

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 5

September 2022



This very smart looking MGB is completely original and unrestored. 'Paddy' is owned by Capricorn Chapter Committee member Jo Emmert.



PATRON Dick Johnson
AFFILIATED WITH
MG Car Club UK & Motorsport Australia



MGCCQ Club Phone 07 3274 1611
Email mgccq@mgccq.org.au
www.mgccq.org.au

Management Committee 2022/23

| | | | |
|----------------|-----------------|--------------|-------------------------|
| President | Neil Lewis | 0417 773 425 | flyengines@bigpond.com |
| Vice President | TBA | | |
| Secretary | Malcolm Spiden | 07 3266 6350 | spidenm@yahoo.com.au |
| Treasurer | David Robinson | 0417 731 455 | robo25home@bigpond.com |
| Committee | Denis Cotton | 0415 332 632 | denis@cottons.net.au |
| | Meryl Miles | 0418 760 447 | meryl@amiles.com.au |
| | Flavio Paggiaro | 0412 985 916 | admin@kellands.com.au |
| | Brant Rayment | 0402 057 764 | gomidget@yahoo.com |
| | Reg Tomkinson | 0408 885 736 | reg.tom@bigpond.com.au |
| | Don Webster | 0439 526 060 | donweb@bigpond.net.au |
| | Craig Winter | 0405 003 837 | craig@artxdesign.com.au |

Other Officials

| | | | |
|-------------------------------|------------------|--------------|---------------------------------|
| Midweek Run Coordinator | Jeff Heslewood | 0487 790 211 | |
| Membership Secretary | Matt Johnson | 0402 314 947 | mdj78@outlook.com |
| Event Secretary | Annette Truscott | 0407 494 867 | annettetruscott@optusnet.com.au |
| Asst. Event Secretary | David Robinson | 0417 731 455 | robo25home@bigpond.com |
| Club Captain | Don Webster | 0439 526 060 | donweb@bigpond.net.au |
| Special Interest Vehicle | Paul Strange | 07 3398 1993 | pstrange@bigpond.com |
| Point Scorer | Ian Fettes | 0438 176 279 | fettesi@st.net.au |
| Motorsport Australia Delegate | Chris McMahon | | christopher.mcmahon@live.com.au |
| Library | David Robinson | 0417 731 455 | robo25home@bigpond.com |
| Canteen Convenor | Vacant | | |

Chapters

| | | | |
|---------------------------|--------------------|--------------|------------------------------|
| Chapter Liason | Ken Wasley | 0408 753 421 | wasmg11@gmail.com |
| Whitsunday - Mackay | Richard Collier | 0418 792 766 | richard_lynn_c@hotmail.com |
| Whitsunday - Airlie Beach | Ross Chisholm | 0429 584 787 | rosschisholm@gmail.com |
| Wide Bay | David Hall | 0490 363 889 | widebaymg@gmail.com |
| | Lyn Hayward | 0407 573 326 | |
| Darling Downs | Grahame Peacock | 0438 615 007 | grahame.peacock@bigpond.com |
| Capricorn | Jim Armstrong | 0417 544 222 | james.armstrong4@bigpond.com |
| Far North Qld. | John Fransen | 0448 658 830 | mgccq-fnq@bigpond.com |
| Bundaberg | David & Jenny Cook | 0491 278 347 | dcook49@outlook.com |

Sub Committee Coordinators

| | | | |
|---------------------|----------------|--------------|----------------------------------|
| Finance | David Robinson | 0417 731 455 | robo25home@bigpond.com |
| National Meeting | Cathy Bartley | 0417 646 747 | cathy_bartley@hotmail.com |
| Octagon Editor | Craig Winter | 0405 003 837 | craig@artxdesign.com.au |
| Octagon Advertising | David Robinson | 0417 731 455 | robo25home@bigpond.com |
| Webmaster | Glenda Crew | 0411 451 154 | glen@powerup.com.au |
| Clubrooms | Don Webster | 0439 526 060 | donweb@bigpond.net.au |
| Regalia | Peter May | 0412 813 071 | petermay1@aussiebroadband.com.au |

All enquiries to the secretary GPO Box 1847 Brisbane 4001

Headquarters 8/16 Collinsvale Street, Rocklea **Hillclimb** Gramzow Road, Mt Cotton

The opinion of the editor, correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year. Members personal advertisements are free. Club constitution available in clubrooms. Copyright 2022/23 MGCCQ.

President's Report

As a new year starts for the management committee of the MGCCQ, I thank the members for putting trust in myself and the committee to lead the club in a forward direction over the next 12 months.

