$10 and \$3 an amount of \$27 was to be paid as Lap Money. The main race paid

\$40, \$20 and \$10 with \$40 Lap Money as well as \$20 and a trophy for fastest time. There is a glimmer of memory which suggests that the idea of Lap Money was to give all entrants a chance of some return based on the number of laps completed in each event.

The hoped for outcome was more entries and greater spectator appeal in an effort to boost dwindling attendance.

## Hill climb, Prince Henry Drive, Saturday July 20, 1957

This Toowoomba Auto Club event saw records broken in two of the closed car classes. The successful drivers were D. Marshall (Ford Anglia) in Class F and Ted Jones (2 1/2 litre Riley) in Class "D".

The fastest times recorded for all entrants were as follows (below).

\* The report in the "Toowoomba Chronicle" says 41.1 seconds which seems an error. The outright record at this time, of 44.73 seconds belonged to Lex Davison in the Cooper- Vincent. Because of the build up of housing in the area the record is likely to stand for all time.

## Motor racing, Strathpine, Saturday, September 7, 1957

This Queensland Motor Sporting Club event used a similar format to the July meeting with prize and lap money being paid. On this occasion sponsors had been obtained for a number of events. Those listed were "McCarthy Motors", "O.K.Rubber Co.", Metropolitan Motors P/L, "Allan Stark",

DRIVER	CARS	CLASS	BEST COURSE SECONDS	TIME RECORD SECONDS
<b>CLOSED CARS</b>				
C. Fiechtner	Austin A70	D	65.9	58.40
T. Jones	Riley 2 1/2	D	58.4 (new record)	
M. Marshall	Ford Anglia	F	60.0 (new record)	
F.A. Gourley	Simca	F	61.4	60.0
D. Michelmore	Hillman	F	61.5	60.0
K. Erbs	Ford Prefect	F	62.8	60.0
<b>SPORTS CARS</b>				
E. Wendt	Jaguar XK120	C	52.2	48.06
P. White	Austin Healey	D	54.9	48.55
K. Ebeling	Triumph TR2	E	53.8	53.75
R.Roberts	MG TF	F	61.6	52.39
E.Tadgell	Porsche	F	47.7*	44.73
P. White	Cooper 1100	G	49.4	46.51

"Farsley Motors P/L" and "Handasyde Motors P/L". Not all of these still exist. In most cases the sponsors had events named in their honour.

Event 1 was the Groupscratch race of 4 laps. John Cranley in an MG TF 1500 took an early lead to be just beaten to the line by S. Sakzewski (Porsche 1600 Super) with the Handasyde Motors entry driven by M Volkers in third place. The race report lists Mrs Thomson as driving an Austin Healey which is a bit unusual so perhaps she had sold her more familiar green Morgan. A photographer obtained a shot of her spin at the end of lap 1.

Event 2, the Group "B" scratch race of 6 laps was won easily by J. Edwards in the Ford Special from V. Jordan driving the MGA entered by the "Swift Service Station" at Morningside. They were followed by K. Ebeling (Triumph "TR2") and D. Packman (Austin Healey).

Event 3, the Group "A" scratch race, had as two of its starters the Alfa-GMC of interstate entrant R. Walmsley and the Formula II Cooper Climax (ex Alex Mildren) of Arthur Griffiths. Not surprisingly they finished in that order with both drivers recording a best lap of 1m. 10s. D. Kelly (Holden Special) was third and E. Wendt (Jaguar XK 120) came in fourth.

It had been unexpected to see the MG "TF" of J. Bonetti in Group "A", and also to see the J. Edwards Ford Special in Group "C". The latter was, I believe, the car which usually ran as a racing car but had been fitted with cycle guards to qualify as a sports car at least once previously. Motor Sport in Qld. commented, "We all felt the TF should have been in "B" grade, and the fast Ford VB Special Sports of Edwards in "A" grade."

Event 5 was the "Allan and Stark" open handicap of 15 laps. The programme listed 20 entries but only 16 cars lined up for the start. Dr. M. Marshall was first car away followed by the Holden of MVolkers almost a lap later. The handicap given to Volkers

stood him in good stead and he ran out a winner from E. Wendt (Jaguar XK120) followed by Kelly (Holden Special) and K. Ebeling (Triumph "TR2"). Griffiths in the Cooper Climax may have done better had he not been balked by Cunliffe who spun on lap 7.

Mrs Thomson also spun during the race and the Downing Riley made a pit stop.

As the result of an announcement that Griffiths and Walmsley had posted identical lap times a spectator offered a prize for a match race which was held with the stewards' permission. The Formula II car of Griffiths was the winner. Event 7 was a closed car handicap of 3 laps. The eventual winner was Dr M. Robertson in a Renault 760 which would have been passed on the finish line by the Volkers Holden had the latter not stripped a timing gear with only metres to go. S.Sakzewski in the Porsche was third. The only other starter had been Dr M. Marshall in the Ford Anglia.

Event 9 was a handicap race of 8 laps for Group "B" cars. This event included the cars from Group "C", minus the retirements of Downing and Volkers, plus two cars from the original Group "B". The other original runners in Group "B" were upgraded to run in the Group A event to follow. Obviously the handicap had favoured the Renault 760 of Dr Robertson as he was an easy winner from S Sakzewski in the Porsche. D Packman in the Austin Healey was third according to MS in Qld but the results issued by the QMSC show the MG TF of J Bonetti as finishing third. The latter looks like an error as Bonetti was originally in Group A and was shown in the write-up in MS in Qld as being first car off in Event 10!

Event 10 was also an 8 lap race, this time for Group A cars. The cars of Edwards (Ford Special), Jordan (MGA) and K Ebeling (Triumph TR2) had been moved from Group B into Group A. The handicappers are frequently criticized in events such as these but on this occasion did quite a reasonable job considering the variety of

cars concerned. First driver home was Eric Wendy (Jaguar XK120) who had been fifth car away. Next was A Griffiths (Cooper Climax) off scratch followed by J Bonetti (MG TF 1500). According to MS in Qld he was the first car away. The official results say D Packman (Austin Healey) was third. Going on the handicaps listed for the main race, Packman would probably have started fourth after Jordan and Ebeling. I could understand if someone had got the racing numbers confused but it would be difficult to mistake an Austin Healey for an MG TF.

Prize money for this meeting was along the same lines as in July. Events 1, 2, 3, 9 and 10 paid \$20 for first, \$10 for second and \$6 for third with a further allocation of \$27 for lap money. Event 5, the main race, paid \$40, \$20 and \$10 with \$40 in lap money. In this race there was also a donation of \$20 from Farsley Motors P/L for the car completing the fastest lap. Event 7 attracted prize money of \$16, \$8 and \$6 with lap money of \$20 and

\$10 for the fastest time for the three laps.

Events 4, 6 and 8 were the usual motorcycle events. The entry lists machines made by Royal Enfield, Norton, Velocette, BSA, AJS, Triumph, Matchless and Excelsior. This was 1957 and there were no Japanese machines entered. Times have certainly changed.

My log book does not record how much I paid for entry fees but does show that I received a cheque for \$17.15. As I had only one third place for a prize of \$6 the remainder must have been lap money. The open handicap shows me as being officially fourth but the programme does not list any prize money for that position.

It was at this meeting, or the next Strathpine that I discovered that the slightly warmed MGAs could get past me when I had to change from 2nd to 3rd gear. An intermediate gear was needed and was provided by using a shorting clip on the overdrive relay to make overdrive

available on ALL gears. To do so in low gear, or worse still in reverse, was courting disaster. For that reason I never resorted to the practice in normal road use but found overdrive in second gear essential when coming out of the bottom corner of the Strathpine race circuit. The corner was virtually a hairpin around the drums at one end of the old airstrip.

### **Hillclimb, Sampsonvale, Saturday October 12(?) 1957**

This was a closed event for QMSC members and while the report of the event says it was held "last Sunday" the date is uncertain. At the time sporting fixtures, in the Brisbane City Council area at least, were not allowed to be held on Sundays. I had bought petrol at Ipswich and paid the entry fee of \$1 on Saturday, October 12 so the hillclimb may have been held on that same day. It was apparently the second of two hill climbs run as part of the QMSC Sports Car Hill Climb Championship for "The TriState Trophy". A club report for the year lists the trophy winner as V. Jordan with 8 points, followed by K Ebeling (6 points), S. Sakzewski (6 points), and J. French (5 points).

The following report is from a QMSC publication and all the starters are listed to indicate the variety of machines being used particularly in the closed car class.

"This event proved to be a great success, due mainly to the efficient organisation and large entry — 18 in all, there being 17 starters. The surface of the hill was in fair condition and the dust was really thick. Luckily the wind was blowing in the right direction and the spectators could see what was happening which all adds to the thrill of a good hill climb especially as the whole circuit can be seen from any position in the spectator area. The timekeepers deserve special mention as they were on the wrong side of the track and were nearly smothered—true enthusiasts. The Barbecue afterwards was excellent and the steaks were delicious."

The best time of each competitor is shown below:

DRIVER	CAR	CLASS	BEST TIME
<b>CLOSED CARS</b>			
P.F. O'Hare	Renault	3	65.98
Dr. M. Robertson	Simca	5	63.72
G. Ferrar	Peugeot	6	65.23
S. Sakzewski	Porsche	6	52.05
K. Richardson	Holden	8	60.90
J. French	Holden	8	57.20
F. Dyke	Riley	8	62.74
R C Cox	Jaguar	8	60.45
<b>SPORTS CARS</b>			
J. Riordan	M.G. T.C.	F	61.68
L J. Austin	M.G. T.F.	F	59.24
B. Tebble	M.G. T.C.	F	58.46
M. Williams	M.G. T.C.	F	62.92
V. Jordan	M.G. A.	F	54.35
E. Sampson	T.R. 2	E	57.42
J. Waters	T.R. 2	E	58.15
K.C. Ebeling	T.R. 2	E	56.05
<b>RACING CARS</b>			
R. Crompton	Ford Special	C	49.66.
J Edwards	Ford Special	C	51.04

### Motor Racing–Strathpine on Saturday October 19. 1957

This meeting was to be the last Q.M.S.C. event at Strathpine for 1957. It attracted 23 entries according to the programme. This was about the same level as that of earlier meetings except for the meeting in July which attracted 27 entries. At times late entries meant that some were not included in the official programme. As usual there were three motorcycle events which attracted a range of bikes in the 350cc and 500cc categories.

On this occasion the programme omitted to list the details of prize and lap money. My

log shows that I paid an entry fee of \$3 and received a cheque of \$9.40 for my efforts. I had taken part in four events and would have completed 32 laps of the circuit.

In some ways it was a confusing day as the last event shown in the programme did not take place and other events were rearranged to allow John French to repair his Holden. He had broken a rocker during practice but being able to compete later gave the crowd a chance to see some close racing between French and Max Volkens in the Handasyde Motors Holden entry. The "event numbers" used here are those from the report in the QMSC report and do not agree with the programme issued for the meeting.

Event 1 the sports car handicap of 5 laps attracted 11 starters. The field included a Ford Special, Triumph "TR2" (2) and MG (8). The latter group was made up of "MGA" (2), "TF" (3) and "TC" (3). Two of the cars listed in the programme, the Jaguar XK120 of E.