Having spent two years as president and several years on the committee in years past, I am well aware of the work load which goes with the responsibility.

I am very lucky to have a well balanced group of members to make up the current committee.

It was stated at the first meeting that at least 8 of the members are current owners of an MG product, this is certainly a larger percentage than in years gone by.

I must thank the members of previous management committee who either elected not to restand or where not re-elected for their diligent work in ensuring the club was left in a stable state for us, the new committee to be able to continue to prosper the club and its assets.

The months of October and November will be a busy time for the club with our marque events being held.

The annual concourse is to be held and by the time you receive this octagon it will have been held with hopefully many smiling faces at the conclusion of the day.

We have invited two other clubs to participate this year to give some diversity to the viewing public, also helping in bolstering the number of vehicles on display.

In September we hosted the All British Day once again on the ovals at Tennyson.

As has become the norm for this event a large number of lovely vehicles were displayed, this resulted in the club once

again being able to donate proceeds to the Berghofer institute for cancer research.

We had a slight change in the organising committee for this event during the year, so I would like to thank those who have put the effort in over the preceding years and commend those stepping into the job for diligently continuing the fine job of organising which the club is known for.

On the weekend of the 20-22 October the club will host the Australian Hillclimb Championship after two years of cancellations due to the covid situation.

We are extremely lucky and fortunate to own probably the most challenging track in Australia to run this event on.

At the time of writing we were extremely close to our maximum number of entries, all a good sign for a successful and profitable event for the club.

Once again though none of the events run by the club can succeed without a large number of volunteers giving freely of their time and abilities to organise and run said events.

Please remember that as a committee we are here to ensure the wellbeing of the club and its assets and to listen to our members and interact with them to bring harmony to our club and include all members in the direction the club is to move in.

This is nothing new for the club as all committees have been tasked with delivering the best balance for all members.

During the year I will be travelling to all chapters to meet with members and show the face behind the name .

- Neil Lewis

Octagon Submissions

PLEASE SEND SUBMISSIONS DIRECT TO: admin@artxdesign.com.au

Next publication deadline for submissions is November 18

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

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

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

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

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

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

NO CAPTIONS WRITTEN OVER PHOTOS

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

GENERAL NOTES

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

IDEAL ARTICLE SIZE

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

PHOTOS ARE ALWAYS BETTER THAN WORDS

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

ADVERTISING IN THE OCTAGON

Please direct all advertising enquiries to David Robinson at robo25home@bigpond.com

MG Information

Pre War

Ross Kelly 07 3352 4151

T Type

Peter Rayment 0407 693 947

MGA

Richard Mattea 0488 224 105

MGY

Tony Slattery 0407 364 543

MGZA/ZB

David Robinson 0417 731 455

MGB

Graeme Walker 0431 678 319

MGC

Mark Wellard 0413 227 319

MGBGTV8, RV8

Barry Evans 07 3425 1695

MG Midget

Richard Mattea 0488 224 105

MGF, TF

Ken Wasley 0423 152 723

MGZR, ZS, ZT

Ken Wasley 0423 152 723

Events & New Members

Working Bees at Mt Cotton Hillclimb
Every Wednesday 9:00 am – 2:00 pm, Malcolm Spiden

Noggin 'n' Natter at the Rocklea Club Rooms
First and Third Friday monthly 6:30 pm - 09:00 pm

Management Committee Meeting
Monthly, every third Tuesday

OCTOBER

- 19 Wed Working bee at hillclimb
- 20 Thurs Australian Hillclimb Championship Practice Day 1 Mount Cotton
- 21 Fri MG Noggin N Natter / Australian Hillclimb Championship Practice Day 2 Mount Cotton
- 22 Sat Australian Hillclimb Championship Day 1 Mount Cotton / Rally South Australia ARC Round 6
- 23 Sun Australian Hillclimb Championship Day 2 Mount Cotton / United States Grand Prix / Rally South Australia ARC Round 6
- 26 Wed Working bee at hillclimb / Mid Week Day Run

NOVEMBER

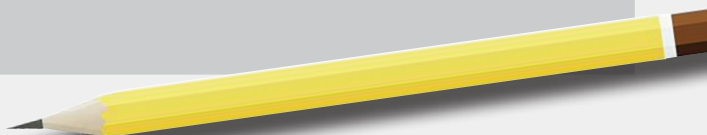
- 2 Wed Working bee at hillclimb
- 4 Fri MG Noggin N Natter
- 5 Sat Mount Cotton Hillclimb Series Round 6 (C/P)
- 6 Sun Mount Cotton Hillclimb Series Round 6 (C/P)
- 9 Wed Working bee at hillclimb
- 12 Sat Working bee at Mount Cotton hillclimb
- 13 Sun HSCCQ Interclub Khanacross at Willowbank Driver Training Centre
- 16 Wed Working bee at hillclimb
- 18 Fri State Championship Race Meeting Round 4 Morgan Park QMROA / MG Noggin N Natter
- 19 Sat State Championship Race Meeting Round 4 Morgan Park QMROA (C/P)
- 20 Sun State Championship Race Meeting Round 4 Morgan Park QMROA (C/P)
- 23 Wed Working bee at hillclimb / Mid Week Day Run
- 30 Wed Working bee at hillclimb

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

NEW MEMBERS

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

Lloyd Armstrong
Greg Schildt
Dale Gilbert
Brian Grech
Steven Josiah
Brian Crossley
Elliot Hart
Gunn Ryan
Christopher Haywood
Ray Da Costa
Ian Mackay
Cody Collins
Daniel Bourke
Tracy Gable
Leighton Wood



Over 80 years of automotive history comes together as

Hispano Suiza

CRAIG WINTER

Hispano Suiza recently brought together two of its most iconic cars for the first time; the historic 1938 Xenia Dubonnet, and the all-electric Carmen and yes, it's really just an excuse for me to run this beautiful photo.

Despite their 81-year age gap, both models share many similarities, since the Xenia Dubonnet was the inspiration for the design of the Carmen, a model with which Hispano Suiza made its return to the automotive world just over three years ago.

The Xenia Dubonnet currently belongs to the Mullin Automotive Museum.

The Xenia Dubonnet is considered one of the most elegant and innovative cars in the history of Hispano Suiza.

It was created by André Dubonnet, an aviator, athlete, racing driver and inventor who knew the potential of Hispano Suiza engines, since he had used them on his airplanes and had competed with them in car races.

Amazed by its capabilities, he decided to purchase a Hispano Suiza H6C, which he chose to personalise with a new, more aerodynamic bodywork and also with the independent suspension system that he himself had patented.

He named it after his wife, Xenia, and unveiled it in 1938.

Hispano Suiza have released just 19 electric Carmens at a cost of AU\$2.3million.



charges up





SHARE THE PASSION



**“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”**



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total loss salvage options
- Home & Contents Insurance including \$10,000 enthusiast items cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP.



Scan to find out more

**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

A SLICE OF CLUB HISTORY

A PERSONAL PERSPECTIVE Part 2

Elaine Hamilton's Early Years

Although I had had continuous membership of the Club, there was a long period when I was one of those members who contributed little if anything to the Club.

However, this changed following my retirement from teaching when Vern and I started to go on the midweek runs.

A chance conversation with David Miles had me back on committee again in Sept 2004 when he was President for the second time, his first also dating back to decades earlier.

Maybe I felt an empathy for him because when he mentioned on the midweek run that the Committee needed new members, I offered to go along and 'help with the minutes'.

Instead of that, I found myself doing the minutes as part of my duties as Secretary. I ultimately took on many more jobs than that role entails and worked with three other Presidents - Richard Mattea, Peter May and David Robinson.

My second term of Committee duty was equally as exciting as the first, if not more

so, as David brought great energy to his role and initiated many improvements which resulted in the surge of Club memberships from fewer than 400 to a peak of over 800 just a few years ago.

One of these was his discovery, after a lot of searching, of a building suitable, both in location and price, for our permanent Clubrooms.

Others were the introduction of Club Chapters which broadened our membership to country areas and the setting up of a Club website, a major boon in facilitating communication with Club members.

While David was busy with these things, I found that there were a number of improvements that could be made to make some jobs more effective, that there were a number of things which past Committees has been planning to do that hadn't been done and a number of other jobs just looking for someone to take them on.

I became aware that the Committee was floundering for ideas on how to increase attendance at the Club's annual dinner and



The unveiling of the honour boards



The Club display at the Redland Museum in late 2006

presentation of trophies so sought, and was granted, permission to have a go at increasing numbers.

This, combined with Kerry Strange's negotiating skills over menu prices at various venues, was so successful that the event which was about to be abandoned grew in number until close on a hundred were regularly attending.

This continued until 2012 when a decision was made to have new organisation and a new venue which, for a number of reasons, sadly saw the numbers dramatically fall.