Wendt and the supercharged MG "TF" of Pat Sullivan did not start. Jim Bertram driving the Len Austin entry was third car away but had overtaken the "TCs" of M. Williams and

D. Bright on lap 2 and was able to remain in the lead to the finish. MS in Qld described the final stages as follows "Llewellyn and Ebeling were picking up places quickly, being just slightly faster than the two MG A's and Bonetti's TF who were lapping consistently. Edwards spun the Ford Special on lap 4 and retired. Llewellyn was now past Ebeling, Marano and Jordan who was a little further back, the cars finishing in that order."

The place getters were

1. Len Austin, driver J. Bertram,(MG TF 1250)
2. G. Llewellyn (Triumph "TR2")
3. K. Ebeling (Triumph "TR2")
4. J. Marano (MG "MGA")



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G. Llewellyn had the fastest race time of 8m.17s and shared fastest lap of 1m. 21s with K. Ebeling.

The second event on the rearranged programme was the Group "B" handicap of 6 laps. D. Bright in the "TC" retired on lap four. J. Bonetti in his MG "TF" overcame his handicap to win by 4 seconds from Dr. C. Plint (Ford Anglia). Len Austin, driving his own MG "TF" in this race, was third. Fastest lap (1m. 26s.) and fastest race time (8m. 51s.) went to J. Bonetti.

The third event, the closed car handicap of 4 laps, was the race which had been delayed to allow J. French to repair the damage done during practice. Instead of the cars being sent off in accordance with their handicap in the usual manner the organisers arranged a mass start with the slower cars in the front row. The report of the organising club says 'chaos. reigned for the first 400 yards until the Porsche took the lead followed by the Jag and the two Holdens together.' Motor Sport in Qld, in its report, described the dice between the two Holdens as follows. 'French and Volkens turned on a display of hard driving that had the spectators up at the loop end, on their toes. Both drivers were as near as possible to the limit and really showed the cornering ability of Holdens. However, Volkens spun on lap 3, robbing himself of a place. Sakzewski (Porsche) received the chequered flag first and so took fastest time with Cox (Jaguar) in second place, followed by French.'

The winners after adjustment in line with the handicaps were

1. S. Sakzewski (Porsche) also fastest lap 1m. 23s.
2. Dr. C. Plint (Ford Anglia)
3. S. Pollard (Standard 8)

Event 4, the Group "A" handicap of 6 laps, combined the cars adjudged to be the faster sports and saloon cars present with the Cooper Climax of Arthur Griffiths and the Ford Special of R. Crompton. Despite his best lap times of 1m. 09s. on three

occasions, three seconds faster than the best lap time of Crompton, Griffiths was unable to overcome his

handicap and the Ford ran out the winner. Sakzewski (Porsche) would have been second had he not been penalised a minute for an early start. This raised Griffiths to second place and K Ebeling (Triumph"TR2") to third. Griffiths made fastest time for the event of 7m. 08s.

The 15 lap open handicap was described by one writer as the "Butcher's Picnic". Certainly the wide range of performance possessed by the field of 17 cars led to a cut and thrust event. The fastest car was the Cooper Climax and the slowest probably the Ford Anglia of Col Plint. There were a number of retirements from this event and once the traffic had cleared Arthur Griffiths, after 4 laps of 1m. 09s, posted a new level of 1m. 08s. Even so, he could not catch John French who once again had a lengthy dice with Volkens, the other Holden driver. One report says French spun and another that it was Volkens. As Volkens finished in third place it seems most likely that he was the unfortunate driver. Griffiths was again second and made fastest time of 17m 45s.

There were a couple of crowd pleasing battles back in the field. One was between John Cranley (MG "TF" 1500) and Sakzewski (Porsche) and the other involved Joe Marano ("MGA") and Bonetti (MG TF). Bonetti got past when Marano almost spun out on lap 12 but Marano, having a slightly faster car, was able to regain his position soon after. J. Edwards in the Ford Special finished in fourth place.

Event 6 was the final event for the day. It was the invitation sports car scratch race with a Le Mans start. The starters, as listed in the QMSC write up were:

K. Ebeling (TR2), G. Llewellyn (TR2), J. Marano (MGA), J. Edwards (Ford Special), Swift Service Station, driver V. Jordan (MGA), J. Cranley (MG TF) and J. Bonetti (MG TF).

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*The line-up for the Le Mans start to the invitation sports car scratch race*

The finishing order was K.C.Ebeling (TR2) 8m. 25., G.Llewellyn (TR2) 8m. 26s and J. Marano (MGA) 8m. 36s. Seeing this is my story, and as this turned out to be my last motor race, I make no apology for reproducing two write ups of the event. They vary somewhat in their descriptions of the event and neither had the real reason why I had managed to get in front and lead to the flag.

First the Q.M.S.C. report. "At the end of the first lap Ken Ebeling had his nose in front of Garth Llewellyn, due to his sprinting ability for the Le Mans start, but from then on Garth took the lead and held a two second lead over Ken until going through the chicanes and loop for the short run to the finish when he seemed to miss a gear change and Ebeling took the advantage and slipped through on the inside to win by one second."

The writer for Australian Motor Sports saw it differently. "Ken Ebeling in the red TR2 made an excellent start and was some 20 yards ahead of the next man Cranley (TF 1500) followed by Bonetti (TF 1500) with J. Marano and V Jordan (both in MG As) followed by G. Llewellyn in TR2, with J Edwards' car making a bad start. On lap 2, Llewellyn had moved to 2nd position and was gaining slowly on Ebeling. Cranley was next with Marano now leading Jordan by some yards with Bonetti further back.

Places changed little from from then on and it was an exciting finish as Llewellyn was gaining all the time on Ebeling who had led from the start. However, Ebeling made the best of his good start and held Llewellyn off till the finish."

The first report is more correct as I had 'lost first place early in the race after getting away very well. Garth had faltered coming up to the chicane on the last lap and, I recall, had almost stopped when I repassed him and was able to stay in front to record a satisfying win. In reality the insulating washer beneath the distributor ignition points of his car was breaking down leading to loss of power. I saw no reason to complain about my good fortune.

### **Hillclimb, Inverell, Sunday October 27, 1957**

An invitation to compete as this event being organized by the Inverell Sporting Car Club states that it was to be held on Sunday, 9th November. The 9th of November was actually a Saturday. It appears that the event was held on October 27 instead as my log book records an entry fee of \$1 paid on that day and the purchase of petrol at Inverell on October 28. The entry for this event came about because motor sport friend of mine in Toowoomba, Jim Poteri, was a cousin of the Inverell Club secretary. Jim and I went down in my Triumph TR2 for a round trip of 716 kilometres. We were accommodated courtesy of Jim's cousin.

Jim also drove his cousin's MG TD at the climb.

The club secretary's description of the venue says 'The course is situated approximately 11 miles (17.7 km) from Inverell, off the Glen Innes road. It consists of 3/10 of a mile (0.48 km) of fully prepared gravel surface which, weather permitting, will be excellent.' As it turned out, the road surface and the weather came up to expectations. While none of the existing records were broken, a number were equaled with times being recorded to only tenths of a second. The following list is from the official results.

NAME	TOWN	CAR	TIME IN SECS
D Muir	Bingara	Triumph TR3	31.0*
F Symes	Inverell	Triumph TR2	31.2
K Ebeling	Toowoomba	Triumph TR2	31.5
K Tucker	Sydney	Porsche	31.6*
L Martin	Tamworth	Holden	32.1
D Russel	Tamworth	MG TC	33.4*
L Porritt	Inverell	Peugeot 203	33.6*
J Johnson	Glen Innes	Holden	34.1
L Ross	Inverell	Holden	35.1
C Smith	Moree	Peugeot 403	35.2
M Jakes	Armidale	Holden	35.3
L Erbert	Glen Innes	Volkswagen	35.5*
J Hollis	Bundarra	Ford V8	35.5
J Miller	Inverell	Holden	36.0
C. Magill	Inverell	Peugeot 403	36.5
K Poteri	Toowoomba	MG "TD"	36.6*
S. Dunshea	Inverell	Pontiac	36.8
E. Warrell	Inverell	Simca	37.4
J. Connors	Inverell	MG TC	37.8
K. Butler	Toowoomba	Volkswagen	39.0
V. Eddy	Inverell	Morris Minor	40.5*
W. Bailey	Inverell	Morris Minor	41.7
P. Anderson	Inverell	Humber Snipe	43.1.

K. Parsons	Inverell	Austin A40	43.8
N. Griffey	Inverell	Ford "A"	45.0
R. Bailey	Inverell	Chevrolet	46.6
N. Griffey	Inverell	Morris 8	59.9

\* Denotes class winner

The makes of car entered and the towns the driver came from indicate that motor sport at the time was for the enthusiasts and not for the highly competitive sponsored participants we see in the nineteen eighties. In all probability the course would not now get approval from the drivers or the Confederation of Australian Motor Sports.

It had been an enjoyable week end as, apart from the competitive aspect, it had been a pleasant drive along the New England and the Gwydir Highways. Jim had scored a trophy to take home and I was content with the third fastest time of the day. As a result of the trip I had arranged to buy a pair of "Alfin" brake drums for \$50 and an aero screen for \$10 from Fred Symes the driver of the other competing "TR2". The brake drums and aero screen were fitted to Fred's car at the time and so were not immediately available. As he was travelling to Brisbane a few weeks later I paid him and arranged to have them left for me at a Shell Service Station in Ipswich where I frequently bought petrol when travelling between Toowoomba and Brisbane. At the time there was no Ipswich bypass road and the service station was on the main road through the town immediately after the bridge over the Bremer River. Fred's Symes car was one of the earliest models of the "TR2" which had the deeper doors reaching to the bottom of the bodywork. These doors were a real problem when parking close to the kerb and were changed during production in the latter half of 1954.

Late in August 1958 I sold the screen for \$9 and the drums for \$50. The buyer was Tommy Ross who raced a black "TR2" which he bought from Harry Holmes. Harry was one of a number of "TR2" owners in Toowoomba at the time. At one stage there were nine of them in Toowoomba but it is

a long time since I have seen a "TR2". For a time there was a dark green one in the Southport area but it too appears to have moved on.

### Gymkhana, Toowoomba

I have some gymkhana results cut from the "Toowoomba Chronicle" but I did not record the date of the newspaper and cannot relate them to this event held on November 10. My log tells me that I paid 70 cents to enter and won \$1 for first place in the Autocross event. It would seem to be one of the few competitive outings which showed a profit.

### Gymkhana, Maryborough

This event, billed as a 'motorkhana'. was held sometime in 1957 but unfortunately the newspaper clipping does not show the date or month. It was an interclub event organised by the local Jaycees and according to the report was witnessed by a "crowd of 2000". The report continues "Eight teams of four, including drivers from the Queensland Motor Sporting Club and Miriamvale competed. The Q.M.S.C. men brought five sleek sports models worth £7000 (\$14000) which they drove in team events. Their drivers included QMSC road-racing champion Joe Marano and Mrs. Ann Thompson, now Queensland's only (lady) motor racing driver following the retirement of Mrs. Cyril Anderson."



*At Maryborough gymkhana, 1957*

The champion driver for the day was Mick Gay from Gympie who came first in three events and second in another. It was his third motorkhana title in three years.

The full results were:

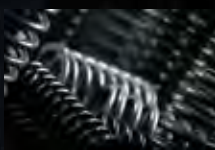
DRIVER (CAR)	PLACE
<b>Forward bending race</b>	
Jack Casey (Volkswagen)	1
Mick Bay (Volkswagen)	2
D. Powell (Singer)	3
<b>Forward and reverse bending</b>	
Mick Gay (Volkswagen)	1
D. Powell (Singer)	2
W. Anderson (Austin Healey)	3
<b>Potato race</b>	
Mick Gay (Volkswagen)	1
J. Casey (Singer)	2
K. Ebeling (Triumph TR2)	3
<b>Parking test</b>	
Mick Bay (Volkswagen)	1
K. Ebeling (Triumph TR2)	2
No third place was listed in the newspaper results.	
<b>Cigarette race</b>	
R. Prove	1
C. Riley	2
W. Anderson (Austin Healey)	3
<b>Autocross</b>	
F. Dyke (MG MGA)	1
Jack Casey (Volkswagen)	2
K. Ebeling (Triumph TR2)	3

In the team competition the local Maryborough team, lead by Jack Casey, and the Gympie team, led by Mick Bay, tied for first place with 12 points. The Q.M.S.C. team, of which I was a member, was third with 9 points.

It was during the return trip from Maryborough after this event that I was offered a drive of the MGA being driven by Fred Dyke. This was the car which I had ordered from Fred as outlined earlier in my story. I had bought the Triumph from him

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## Hillclimb Terranora, Sunday December 29, 1957

### Speed Trials, Leyburn, Sunday November 24, 1957

While I have the programme for this event organized by the Toowoomba Auto Club, I have no record of the results apart from a Certificate of Performance issued by the club. This advises me that my best time for the standing quarter mile was 18.88 seconds and my speed for the flying quarter mile was 99.00 mph (159.32 km/h). Neither was a record and indeed my speed in the flying was 2.40 mph (3.86 km/h) slower than the class record of 101.4 mph (163.16 km/h) for Class "E" sports cars held by me. The class record of 18.40 seconds in the standing event belonged to B Griffiths also in a TR2.

This event, organized by the Pacific Car Club, used the roads of the new Terranora Lakes Estate near Tweed Heads. It proved to be a bit chaotic due to lack of spectator access and began very late. To the disappointment of competitors it was not possible to have the scheduled number of runs. The winners of the various classes were as follows:

The official results show the runner up in all classes but I didn't make the list and have no personal record of my times.

So ended a year which would prove to have been my most intensive period of competition in motor sport.

DRIVER	CAR	CLASS	TIME IN SECONDS
SALOON CARS			
N Trees	Simca	up to 1500cc	41.6
J C Duncan	Holden	1500 to 2300cc	38.7
D Cavill	Ford Customline	over 2300cc	40.7
RACING CARS			
D Cavill	Cooper Vincent	up to 1100cc	33.3
G A Scott	Scott Special (Second fastest time of day)	1100 to 2500cc	30.7
R J Campbell	Leaf Olds	Over 2500cc	36.1
SPORTS CARS			
B Maher	Buchanan Fiat	Up to 1300cc	36.9
W S Anderson	Repco Lotus (Fastest time of day)	1300 to 2500cc	30.3
G K Rooke	Ford Special	over 2500cc	36.4



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# VALE – Paul Wilson

You would have seen Paul's name mentioned recently when a search was on for information about Kerry Horgan's bug -eye Sprite from the 'early days' as Paul was involved in the building and development of the car. A photo of Paul driving the car at Mt Cotton was included in a recent article on this car. Paul will always be remembered for his contribution to the Sprite and the many other ways in which he happily assisted others.

Also included here are three excellent photos taken by Paul at Mt Cotton in about 1968 – the first year of Mount Cotton hillclimb in use—and gives those of you who were there at that time a chance to 'step back in time' and to reminisce about the pits and the starting line as they were all those years ago.

It is thought that the competitor photographed in the MGB on the starting line was Tom Hatton while the 'operator' at the start can definitely be identified as Young Vern Hamilton. My memory says that it was Kevin Johns standing beside the 'B' at the start line.

Val Horgan has recounted the following anecdote of an incident in Paul's life – "One antidote was back in the late sixties when Paul & Kerry decided to set fire to the disused thunder box in the Wilson's back yard! Caused a little mayhem at the time! Paul was a metallurgist & spent time in New Zealand & Sydney before settling back in Yeronga. He has left behind his wife Gai, daughter Tamara & son-in-law Louis. The family photograph is of Tamara, Gai & Paul at a morning tea stop in Boonah on a mid-week run in June 2009.



# ALL BRITISH DAY

The planning was underway, the badges had arrived but we were unsure if the event would go ahead. Watching the news every morning and evening to see if any more cases had occurred moving us closer to that lockdown.

Sunday dawned a brilliant day, I hadn't really worried about the weather, that was low down on my list of concerns. The vehicles started arriving, initially a few but then it started, in all we estimated 676 based on our number of badges. We could not have hoped for a better outcome, our best day ever.

The good attendance of MGs was again repeated this year. Hopefully some new members for the three clubs. Some MGs were located with other marque clubs, non marque clubs and in the spectator car park so we need to do more to bring those MGs into the greater MG community.

The attendance by 'OXFORD' the Land Rover added a new opportunity for ABD-B to add another feature to the event. The replica 'Police Car' was also popular with the kids, both young and old and some ex London Bobbies who now call Oz home.

A big 'Thank You' to all MGCCQ members from Richard down who helped out on Saturday and Sunday. I know David and

his team had some dramas at the 'Front Of House' but managed to keep the display vehicles and the spectators pouring in. A special thanks to Chez and Ross Letten for their, at short notice, management of the judging and trophy presentation.

By Sunday afternoon the disappointment of 2020 was forgotten. Planning is already underway for next year so start getting those cars ready. We can still fit a few more cars in the MG spaces.

We will again make a significant presentation to QIMR Berghofer Medical Research Institute to help in their ongoing research. Thanks again to Shannons for their sponsorship.

Best Of British to everyone—Max.





## ALL BRITISH DAY – BRISBANE WINNERS CIRCLE - 2021



Category	Owner	Vehicle
Best Vintage & Veteran	Grant Singer	1926 Alvis 12/50
Best Classic Vehicle – Pre 1981	Elizabeth Ralph	1969 Daimler V250
Best Classic Vehicle – Post 1980	Leigh & Russel Carter	1991 Lotus Carlton
Best Sports Car	George Row	1956 Lotus Eleven
Best Motorcycle	Jim Allen	1954 BSA Bantam
Best Commercial Vehicle	Old Omnibus & Coach Society	1948 AEC Regal III
Best British Thoroughbred	Graham Singer	1920 Rolls Royce Silver Ghost
Best Competition Vehicle	Peter Burt	1974 Ford Escort RS2000
Best Off Road Vehicle	Neil Dudley	1954 Land Rover Series I
Peoples Choice	John Payne	1964 Alvis TE21
Owners Choice	Peter Poulton	1966 Morris Cooper 'S'
Best of British	Graham Singer	1920 Rolls Royce Silver Ghost
Best Club Display	British Ford Car Club	

# A PLEA from [mgbsmadeinaustralia.org](http://mgbsmadeinaustralia.org)

## RUNNING OUT OF TIME

I am making a desperate plea to all Australian-assembled MGB owners. For the past 12 years I have chronicled as much information as possible about these vehicles (see [www.mgbsmadeinaustralia.org](http://www.mgbsmadeinaustralia.org)). Now in my mid-70s, not only am I slowing down but the flow of information is also. Even though I have managed to assemble information of about 4 000 of these vehicles, I would guess there would be at least another 1 000 out there that could be added to the database.

If I don't have any details of your vehicle, I would really appreciate receiving anything that could be added to the site. Details from your ID plate/commission plate would be fantastic – and I LOVE photos !

Please help by visiting the site and sending me your details.

Much appreciated.  
Roger Sharpe  
Email – [rogerandrobyn1@gmail.com](mailto:rogerandrobyn1@gmail.com)  
[mgbsmadeinaustralia.org](http://mgbsmadeinaustralia.org)



## Have you ever wondered...

***What original equipment was on a particular year of MGB?***

***Why it is so difficult to get any definitive answer to such questions***

This website is designed to help answer these questions or, at worst, narrow down the answers as much as possible.

For those unaware, the main difficulties in answering such questions can be sheeted on British Leyland, when the plant at Zetland was closed Management ordered the disposal of all production records into large industrial waste bins. With the exception of a couple of staff who had the foresight to retrieve what they could, everything was lost.

Since then, everybody has been reliant on the memory of others to resolve production details. Unfortunately, there has never been one place where all this knowledge has been gathered and available to everyone. This is the main purpose of this website.

It is the major purpose of this website to entice owners/enthusiasts and ex Zetland workers to impart any knowledge they have (no matter how small or seemingly unimportant). This way, we can build up a body of knowledge that will help to preserve the history of this marque.

So far, the information set out on this site is largely from the knowledge and memory banks of three people (Thomas Aczel, John Lindsay and Gary Kemms), who have generously given of their time to supply me with valuable information that I'm sure will kickstart this site.

Bearing in mind the difficulties in assembling this information as mentioned above, all efforts have been put into only providing data that has been peer-checked. This is how this site will flourish. Everybody is invited to add their comments/suggestions/knowledge, through the various 'comment' points. Once this new information

***What was the process involved in assembling CKD (Completely Knocked Down) kits from the UK? OR***

***Why are there so many inconsistencies with the numbering system***

has been verified or accepted as very highly possible, then it will be added to the body of knowledge displayed.

Please take the time to look over the site and add your 'two bob's worth'. If it's a comment about the layout or content, please contact me also.

In an attempt to give some perspective to 'period' pricings listed in original documents throughout this website, the following wage figures (taken from the 'Sydney Morning Herald' for the duration of the assembly of the MGB in Australia) may be of assistance:

1962 Australian average weekly wage – \$49.40 per week.

1972 Australian average weekly wage = \$73.80 per week.

<https://www.smartcompany.com.au/finance/economy/how-everything-but-housing-has-become-more-affordable-in-the-last-50-years/>

Roger Sharpe

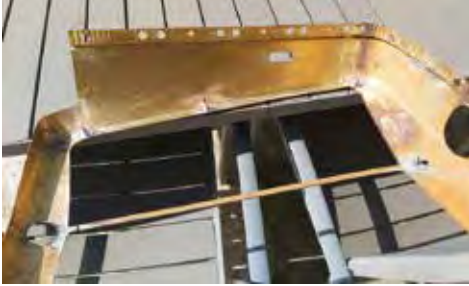
[www.mgbsmadeinaustralia.org](http://www.mgbsmadeinaustralia.org).

### INSTRUCTIONS ON HOW TO VIEW THE REGISTRY

The registry is displayed on an 'Excel' spreadsheet. It will open in a particular window (see top of page) from either YGHN3 to YHN10. To search the particular series you are interested in, use tabs marked accordingly at the bottom of each page, then scroll up and down or left and right.