For years, David Robinson had been busy purchasing books for the Club library so, with the purchase of the Clubrooms in early 2005, an appropriate venue for it was available.

All that was needed was someone to catalogue and process the books so that they were well organised and that a secure and easy to use borrowing system was available.

Having been a teacher-librarian in my paid working life, I took on this job which took up such a number of hours that they could only be measured in the hundreds.

With the procedure for maintaining the Library now well established, ex-President Peter May has taken over this job though David Robinson still has the fun of purchasing the resources.

The only disappointment has been the relatively low number of users taking advantage of this magnificent resource.

Again, with the purchase of the Clubrooms, there were permanent walls on which to display honour boards. With the donation by John Campbell of funds from the sale of his book 'Centaur', I organised both the purchase of the boards, researched and collated all the information to be displayed on them and played a large part in the organisation of the function at which they were unveiled.

Since then, I have organised the updating of the information on the boards on an annual basis.

Having been on Committee at the time of the purchase of the land at Mt Cotton, the hillclimb venue has always been special for me.

It has been interesting to see it go to from uncleared land to the park-like setting it now provides for the circuit and all without disturbing the variety of local wildlife.

Thus, in 2005, soon after joining the Committee I suggested that we should register the land with Land for Wildlife to show how nature and motorsport can blend happily together.

Approval was granted in October and the minutes record that very positive comments were made about the land in the letter of

approval sent to the Club.

Andrew Willesden has now gone one step further and the Club has now signed the Koala Conservation Agreement with the Redland City Council.

This has provided funding for the eradication of weeds and the planting of trees.

Vern and I have always supported the hillclimb and for a time, after retirement from paid work, went along to midweek working bees; however, a lack of skills and an excess of age found us not being particularly useful so we contributed to the improvements by donating a substantial amount of money for the new timing shed to be built.

Back then, I did not know how much time I would be spending in it in the coming years!

There had been talk that a number of competitors had managed to get around Mt Cotton in under 40s and that this should be celebrated by the formation of a special sub-group called the 'Under 40s Club'.

Once on committee, I took this task to heart and organised the design and manufacture of beautifully boxed medallions, cloth patches and framed certificates.

I look on this as 'my baby' and enjoy personally congratulating each new member as they join the Club and putting my 'gold pen' finishing touch to each certificate with great pride.

I also ensure that their names are added to the honour board in the Clubroom and to the special page devoted to that Club on the website.

With the Club expanding with the formation of the Chapters there was a need to update the website to be more inclusive.

There was also a lot of information such as that on the history of the Club just 'looking' for somewhere to be accessible so, along

with our hard-working webmistress Glenda Crew, many hours were spent redesigning the website, re-organising the content already there and creating new pages to accommodate all the old and new information.

Glenda and I continue to work together almost on a daily basis to ensure that this is constantly updated with the latest information, reports and photos. When Dino Mattea's proposal for the formation of the 'Friends of Mt Cotton' supporters group was accepted by the Management Committee in 2005, I assisted with the writing of the brochures, the printing of them and then, with Vern, became its first two financial members. During the period when Dino was sending out newsletters to members, I assisted with providing information and putting these together for him.

There was a feeling that many of our members were not aware of the Club's marvellous facility at Mt Cotton so I came up with the concept of an Open Day at the hillclimb incorporating a Swap Meet to provide another facet to the day. It started off strongly with lots of stalls and lots of MGs being brought along on the Club run to it.

However, in the past two years the number of stallholders has dropped but the number of MGs on display is still substantial. Sadly, it was taken off the calendar for this year. Maybe there is someone out there with expertise in this area willing to revive it. If so, please make your offer to the current committee.

One of the promises made in the 'Friends of Mt Cotton' brochure was that the Club would be producing a book on the history of the hillclimb so, by now, you can probably guess who took on this task.

Fortunately, I had already collated a lot of information when I found myself taking on responsibility for the display on the history of the hillclimb at the Redland Museum in late 2006.

AUCTIONEER'S PROMISE

Made from the highest quality waxes, oils and additives to generations-old family recipes.

PROUDLY MADE BY HAND IN QUEENSLAND



**ORDER ONLINE AT
WWW.ANOTHERLIFE.NET.AU**

WATCH & CLOCK REPAIRS

- ➔ ALL WORK GUARANTEED
- ➔ HASSLE FREE PARKING
- ➔ REPAIRS TO ALL BRANDS
- ➔ REF. THIS AD FOR 10% DISCOUNT!