PLEASE DO NOT ENTER OR ALTER ANY DETAILS ON THE SHEET AS THE INFORMATION WILL BE LOST. Please contact the website if you have any inclusions.

## Richard Croston Part 2/3



The first photo is the radiator shell repair done by Ken Gray. The whole of the top panel in the photo was replaced by Ken.



Photo No 2 is the car on its wheels. The day it went forwards and backwards in the shed.



The first photo is of the repair to the root of the mudguard (That is the corner of the front mudguard closest to the start of the fire wall. Note the vice grips they look a bit like spiders.



Photo 2 is Chris fettling the reference point to repair the mudguard from. One has to find a reference point on the panel being repaired so that all other measurements and adjustments can be made from that vital point. A bit like a Trig point.



Photo shows this panel took quite a lot of work. Chris had to fold the top hinge fittings (quite complex) as well as the bottom fold.

One of the tricks I learned was never weld to a point or sharp corner when welding light gauge sheet. You can see the panel has a gentle curve. This keeps the heat to the panel as low as possible.—Richard

# A DAY IN THE COUNTRY OCTOBER 3<sup>RD</sup>

---

We spaced out the attending 162 vehicles so the paddock was full and had just under 300 people attend.

Your attendance and generosity at the gate and spending on the day, as well as the attending car club committees, contributing to the full cost of the multi prize raffle, on the day provided \$7,260.

The Fassifern Valley Rotary Club will this year use this money to assist local families affected by the COVID economic downturn and unfortunately in hand with the Salvos, aid families where domestic

violence has occurred.

After 10 years to restore it, Wasy! Malar donated a better than new Crown wood stove made between 1920 and 1930 to a silent auction. \$1,850 was the winning bid.

All the proceeds of the silent auction went to 4 AUSSIE HEROS FOUNDATION, a charity we supported three years ago and also on Australia Day 2021. This foundation runs camps for first responders suffering from mental health issues. A link to their website is below.

*Photos by Scott Nelson of [www.tpr.media](http://www.tpr.media)*





# "AUSTRALIA'S FASTEST SQUARE RIGGER MG TC"

(description from Australian Motor Sports Magazine)

## Story by Lionel Ayers

Without a doubt, the most popular sports car available post World War II was the MG TC manufactured by the MG Car Company Ltd, Abingdon on Thames (as part of the Nuffield Organisation).

Developed from the pre-war MG TA-TB series, the 1250cc MG TC was to become the backbone of Australian motor sports in the 1950s.

I purchased an MG TC from Sydney in 1952. Soon afterwards the car was entered in the Strathpine Airstrip ¼ mile sprints organized by the Queensland Motor Sporting Club.

With some cylinder head modifications and increased compression ratio, it soon became an under-1500cc sports-car record holder on 21 Nov 1952. Many more records, along with further modifications, continued to be broken through 1953-1955.

A popular venue at Coorparoo, a Brisbane suburb, was a challenge on dirt road for hillclimb competition. On our second meeting held on 16th March 1953, we broke the existing 1500cc sports car record!



Lionel in the TC at White's Hill on 16th March 1953.

The TC was sold and replaced with a TD model fitted with a new higher ratio crown wheel and pinion. A very successful competition result at Leyburn was achieved in the under 1500cc sports car scratch race. This TD (Mk I) was soon replaced by a TD Mk II which was raced briefly at Mt Druitt (NSW), Strathpine etc.

It soon became obvious that too much valuable time was being wasted in converting a road registered sports car to a race car complete with alloy cycle guards, alloy door panels, alloy bonnet and petrol tank – all necessary for a lightweight sports racer.

Towards the end of 1954, a badly smashed MG TC was advertised for sale at Wallangarra. This wreck was duly purchased; a broken engine block casting and bent differential axle housing were all in the 'deal'. Also, at this juncture, a pre-war MG TB fitted with a Tickford Cabriolet body was purchased; a car in poor condition but with all the necessary parts to complete a car with the badly smashed TC and the spare parts became very important.

One of the first modifications in the rebuild was the introduction of a small amount of negative camber into the rear axle housing to help overcome the wild oversteer problems of normal TCs. 16" wire wheel conversion, cool air ducting to the brakes, competition brake linings, cables from the chassis forward to the top of the kingpins to rid the TC of the dreaded front axle tramp under heavy braking, lightweight alloy cycle guards, and aluminium doors completed the exercise. The compression ratio was raised to 12.5:1 on a larger bore 1386cc engine.

Post war, methanol became the fuel of

choice as 'pump petrol' was rated at approximately 72 octane ... not good for racing engines. Other blends of alcohol/petrol were available with BP, Shell and Mobil as the main suppliers.

The 'race car' was completed in due course and made its first competitive appearance at Southport circuit in November 1955 at the Qld Road Racing Championship meeting. Road registered for towing purposes, NAW660 on Qld plates was taken to circuits with an A frame. Head gasket problems resulted in a retirement at Southport, a problem quickly solved but unfortunately not on that day.

A single axle trailer was soon to be built to transport the TC behind the bronze TD Mk II to make race days a lot easier.

A special competition camshaft as supplied by the Nuffield Organisation was installed in conjunction with the special 'extractor' exhaust system as detailed by the MG Factory. Extensive cylinder head modifications were again carried out. Extra special large inlet and exhaust valves were made for the race engine by a brilliant local engineer, Dave Duncan. Engineered from Dufor KE965 material, these valves proved to be 100% reliable – no gas flowing in those days – however it all worked with much increased performance. The usual 1½" SU Carbs in combination with the larger and better porting all helped.

Strathpine Airstrip, situated on the northern fringe of Brisbane, became the popular and convenient race circuit. An ex-Spitfire fighter airfield, it was modified with a short loop at the northern end and later on sported a more extensive loop through some trees on the southern section.

Lowood airstrip was used occasionally. It was later to be owned by the Qld Racing Drivers Club (QRDC) and then established as a permanent road racing circuit.

Hillclimbing at White's Hill, Samsonvale, Warwick, Toowoomba, Burleigh Heads,

Currumbin and Terranora were the main venues for competitive racing.

Mid 1956, the engine was enlarged from 1386cc to 1500cc with a Len Cumming (Sydney) sleeve conversion. Len (LJC Motors) had established a good reputation for high performance MG tuning. With new pistons and 12.5:1 CR it proved to be a formidable performer.

June 1956 was the date set for the second Burleigh hillclimb event. Fastest time of day went to the TC against all comers. The highly modified MG TC was proving to be unbeatable as an under 1500cc (unsupercharged) sports car.



*Lionel in the TC at the Burleigh hillclimb in 1956.*

During the latter part of 1956, my main mechanic, Dud Anderson, and I looked at the Australian Land Speed Records for Standing and Flying Mile. We engaged a qualified surveyor to "peg out" the necessary accurate mile on the new highway between Oakey and Dalby towns to sit between the rise and fall guidelines. The necessary pegs were all certified and in place. It was proposed to close the highway just after dawn. However, after many protracted negotiations with Qld Police and the Mains Rd Dept, it was eventually canned by the authorities. (It was not long after this that BP set up the record attempts at Coonabarabran (NSW) when Jim Johnson tragically lost his life in a special bodied MG TC. No Queensland cars were invited to compete.)

Towards the end of 1956, one of the best aspects of Australian motor sport occurred – the involvement of the oil and fuel companies. BP, Shell, Mobil, Esso and Castrol became involved in sponsorship with circuits and drivers. All companies were eager to showcase their products and support motor racing.

I was approached by BP Fuels and Oils (George Lukin was in charge of BP's motor racing activities) and with a signed contract to be renewed on a yearly basis, it ensured our motor racing success.

My loyalty to BP was to be of great benefit when we constructed the first "big banger" sports car in Queensland in 1968. When the TF 1500cc was released, and spare parts became available, I was able to source a new engine block and crankshaft from the MG agents (Howards) in Brisbane. This enabled us to build a new 'short' engine with 13:1 CR pistons.

One of my regrets was that we did not continue with the adoption of 1¼" SU carburetors. We had manufactured two

cast aluminium manifolds to link the 2 SUs. Performance figures did not show a marked improvement immediately and we were reluctant at that time to upset the tried and proved 1½" SU set up. It was a pity!

The TC chassis was undertrayed with very light gauge alloy sheeting in an effort for improvement. However this was not to be and the idea was scrapped.

I was lured to compete in the QMSC sprint meeting at Strathpine Airstrip on the 13th October 1956 to contest the Class F Sports car records. The TC shattered all existing 1500cc sports car records with a 16.12 sec standing start ¼ mile and 9.4 sec for the flying ¼ (approx 95.7 mph/154 kph). These were excellent times considering the short Strathpine airstrip length of approx 7/10 mile (1127m). The new established times of the 1500cc TC were faster than the new record established on the day by Lloyd Whittaker in the race-tuned TR2 2000cc with class record times of 17.76 and 9.9 for the standing and flying quarter miles respectively. It was a great result for the TC.



*Des Kelly (Holden Special) and Lionel (MG TC)*

We enjoyed many memorable races at Lowood in 1957, in particular with the late Des Kelly who had purchased the immaculate Norm Crowfoot Holden Special race car. We swapped places repeatedly. By now, all the Triumph TR2s, Austin Healey 100s, MGA/MG TC/MG TD/ MG

TFs were fitted with the lighter and more aerodynamic Buchanan fibre-glass bodies but were no match for the 'square-rigger' even on the fast '2000 yard' Lowood circuit straight.

Early in March 1958, George Websdale

from NSW entered his Buchanan fibre-glass light weight bodied MG TC 1500cc for the Strathpine Road Races. George had an unbeaten record and was anxious to do battle! On race day, our cars were never more than 'feet' apart in the Group A scratch race. George was the victor on this occasion (our TC had developed a slight misfire) beating the TC by a metre or so. Jack Edwards in the Godfrey Special race car filled the third placing. We soon achieved our revenge on George at the Bathurst Easter meet!



*George Websdale (Buchanan MG TC 1500) and Lionel (MG TC 1500) in the southern loop at Strathpine on 9th March 1958*

The MG TC 'square rigger' was entered for the Bathurst 100 meeting at Easter, April 7th 1958 as a race car (without guards etc). The TC was slotted up against sports and racing cars in a lesser supporting scratch race. The Frank Walters So-Cal Ford V8 Special looked to be our greatest opposition as well as George Websdale in the field of MG Specials, some supercharged etc. The TC from Qld won very convincingly against all the Bathurst regulars with Noel Barnes (MG S/C) and Gordon Stewart (MG Special) filling the minor placings. Our TC made fastest lap of 3m 14.5s and won by a whopping 19 seconds. George Websdale was 4th. The So-Cal Ford V8 was 6th.

In the main race, the Bathurst 100 (run as a Handicap event), we had the misfortune to collapse a rear 16" spoke wheel in Forest Elbow at the top of the Con Rod Straight whilst racing in a great position for handicap honours. The TC was to be written up in 'Australian Motor Sports' magazine as 'Australia's Fastest Square Rigger TC', a name that really stuck hard and fast. Our

TC had stamped its authority on a very difficult circuit at this meeting.



*Lionel (117), Frank Walters (So-Cal Ford V8) and Paul Samuels (MG TB Special) at Bathurst, April 7th 1958.*



*Dud Anderson and Lionel with the collapsed wheel.*

George Pearse of Sydney had developed a highly tuned 1250cc motor and installed it in a modified Cooper 500cc race car chassis. Front-engined, supercharged at 14 lb per sq in, MG TC gearbox, with lowered drive train linked to an independent rear end, it was a potent race car. Unfortunately George, in the Cooper MG S/C and Alex Mildren tangled disastrously on the narrow rough and irregular Southport Australian Grand Prix circuit. The badly damaged Cooper MG was sold to Ray Revell (of Speedway fame), repaired and raced briefly.

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With the huge success that we had enjoyed in the 'square rigger', we envisaged great potential in this race car which we duly purchased.

Our 'square rigger' TC was sold to Blair Shepherd, a Queensland speedway ace, who raced the car with success for a short time. It was later sold to Denis Geary who also raced it.

The Cooper MG was fitted with an MG TF 1500cc block and crankshaft. I had a suitable cylinder head with Lucas Laystal shaping in the combustion chambers, at approximately 10:1 CR with flat top pistons. All waterways on the block and cylinder head were castiron welded by our engineer Dave Duncan as water transfer was effected by external piping. A solid copper gasket was used in conjunction with special high tensile studs for cylinder head location.

A new J100 Marshall-Nordec supercharger capable of a boost pressure of 22 lb per sq in was installed.

The latest TF 1500 crankshafts were changed frequently; however, the Nardi (Italy)

forged alloy conrods with enlarged gudgeon pin diameter gave tremendous reliability with a trouble-free bottom end. Unfortunately, forged pistons were not available for the MG in this period. Cast alloy pistons proved to be the weak link, even with lowered boost to 14 lb per sq in.

As an example of sheer performance, our Cooper MG led the field in a scratch race at Lowood on October 26 1958 that included notables Bill Pitt (Jaguar D type), Glyn Scott (Repcos Holden racing car) and Ern Tadjell (Sabakat-Lotus). Unfortunately the Cooper MG ran out of fuel! Many races were contested with the Cooper MG at Lowood, Strathpine and Bathurst. There was also some hillclimbing at Milmerran (FTD) in Queensland, not always with the success deserving of the car's potential.



*Lionel (Cooper MG S/C No12) and Curly Bryden (Ferrari No 9) at Bathurst on 30th March 1959*

The Cooper MG S/C 1500 was sold in 1962 as a new Lotus 20 FJ race car was purchased. Thus ended an era of MGs,

fastest in Queensland history. However, the purchase of the new Lotus 20 FJ opened a new pathway in our motor sporting career.

# Smarter, stylised, stronger: MG ZS EV revealed in Europe

A press release from MG Australia

Enhanced technology and bold exterior makeover for ZS EV SUV

Better value, longer range; the choice is yours

iSmart app functionality as standard

7 October 2021 – a smarter, sexier MG ZS EV has been revealed in Europe overnight, ahead of an Australian debut in 2022.

A striking exterior makeover is complemented by new battery technology that offers greater range from a single charge.

A revised front fascia more proudly pronounces ZS EV's electric intentions while retaining the practical front-mounted charging port which makes charging cable connection much more convenient. LED lighting clusters front and rear\* also add a striking touch to the small electric SUV.

Two new battery configurations will be offered when the ZS EV goes on sale in Europe in October. A new entry-level 51kWh battery replaces the previous 44.5kWh version, while a larger 71kWh battery offers even more range on a single charge.

These new batteries offer up to 320km and 440km of range respectively, measured on the WLTP cycle,\* while new three-phase 11kW (AC) on-board charging capability means a 30-80 percent charging time of as little as 30 minutes.\*

The new ZS EV will also offer owners its own app-based software architecture, known as iSmart, which is backed by Amazon's AWS cloud-based system.

This will allow owners to perform over-the-air updates, access real-time navigation, parking lot search, live weather updates and stream audio from Amazon Music.\*

A new infotainment and navigation system is just one of several clever, stylish and value-packed enhancements for the MG ZS EV, which will be available in Europe in two variants.

The ZS EV has already been hailed as an outstanding success in key European markets. More than 15,000 units have been sold across the UK, Norway, France, Sweden and the Netherlands in only its first year on sale.

The award-winning ZS EV has also been warmly received in Australia, thanks to its status as the most affordable electric vehicle, its enviable seven-year/unlimited-kilometre warranty and MG Motor Australia's new Precise Price Service program across its 78 dealerships.

Australian deliveries of the updated ZS EV are anticipated in the second half of 2022, while specifications and pricing will be revealed in the second quarter of 2022.



# CHAPTER Chatter

## WIDE BAY CHAPTER

Wednesday 14th July The Wide Bay Chapter enjoyed a quiet run along the Beautiful Esplanade of Hervey Bay finishing at the Botanical Gardens and the Orchid House in Urangan.

There were 26 Members in 13 Cars arriving at our departure point at the United Service Station Hervey Bay, 7 MG's 2 BMW's 3 moderns and the Fantastic Rolls Royce of Ken and Val Bossom's. Ken had to sell his beautiful Morris Minor Woody as he was having trouble getting in and out of it. No problems with the Rolls though there is room to hold one big party. But the very best scenario is that since the Rolls came to live in Ken's Garage his Health has improved out of sight and he and Val have been able to join us all once again.

The weather was beautiful and with a High tide the trip through Gatakers Bay



was stunning and surprisingly enough the traffic in the busy parts of the esplanade wasn't too bad either. On arriving at the Botanical Gardens we all enjoyed our Morning tea in the wonderful setting looking out over the Lake with the Fountain gushing. It was very enjoyable, there were great conversations about solving the World's problems and forgetting about our own.

After Morno's we visited the Orchid House where there were many Orchids in flower, we had the privilege of having our own personal guide to explain the different varieties.

Most of us were enjoying the day so much we decided to stay on for Lunch, taking advantage of a bakery over the road where we devoured Pies, Pasties and Bee Stings YUM.

A credit to the Fraser Coast Regional Council to the way the Parks and Gardens on the Coast are maintained. Everything is always so clean and tidy wherever we go it makes it very easy for us to enjoy being out and about in our beautiful environment.

David & Lyn,  
MGCCQ  
Wide Bay Chapter



# CHAPTER Chatter

## BUNDABERG CHAPTER

### Agnes Waters & 1770

With another perfect day in Paradise we all met at the usual Quay st car park for a chin wag before I led the procession of 10 cars over the old bridge & down the Agnes Waters rd to Rosedale, the traffic was quite heavy getting caught behind a procession of caravans which I did not pass, we had an enjoyable morning tea & a conversation with Adam a member of the Gold Coast Chapter who was travelling around in his motorhome. We left Rosedale & headed to Town of 1770 & up to the lookout where a few hardy souls walked to the lookout at the end of the path.

I had booked lunch at the Agnes Waters Tavern so we all headed there & had a very good meal in a great location, after much more conversation a few left for other commitments while 4 cars decided to try the Yandarin Pub as they used to lease the Biggenden pub & we had been there a few times, last time we were there they said come to the Yandarin Pub so what a pleasant surprise it was with a coffee

shop at the back & advertisement for Big Breakfast, so looks like a breakfast run in the near future. After our refreshments we wandered back home.

Another very enjoyable day with like minded people. Nice to see Graham & Marilyn in their Bentley having a run before purchasing a MGB.

Participants :- Graham & Paula Mini, Ian & Tracy MGA, Clive MGF, Larry & Brenda Porsche Boxster, Bob & Sue Porsche Macan GTS, Les Subaru (I have the engine out of his MGB), Peter & Val Rover, Graham & Marilyn Bentley, Darren & Laura Lotus Elise, John & Maria MGHS & Jenny & I MGF

Dave Cook, Coordinator  
Bundaberg Chapter

### South Burnett Sojourn

#### By Jacqui Mutton

Participants: Paula & Graeme Brown, Jenny & David Cook, Brenda & Larry Lipscombe, Sue & Bob Murray, Tracey & Ian Inness,





Clive Pearce, Val & Peter Walkington,  
Jacqui & Ray Mutton.

The much anticipated long weekend trip to the South Burnett had finally arrived – yeeha!!!! And all 13 of us, 2 were joining us down the track, met at our usual place on Quay St Bundy, with much excitement. Though a few backed out of driving their open cockpit cars when the weather forecast, especially for Kingaroy & the Bunya Mtns, was to hit the very low single digit figures on the temp gauge!!!!NO matter!!!! It was the comradery & the experience that was the draw card!!!!

With thermos's filled & sandwich's in lunch boxes, beanies pulled down & scarves tied, we headed off and meandered our way to Biggenden via the Isis Sugar Mill. Sooo good to leave the hussle & bussle of the coastal roads behind and pass through beautiful, green forests of eucalyptus, & hardly a vehicle to be seen. So so good for the soul!!!! Peter & Val, from Woodgate, met up with us at Biggenden for morning tea taking our merry band of travelers to 15.

Next stop, Wondai via Ban Ban Springs. And what a glorious drive that was. Through rolling hills and river flats. We pulled up in the neat little park on the outskirts of Wondai and partook of our lunch. And, as was planned, we all had an hour to drive into the village and have a meander around and check out the antique shops, timber museum and grab a coffee. All done & dusted, we departed Wondai and headed further south west to our stay for the night at Kingaroy. Those that needed to, fueled up before arriving at the motel. Time to unpack, make a motel cuppa and collect ourselves. Word passed around that wine and nibbles at the rotunda by the pool for the obligatory noggin & natter!!!!

The moment had come to grab beanies, gloves and coats and head off to the Kingaroy Observatory, after we sampled the very pleasing meals at the RSL. We had all been warned and we all thought that we were very well prepared for the cold night but none of us were prepared for how ridiculously cold it got. It became

excruciatingly cold and I am sure it was this temperature that hindered us from viewing the 'wonders' that James, our very knowledgeable & eccentric tour guide, was trying to point out to us from the 4 outdoor telescopes. I am so glad that I wasn't the only person who accosted several strangers trying to find our way back to seats that very pitch black freezing night!!!!!! Never has a hot shower and a warm bed sounded so so inviting!! Sharing in a port when we got home wasn't even considered!!!! The temperature in the morning of 4deg felt quite balmy after the night before, so we all surmised that it must have dipped to below freezing!!!

With brekky eaten, ports back in our cars, thermos's filled, beanies, coats and scarves on, we headed off up to the Bunya Mtns. Now this was a stunning drive. The rolling hills, patchwork colored plains and the forever changing colours of the soil and the strong, earthy odors were so amazing!!! And then we climbed up the mountain, stopping for morning tea half way up at Burton's Well before traversing to the top at Dandeba. The adjectives passed around from our little group of 'breathtaking, amazing, magnificent, astounding', were just a few. All said that this place was not what they were expecting and were, 'absolutely blown away'!!!! After we all went on our little wander around the Bunya Mtn's community we all met for lunch at the café. It was quite pleasant, temperature wise, till after we left the café, when a sneaky little breeze arrived. Time for us to head down the mountain and head towards Goomeri, our stay for the night.

What a great motel with tables set up in the driveway ready for get togethers. So not to disappoint, after unpacking, it was make a plate of nibbles and grab a vino or a beer and a noggin & natter it was. It was quite a relaxed get together as there was to be no driving until the morning. At the appropriate time we all wandered down the Goomeri Pub, which was to be one of the most memorable meals we all had. The service fantastic, actually beyond fantastic, considering the pub was full. The meals

were of elite restaurant quality, and between all of us we had tasted nearly the complete menu. We all concurred that we all will be back!!!!

Back on the road again for our last day – oogh!!! Morning tea at Kilkivan then heading off for lunch at Bggenden via Woolooga. I was pretty pleased with myself at this point with my planning and organizing. In trying to find alternate roads to go on, I neglected to see the 10km of dirt road on the Woolooga/Biggended road. Very sorry folks!!!! And this might have been ok except for, one can only describe them as, idiots, traversing the opposite direction not slowing down!!!- Aaagh!!! Put a dampener on yet another beautiful and very different drive.

Lunch eaten, and after being thrust together as little family for the last few days, it was time to say farewell as we all headed back to our own little world. What a sensational time we had!! Wonderful company, spectacular scenery, great food and even the weather gods smiled down on us. Memories are made of this. A huge THANK YOU to you all!!!

Jacqui



# CHAPTER Chatter

## CAPRICORN CHAPTER

### September Dinner at the Red Lion Hotel

On Friday evening, 24 members and two visitors attended our monthly MG Club dinner. This month, members gathered to converse and share a meal at The Red Lion Hotel, a popular venue in Rockhampton.

The main bar at the Red Lion Hotel, was busy and lively with many enjoying their Friday afternoon drinks. Luckily, MG members gathered for dinner in one of the function rooms, where it was considerably quieter. The only disadvantage of this room appeared to be the width of the table, which made it trickier to hear the person across from you. This did however, lead to people moving around and conversing with others from opposite ends of the table.

The evening progressed with little fuss. The staff took our meal orders quite promptly and the meals were delicious and served within a reasonable time frame. Many were even tempted by the dessert menu, with churros being a popular choice.

It was lovely to meet some of Laurie and Beth's extended family who came along to share our monthly dinner. They were a very welcome addition.

Overall, it was a very relaxed and very social gathering for all the club members who joined us.

Members in attendance were: Laurie Chetter, Beth Dunlop, Jo and Katie Emmert, Terry Dwyer, Anne Burbidge, Jim and Sandra Armstrong, Phil and Margaret Henry, Ian and Judy Hamilton, Jack and Rae Cowie, Jo and Paul Davey, Gary and Julie Kunst, Daryl and Joy Penridge, Pat and Stephanie Sullivan and Paul and Clare Lynam

### Blackdown Tablelands run report

By Jim Armstrong  
Photos contributed by Jo & Katie Emmert

What a glorious day!

Six cars from Yeppoon and six cars from Rocky and carrying combined twenty three people, all left the Duckponds and headed west for our September spring run on Sunday morning. A spirited but uneventful first stage drive got us to Duaringa for our smoko stop where Brian and Glenis Russell from Biloela were waiting to greet us.

As normal the ladies all had their delicious home baked goodies to share around. An added bonus was a local citrus orchardist was selling his produce from his truck and was well patronised by our members.

Soon we were all on our way once again, stopping at Dingo to top up with fuel for those of us who only have short range fuel tanks.



On our way again, turning left off the Capricorn Highway a few kilometres further on, off we went up and up the narrow winding road to the first picnic area where we settled in for our bar-b-que lunch but not before the group went for a short stroll to Horseshoe lookout for a group photograph courtesy of Katie.

Meanwhile back at the picnic area once more, you guessed it the park barbeques were not working again but as suggested in the run sheet, most had had bought their personal gas stoves with special mention to Laurie and Beth who had theirs strapped onto their boot rack for the journey out. Katie and Jo were busy organising the poker run and lucky door prizes won by; The Russell's, Phil Henry and the Adamson's.

All enjoyed their lunch and for those more adventurous, a bush-walk of approx. 2.5klms eventuated after lunch to a more remote gorge and a small waterfall that had all but ceased flowing as it is after all, the dry season. Those who chose not to come enjoyed a good old chinwag and caught up with all the gossip they had to share.

Time to go and so we proceeded back down the steep narrow road to the Capricorn Highway headed for home some stopping at Dingo or Duaringa for fuel top ups.

It was prearranged that we should stop for an afternoon refreshment on the way

home and as we noticed that the Westwood Hotel was under new management on the way out, we just had to stop to check them out. The previous owners were less than enticing but we all agreed the newbie's were AOK.

A long but enjoyable day that our little group enjoyed.

Those in attendance were;  
Paul Davey, Phil Henry, Ian and Judy Hamilton, Ian Carleton, Martin and Narelle Adamson, Dennis Thomson and Cassandra Davis, Jo and Katie Emmert, Jason and Yolinda Foss, Robert and Yvonne Holbeck, Nev Funch, Laurie Chetter and Beth Dunlop, Jon Rowe and his mate Keith, Brian and Glennis Russell, Sandra and Myself





**Run report October 1st 2021  
Diner at Waterfront Bar and Grill.**

Thousands of nesting parrots with a backlight of electrical heat storms across the bay was the setting for 21 members of the MGCC of Qld Inc., Capricorn Chapters October alfresco style diner.

Although somewhat cramped seating arrangements, the meals made up for it with those and there was a few, that ordered the ribs not believing their eyes when their meal was served. There were more of the ribs sticking out off the plate than what appeared to be on it. Having said that I

recall most of the ribs taken good care of by the devourers.

With the birds now nested, the attendees all enjoyed a good chat during their meal which were of particularly high standard however those ordering the chook complained of it being a bit dry. None the less the rain stayed away and soon after the meal many took advantage of the ice creamery next door coming back with their huge ice creams for dessert.

Overall, a very pleasant eating experience enjoyed by all in attendance.

Those in attendance were; George and Lynn Ganter, John and Gail Newton, Phil and Margaret Henry, Rae and Jack Cowie, Ian and Judy Hamilton, Dennis Thomson and Cassandra Davis, Robert and Yvonne Holbeck, Paul and Jo- Anne Davey, Bruce Acheson and Judy Smith, Clare Lynam, Sandra and myself

### October 17th Observation Run

Firstly, special thanks must go to club members, Gary and Julie Kunst, for their planning and organization of today's Observation Run. What an adventure we had, with Gary's clues, directions and some sneaky objects to locate. All drivers and especially navigators were kept 'on their toes.'

Yeppoon members met and travelled to Rockhampton, meeting up with Rockhampton club members at Rod Gower

Park in Lakes Creek. Together the group travelled to St Christopher's Chapel, on the outskirts of Rockhampton. Participants on today's run were, Gary and Robbie Galloway, Michele and Rick Taylor, Paul and Jo Davey, Garth and Lesley Barnes, Brian and Glenis Russell, Jo and Katie Emmert, Ian and Judy Hamilton, Phil White and Ian Wilhelmsen, Clare Lynam and Sharyn Donaldson. Apologies were received from Laurie Chetter and Beth Dunlop, Phil and Margaret Henry and Yolinda Voss and Jason Voss, all of whom were intending to join us, but did not make it due to other commitments. On Saturday Laurie, had an accident in his MG, when driving it to fill up with fuel, in preparation for this run. Laurie is fine, but his MGB is badly damaged.

The Observation Run officially commenced at the peaceful location of St Christopher's Chapel. This, historically significant chapel, was built by American servicemen during



WWII, to service the religious needs of troops stationed in the Rockhampton area at that time.

While sitting in the rotunda, adjacent to the chapel, Gary explained each of the components of the run and how to read and follow the directions and clues provided. Importantly, Gary also answered questions from many of the participants (including myself), who were 'newbies' to this. To keep us all safe, Gary and Julie ensured that all the clues were located on the left-hand side of the road and on the smaller back roads. This would allow drivers to concentrate on the road and their driving, when on busier main arterial roads, such as Yeppoon Road or Emu Park Road.

We were soon on our way, leaving a gap between cars (though somewhat small at times) as per the rules. We were heading towards Emu Park, thank goodness Gary gave us this first hint. Inside the cars, the pressure soon on the navigators to get themselves set up and organized, while we drove along Emu Park Road where thankfully there was nothing to look for, all we need to watch was the speedo. Getting to the Cawarral Turn-off should have been easy and it was for most of us. Judy and Ian Hamilton went on a slightly different adventure here though, because Judy was looking at the wrong column (miles instead of kilometres) on the Observation Instruction Sheet. They took the wrong left turn, but fortunately quickly realized something was wrong.

When we turned off Emu Park Road towards Cawarral, the challenging part of the day really began, with a couple of quick clues and landmarks to locate, including memorable microwave letterbox (Who cares what brand it was?). The reversing and U-turns to check for missed details began here, as the navigators struggled to read the directions and clues, record their answers, look for landmarks and keep the drivers on track.

We continued along the sealed road to tiny town of Mt Chalmers, where there were more clues and landmarks to look for. Upon reaching the Historical Society building in Mt Chalmers and answering the time related clue, a quick U-turn was performed. Despite having driven past it twice, some teams simply did not see the 'Tea Tree' decorated with a variety of weird objects, including tea cups and CD's. From here we made our way to Dairy Inn Road along a Mt Chalmers Road and this involved looking for more clues and traversing some bumpy gravel, where all the MG's and the Corvette got a little dusty and some significantly more rattily. With no more clues or landmarks to watch out for, a sigh of relief was taken by most navigators and drivers, as we made our way along the busier Dairy Inn Road and Yeppoon Road.

Just after the Oaks Service Station we turned left, and the pressure was back on, as we travelled along some of the back roads in that area, including Cobra Ball Road. Sharyn (my navigator) and I, still



don't know where the infamous beehives are located or what happens at 'The Orchard,' but we did know to 'Watch Out for Wildlife' and that we were about to go over a 'Low-Level Crossing.'

Cars re-joined Yeppoon Road for a short time, before turning into Neil's Road, heading towards Woodbury and the Byfield area. Once again, this section of the trip was clue and landmark free due to the busyness of the roads, so it gave teams a short reprieve and time to catch up on the paperwork. The next turn off proved a little tricky for some with the speedos of the old cars, not always the most accurate, a couple of cars turned off too soon, ended up down another dirt road, necessitating a quick U-turn and some fast back-tracking. At this stage of the course the temperature was rising both inside and outside the cars with Gary's tricky clues and directions causing confusion.

Many more clues and landmarks were located around the Woodbury area, including many along the road, where the entrance to local wildlife sanctuary and tourist attraction, Cooberrie Park, is located. Gary (a Landrover fanatic) had seriously led us to the Landrover graveyard. This is obviously the place where all the Landrovers in Central Queensland go to die...and we had to count them. Although, some quick-thinking teams managed to get a tip off from the owners, as to exactly

how many there were, thirteen apparently. This number included a few that were not visible from the road. Fortunately, this team also explained our Observation Run to the owners of the property, who were sitting out the front looking on and trying to figure out, why all these cars were stopping near their house.

Teams then wound their back towards Yeppoon and the end of the course. Once more Gary kept the clues to the smaller roads such as Browns Lane, where we identified some pretty dodgy, well-worn tyres that were for sale for \$150. After viewing the tyres, I can see why Gary and Julie were so confident, that these items would still be for sale, on the day of our run.

The final stage of the course led us to a nice shady spot at Lions Park, on the banks of Ross Creek in Yeppoon, where Julie and Gary were, as promised, waiting with the picnic tables and shelter area secured for our lunch. Just when we thought it was over, Gary would not let us out of our cars until we had performed the egg driving test. The winner being the driver who could place their front wheel closest to the egg. I tried to get this manouver over as quickly as possible and in doing so squashed the egg and failed the test. I did however, get very close to the egg and it was 'sunny side up' on the bitumen, in the midday heat, in matter of moments. Other teams were much more successful at this. Finally, it was time



for a well-deserved break and something to eat. With the fresh sea-air blowing off the water, this was indeed, a very pleasant spot to finish the Observation Run. Some members utilized the barbecue facilities and cooked sausages on bread, some had sandwiches or snacks they had prepared earlier, while others enjoyed some well-earned take-away food from local stores.

Overall, the Observation Run was a very well organized and fun-filled day, for all those who attended. All partnerships survived intact and lots of laughs were had a long the way. Some finished the course and others just headed to meeting place at Ross Creek early. Many clues were located, some were missed, but it did not matter because, that is all part of the adventure.

The winners of the day were Garth and Lesley Barnes. This is fitting result, because after several year of years of membership with the club, they have announced that they are relocating to the Sunshine Coast area. This was their final MG Run with the Capricorn Chapter, so it was lovely that they finished on a winning note.

An event like an Observation Run, doesn't just happen. A lot of preparation, planning and organization went into today's event to make it both challenging and enjoyable for all participants. Thank you once again, Gary and Julie Kunst for making this Observation Run possible and for introducing many of our members to this unique Run format. A great day was most definitely had by all!!!!



# CHAPTER Chatter

## FAR NORTH QUEENSLAND CHAPTER

Gordonvale / Currajah Hotel run – Sat 7  
August 2021

Participants – Bob and Patty White Sprite, Tony B Red TD, Kay and Harvey White Jag XJS, John and Cherie Red Midget, Kim and Fiona Black MX5, Steve and Maureen Red MGB.

Change to Saturday for our Chapter run this month, due to the Cairns Swap Meet being

on the Sunday, lucky we chose it anyway, as the following day was rain as well as snap lockdown Sunday afternoon in Cairns, due to a COVID case scare.

It was a lovely drive from southside meeting point of Gordonvale and then along the Bruce Highway, making it for lunch at Currajah Hotel, after a decent wait for a cane train shunting issue where traffic was backed up. We saw a second cane train on our arrival to the hotel, very busy on the rail tracks today.



## COMBINED CHAPTER MEETING

Hello fellow MG Chapter Coordinators.

Well the countdown begins, it is only 12 months to go before the Combined Chapter Meeting that is to be held in Rockhampton September next year. We have planned to hold it on the middle weekend of the September School Holidays 2022, so all those with school aged children will be able to attend.

We have been able to acquire a first class venue for our event and we are proud to call The Rockhampton Leagues Club our base for this event. This club is very modern and is situated close by to the CBD, the south Rockhampton Motel precinct and is right on the Bruce Highway so is very easy to find.

Please note that Rockhampton is a base for the vast Central Queensland district and has

many education facilities, (several boarding schools and university) and should there be a school based event on at the same time accommodation can be at a premium. We therefore urge those who intend coming to commence seeking accommodation sooner rather than later for our coming event.

As this notice is only a Date Claimer, further information on accommodation, things of interest and local attractions in this area will be forwarded shortly when we call for registrations.

The Event will be over four days similar to previous years and will be held in and around Rockhampton and surrounds. The Capricorn Coast is only 40mins drive to the east so why not plan to stay a while?

The dates are Friday September 24th - Monday 27th

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# CHAPTER Chatter

## WHITSUNDAYS CHAPTER

**12th September 2021 Participated in “Covered in Chrome” followed by brunch at “Charlies”, Porters Mitre 10 – compiled Richard Collier.**

In what turned out to be an eventful morning, the new day dawned with clear skies and mild temperatures, spring was upon us.

Despite completion of car checks the previous evening, one was confronted with a flat battery in the MGA MKII when preparing to attend Covered in Chrome.

Following an assisted (jump) start, yours truly was about to leave the safe confines of home only to receive a call from Chapter member that his car (MGBGT) was experiencing power issues (loose charger belt) and that he would be a late starter.

Trouble usually runs in “three” I thought, who says I am superstitious, what else could go wrong.

We didn’t have to wait long before the MGA MKJJ lost power in what turned out to be fuel starvation.

With a quarter of a tank showing on the gauge, the car had been on numerous trips in the past with similar gauge readings and no issues, we clearly had “good luck” on our side back when.

With the provision of liquid amber (fuel), we were soon on our way with no further issues.

Upon arrival the usual expected banter about what constitutes “enough” on a fuel gauge (TF has a calibrated wooden stick)

was expected and taken up by Chapter members.

Competing car events were planned for the weekend, it was a big ask for many cars to turn out for the monthly Covered in Chrome event at the Mackay Marina complex.

From an MG Chapter perspective, it was pleasing to record a good roll up.

The “run sheet” had the car owners making their own way from the marina, to meet up at “Charlies” from 0930hrs.

With table reservation in place, members were seated, and conversations were quickly struck up across numerous topics with time out for the placement of food and beverage orders.

The table service was quick and efficient, the food of a high standard and facilities clean and tidy with friendly staff.

Attendees included Richard Collier (MGA MKII); Jim Forest (MG F), John Evetts (MGBGT), Jim Robb (MGB); Paul & Dianne Octrin (MGBGT); Gerry & Barbara Deguara (MGBv8); Rod Pacey & Beverly (Porsche 911) and Peter Mumford (MGA coupe).

# BRISBANE MID WEEK RUN

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Thanks for the attendance of 34 keen folks and 20 cars.

Started the day for some with breakfast, and all for morning tea at Tony Longhurst's ESPRESSO TWENTY5 Cafe at the Boatworks at Coomera. Super Yacht and boat establishment, great to see.

The service and food by this coffee/diner was wonderful as was the museum that Tony has collected over his time in V'8s and now in Historic Racing, in which he still participates. His collection of cars and bikes were admired by all. A car buff like us all. Complimentary to enter and certainly enjoyed by all.

We welcomed new members on their first run. Patrick Patullo, Helen McArthur and Lewis Adams. Lovely to have you join us. The other members certainly made them welcome.

Photos of the day were immediately put up on Facebook by the staff at Espresso Twenty5. And what a line up of lovely MGs.

Then onto the Queensland Motor Museum at Upper Coomera not a half an hour run. Parked on the grass for another photo shoot.

A collection in this Museum is something to see and was certainly admired by all. Some folks viewed it for the second or third time. Wonderful museum to have in Queensland.

Lunch was served in The Barn Stanley Restaurant and again the service and food was excellent. Recommendation of both establishments.

Plenty of chats, laughter, and friendships for the day. We all had a great day and fun.

Thanks all for coming. Thanks to Jeff and granddaughter Jade for the Photos.





# Competition Corner



## September Competition Events

The Geary Sports Car Annual Concours and Club Display was held at the TradeCoast Heritage Centre on a beautiful day in September. A warm Spring day with a gentle breeze made the conditions just pleasant with members making good use of the shade under the main awning of the centre.

Class winners were —

CLASS	DRIVER
Class D MGTC	Di Hiley
Class E MGTD	Bernie Pereira, Don Webster
Class F MGTF	Ross Dewar
Class G MGA Roadster (Single Cam)	Peter Kricker, John Walker
Class H MGA Twin Cam	Mark Wellard
Class I MGA Coupe (Single Cam)	Graham Moore
Class K MGB Mk 1 (Push Handles)	Paul Kraut, Chris McMahon
Class O MGB GT Mk 1 and Mk 11	Neil Mills
Class Q MGB GT Rubber Bumper	Gary Lawrence
Class R MGB GT V8 and Costello	Clive Mulder
Class S MGC GT and Roadster	Ian Wardell, Ann Howlett
Class T MG Midget	Calvin Mulder
Class U MGY Saloon and Tourer	Delia Rayment
Class V MG Magnette ZA to Mk IV	David Miles
Class Y MG Special (Post MGTF)	Matt Johnson, Ross Young
Class ZB MGF except MGF/TF	Julie Mundy, Neil Mills
Class ZC All MG models excluding F/TF, under 2000 ccs built 1/1/2000 to 1/1/2010	Ken Wasley

CLASS	DRIVER
Class ZD All MG models excluding F/TF, 2001 ccs and over built 1/1/2000 to 1/1/2020 Class ZF MGF/TF Models (2002 on)	Ken Wasley

Class ZX Demonstration Class. Vehicles must be s MG vehicle with such modifications which places these cars outside the criteria for Classes A to ZI and Class ZZ. These vehicles will have either a MG chassis or MG unitary body with a non-production MG engine or silhouette engine e.g. a MGA with a Holden engine or a MGB with a Ford Zetec engine.

Class NM Non MG Marque – all vehicles other than those listed above  
Chrystellee Semple (Nissan Maxima) Mike Bramwell (Triumph Gloria)

Class RC Race Car – Open to all vehicles including Special which have competed in any Competitive Circuit Motor Race, Hillclimb, Rally, Motorkhana or Khanacross.  
Bryan Ponting

### Winners of each of the three major groups

Pre MGA                      Bernie Pereira

Post MGTF to end 1980      Mark Wellard

Post 1980                      Julie Mundy

Oily Rag – presented to the MG car selected by the judges as representing the true spirit of MG ownership – The Daily Drive      Ann Howlett

### INTERCLUB HILLCLIMB

Having to shift the event from 11 September to the weekend before as the 25 th Leyburn Street Sprints had to reschedule to meet

the requirements due to the lockdown in the local government areas.

## REGULARITY

Robert Martin lost fewer points in his Daihatsu Handi (10 points) to be best placed in the class from Cassie McQuilken (Subaru WRX, 21 points), Flavio Paggiaro (MGF, 25 points), Lindsay Derriman (Toyota Vienta, 31 points) and Don Webster in his MGTD down 40 points.

## SEDAN CARS

Road Registered Sedan Cars 1601 to 2000 went to Jeff Watson (Honda Civic Type R, 48.73), Harry Doling (Toyota Celica, 48.78) and Christine Murphy (MINI Cooper, 62.54). After the second run Harry had the fastest time with a 49.41 run from Jeff (50.10) and by run three Jeff (48.73) was ahead from Harry (49.11) with Harry recording his best time of 48.78 on run five a gap of just 0.05 second. In the 2001 ccs and over class Ian O'Hara (BMW M2 Competition) was fastest with a 47.62 second run from Robert Bowers (Subaru Liberty GX, 51.33), Daryl Kan (Mini Cooper JCW, 53.18) and Lauchlan James (MINI F56 Cooper S, 59.42 seconds).

The Improved Production up to 2 litre class went to Jodie Bailey with a best run of 53.56 in her Holden Barina. Improved Production 2001 and over went to Ken Graham (Datsun 1600 SSS recording 46.32 on his final run) from Pauline Graham (Datsun 1600 SSS, 46.68). Ken was ahead up to run three (47.12 seconds) from Pauline (47.47 seconds) then a lead change on run four with Pauline (46.68) from Ken (46.82) before Ken set the faster time.

Karl Reinke won the Modified Production Sedan Cars up to 2000 ccs (Hyundai Excel, 57.71) from Joanne Reinke (Hyundai Excel, 60.11 seconds) whilst Phillip Dalton took the over 2 litre class with a 46.12 second time in his Honda Civic to be the fastest sedan on the day.

Adrian Purcell took the All Wheel Drive Forced Induction class in his Subaru WRX turbo (48.17 seconds) whilst Richard Marken was fastest in the Sports Sedan over 2 litre class in his newly acquired Peugeot 405 Mi16 from friends in the Peugeot Car Club Victoria (51.02 seconds) with Jeremy Mattea in Benn Gregory's VW Golf Mk1 with a best run of 53.87 seconds.

## SPORTS CARS

Jeff Graham won the Sports Cars over 2 litre in his Mazda MX-5 Supercharged with a 49.00 second run.

The 1601 cc to 2 litre Production Sports Cars class went to Ryan Black (Lotus Exige, 48.33) with Rod Thomas (Mazda MX-5, 48.40), Greg King Toyota (MR2, 50.30) and Kerry Finn (Mazda MX5, 51.80) and John Jones (Toyota 86, 54.14 seconds). Greg was ahead on run one with a 51.57 time from Ryan (51.58), then Rod (48.96) in the lead from Ryan (49.39) on run three followed by Ryan improving his times to 48.74 (run four) and the final order Ryan (48.33), Rod (just 0.07 seconds slower with a 48.40), Greg (50.30), Kerry (51.80) and John (54.14). The over 2 litre class went to Michael Larymore (Toyota MR2, 46.23), Thomas Black (Porsche 911, 48.83) and Jay Masten (Datsun 240Z, 49.23 seconds).

## FORMULA CARS

Jim Heymer won the Formula Vee class in his Hornet Formula Vee (53.01) whilst the Formula Libre class and Fastest Time of Day went to Matthew Read (Readster MTR1, 45.12) but not after a bit of a very wide exit coming out of the first loop on his first run (67.68) before recording a 46.15 then a 45.12 second time.

## TOP TWELVE

Matthew Read (Fastest Time of Day, 45.12), Phillip Dalton (fastest sedan, 46.12), Michael Larymore (fastest sports car, 46.23), Ken Graham (46.32), Pauline Graham (46.68), Ian O'Hara (47.62), Adrian Purcell (48.17), Ryan Black (48.33), Rod

Thomas (48.40), Jeff Watson (48.73), Harry Doling (48.78), Thomas Black (48.83).

## MOUNT COTTON HILLCLIMB SERIES ROUND 5

The September meeting saw a new class record to Harry Doling in the Road Registered class.

At the conclusion of the runs on Saturday Brett Bull had recorded the fastest time with a 37.64 seconds run from the 25 th Leyburn Historic Street Sprint winner, Warwick Hutchinson recording 39.29, David Quelch (40.80), Greg Tebble (43.03), Ross Mackay (44.43), Gavin Taylor (44.75), Michael Larymore (45.61), Jim Heymer (45.70), Tyson Cowie (45.74) and Ken graham (46.43).

## REGULARITY

Robert Martin (Daihatsu Handi, loss of 22 points), Geoff Messer (MGB, 39 points), Chris Lake (Toyota 86, 62 points), David Jackson (Mazda RX7, 94 points) Lindsay Derriman (Toyota Vienta arrived on Saturday morning just with a suspected head gasket problem thus no runs in this Regularity

## HISTORIC

Group winners were Barry Smith (Ford V8 Special, 56.59, Group K), Glen Wesener (Holden Torana GTR XU1, 48.38, Group N), David Owen (Bulant Mk7L Clubman, 48.09, Group Q-Sports), Greg Tebble (Van Diemen FF2000, 43.03, Group R-Racing). We viewed Barry spin at the hairpin for the first run then followed by a visit into the nutshell barrier on his third run, must be those brakes.

## SEDAN CARS

Harry Doling set a new class record in the Road Registered Sedan Cars 1601 to 2000 ccs beating his own record of 48.68 set in June 2021 with a 48.14 time in his Toyota Celica. Next in the class was Jeff Watson (Honda Civic Type R, 48.61) and

Don Miliner (Triumph Dolomite Sprint, 51.27 seconds). The Over 2 litre class went to Derek Holstein (BMW Cooper S turbo, 47.67) followed by Matthew McGrath who set a best time of 50.84 seconds in his Ford Fiesta turbo.

The Modified Production Sedan Cars up to 2000 ccs went to Noel Dore (Volkswagen Beetle, 53.85) with the Over 2 litre class was won by Jonathon Anable (BMW 325i, 51.33) from Christopher McGaughey (Volkswagen Beetle turbo, 52.86) and Craig Hughes (Volkswagen Beetle turbo, 54.90 seconds).

Brad Smith took the Circuit Excel X3 class with a best run of 51.68 seconds. Many of Brad's times were in the 51 second brackets (51.79, 51.80, 51.94, 51.68, 51.89, 51.72) just below the class record of 51.00 seconds.

The All Wheel Drive Forced Induction was won by Adrian Purcell (Subaru WRX turbo, 46.50) with Benjamin Everson (Subaru Impreza turbo, 52.80) and Mihal Diaconu recording a best run of 56.78 seconds in his Volkswagen Tiguan turbo.

Ross Mackay was fastest in the Sports Sedan under 2 litre class with a 44.38 time I his Escort just 0.07 of a second from Gavin Taylor (Volkswagen Golf, 44.45) some .72 of a second to Tyson Cowie (Escort, 45.17), Jason Martell (Escort, 49.43) with Robin Manning (Morris Mini, 54.11). Gavin recorded times in the 44 second bracket (44.96, 44.92, 44.75, 44.51 and 44.45), whilst Tyson returned to Mount Cotton after a short break to rebuild an engine was quickly into the 45 second bracket (45.99, 45.83, 45.74, 45.58 and 45.17). Jason recorded a sub 50 second time last meeting and recorded more sub 50 second runs with 49.43, 49.91 and 49.82 times.

The Over 2 litre class concluded with a tie between Scott Anable (BMW 325i turbo) and Glenn Anable (BMW 2002 turbo) both recording 46.93 seconds with Doug Anable (BMW E30 325i turbo, 47.08) and Richard

Marken in his Peugeot 405 Mi16 with a 50.92 time. Doug remained ahead during the Saturday runs with a 49.52, 47.93, and 47.49 from Scott (50.63, 48.05, 47.80 and 47.65), Glenn (50.78, 50.24, 49.49 and 49.40) and Richard (51.79, 51.16 and 50.92). On the first run on Sunday Scott was ahead (49.34) from Doug (47.49) and Glenn (48.27). The order would remain until run 9 when Doug recorded his best run of 47.08 to be ahead of Scott (47.22) and Glenn (47.29). Run 10 saw Glenn ahead with his best time of 46.93 seconds which was matched on run 11 by Scott.

Improved Production up to 1600 ccs went to Steven Hughes (Volkswagen Golf, 52.86) with Garrett McDuling (Hyundai Excel X3, 54.98). The 1601ccs to 2000 ccs class was won by Dave Sidery (Volkswagen Beetle, 49.50) with Greg Cameron (Hyundai Excel, 51.40), Steffi Stehr (Holden Barina, 52.29) and Jodie Bailey (Holden Barina, 52.94). Ken Graham (Datsun 1600 SSS) won the over 2 litre class with a best run of 46.43 ahead of Pauline Graham (Datsun 1600 SSS, 47.00).

## SPORTS CARS

Rod Thomas was the quickest in the under 2 litre Production Sports Cars with a best time of 47.61 seconds in his Mazda MX 5 from Greg King (Toyota MR 2, 50.41) and Kerry Finn (Mazda MX5, 51.16) whilst Michael Larymore won the over 2 litre class in his Toyota MR 2 turbo with a 45.61 seconds time.

The Clubman groups went to Ainsley Fitzgerald (Arrow Clubman, 46.16 seconds) in the Clubman Sports Cars class and Jim Heymer in the Clubman Sports 1300 with a 45.70 run in his Farrel L.

Sports Cars over 2 litres went to Jeff Graham (Mazda MX5 Supercharged, 49.14) just 0.47 of a second from Stuart Brown (BMW Z3, 49.61 his personal best time to date) and Andrei Shinkarenko (Saker SV1, 52.49). Stuart was fastest on the first run 49.72 to Jeff's 50.45 however on the second climb Jeff was ahead with a 49.34

and 49.14 to claim the class whilst Stuart recorded his best on his third run with his 49.61 time.

## FORMULA CARS

Rick Miles won the Formula Ford 1600 class driving his Kookaburra FF91 for a best run 44.76, just near the record of 44.49 seconds.

Ed McCane had a guest driver Michael von Rappard to steer the DJ Racecar Firehawk for the Sunday climbs in the Formula Libre up to 1300 ccs class. Michael's best time in the Firehawk was a 39.44 seconds run and was able to suggest a few minor changes to the setup. Next in class was David Quelch (Honda DPG03, 40.80) with Doug Daniels in the Nu Tec Formula Libre with a time of 66.82 seconds.

1301 ccs and over class went to Dean Tighe (Empire Wraith, 36.61) from Brett Bull (Van Diemen RF03K, 37.64) and Warwick Hutchinson (OMS 28 RPV, 39.29). Brett was in the lead from the first run on Saturday with times of 38.41 and 37.64 with Warwick recording times of 40.25, 39.71, and 39.29. At Saturday evening the rotary in Warwick's OMS was not rotating, it still had all internals inside the engine block just would not rotate. First run on Sunday Dean recorded a 37.73 time to trail Brett by 0.09 seconds before Dean recorded a 37.02 and 36.61 seconds. On the eleventh run Dean had the drive chain break along with the external gear selector when he accelerated up into the second loop.

## TOP SIX SHOOTOUT

A sporting gesture from Ed McCane was to lend the drive chain from the DJ Racecar Firehawk to Dean so Dean could run in the Top Six. Being able to run proved the gearbox of the Empire was not damaged. Drivers who record times in the top ten for the weekend are invited to run in the Top Six.

Top Six Shootout times were Tyson Cowie (45.39), Rick Miles (45.28), Gavin Taylor

(45.29), Greg Tebble (43.00), Brett Bull (39.07), Dean Tighe (37.62).

(Fastest Sports Car 45.61), Brad Smith (45.70), Ainsley Fitzgerald (46.18), Ken Graham (46.43), and Adrian Purcell (46.50).

### TOP FIFTEEN

Dean Tighe (36.61), Brett Bull (37.64), Warwick Hutchinson (39.29), Michael Von Rappard (39.44),

Best MG Geoff Messer

Most Improved Mihai Diaconu

Fastest Time of Day Dean Tighe

David Quelch (40.80), Greg Tebble (43.03), Ross Mackay (Fastest Sedan Car 44.38), Gavin Taylor (44.45), Rick Miles (44.76), Tyson Cowie (45.17), Michael Larymore



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# MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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

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

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

For further information on membership, contact:

Jim Scott  
Membership Secretary  
on 0411 601 711



Hillclimbs



Concours



Day Runs

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

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

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Race Meetings