**BRISBANE WATCH
REPAIR CENTRE**

Ph: **3393 1533**

cnr. Leonard & Annie St, WOOLLOONGABBA

So, with that information at hand, and with the background of having compiled over 20 high school textbooks in my paid working life, the task of compiling the book was less daunting than it could have been.

Because of its pictorial nature, the cooperation and generosity of photographers Brier Thomas and John Clatworthy were greatly appreciated.

This necessitated many hours being spent digitising all of their negatives in order to select those needed for the book.

This resulted in the scanning also of all of Brier's racing negatives of Lowood, Lakeside and Surfers Paradise and discs of these are still being sold through the Club.

Thus, by the time of the Australian Hillclimb Championships in 2007, the book 'The History of the Hill: a pictorial history of the first 40 years of Mt Cotton Hillclimb' was ready to be released and the Under 40s Club was ready to be launched.

I was able to entice long time Club member, friend and designer of the circuit, Jon McCarthy, back 'home' to Australia from his home in England to launch the book.

For the launch of the Under 40s Club, I was able to persuade Garry Connelly, then the Australian Delegate to the FIA and now a Steward at many of the F1 Grand Prix, to present the inaugural batch of mementoes to the founding members of the Under 40s Club.

At my final committee meeting on July 9 2013, I was able to get a motion passed that the back wall of the Clubrooms would be devoted to the hillclimb and that a plaque commemorating John Davies' commitment to the Club and the Hillclimb would be placed there.

Ever since the purchase of the Clubrooms, John expressed his frustration at the lack of acknowledgement of the hillclimb within the building and I am pleased that his wish has started to be fulfilled.



2007 AHC - Gary Connelly with the inaugural members of the Under 40s Club



There was another side to my participation in the Club and that is in my Sunday afternoon drives around the hillclimb in the last three decades - our Isuzu PF50 sports sedan (now in the hands of Ross Liddle), our Cooper S and our MGB GT.

the Racing histo



Malcolm Spiden continues his history of local racing...

SPRINTS

Reported in the Chronicle the Toowoomba Auto Club were searching for a new venue for their speed trials as the airstrip at Leyburn was breaking up.

The club had used the airstrip for 10 years and club officials considered it advisable to seek another track.

On February 12 three clubs, Queensland Motor Sporting Club, Queensland Racing

Drivers Club and MG Car Club held a sprint meeting at Lakeside. 36 cars entered the event which timed both standing and flying quarter mile distances.

Standing quarter mile: Ivan Tighe (12.45), Denis Geary (15.16), Joe Morano (15.91), Tony Basile (17.11), Bevan Fleming (18.08). Flying Quarter: Ivan Tighe (9.72), Denis Geary (10.32), Tony Basile (10.59), Bevan Fleming (11.36), D Mason (11.53).

RY OF QUEENSLAND 1960s



Lap times of circuit were Ivan Tighe (1m19.6), Tony Basile (1m19.79), Tim Harlock (1m24.96), Brian Tebble (1m26.3), Denis Geary (1m26.4) (REF # 10)

The 25 April event at Lakeside attracted 39 entries of which 36 were MG members. Due to the shortness of the main straight a timed 1/8th standing mile was timed along with a flying quarter mile.

Stars of the day were Craig Ling (large

Ford) and Kerry Horgan (Ford) in their "Detroit Barges" and Terry Kratzmann who entered both a Studebaker and a Simca. Denis Geary (Ausca) clocked the 1/8 distance in 10 seconds and the quarter in 15 seconds, Ann Thomson (Lotus 15, standing 1/8 th in 11.4 seconds).

Elaine Geary lapped the circuit in 1m 36 in her Sprite. Bill Gates recorded a 1m 27 time, with the fastest lap set by Jim Bertram (WRM, 1m 23).

Other members mentioned were Brian Finan and Christine Colley (MGA 1600 with a supercharger installed by Peter Uscinski), Ian Michel (Buchanan MGTF), plus Norm Weidmeier and Ted Jones in the Wolseley Special.

MG held a sprint event at the Lowood circuit on 20 August with a record entry of 40 drivers.

Results listed were in the Standing handicap; Mark Thatcher (Morris Minor, 13.11 seconds) from K. Baker (Morris Minor, 13.59) and Brian Tebble (MGTD, 13.95). The flying handicap: Brian Tebble (MGTD, 6.67 seconds), B. Campbell (MGA, 7.57), and Robert Jenyns (Holden, 7.63).

Timed lap of the Lowood circuit: Jim Bertram (Lotus Climax, 2m 7.0 seconds), T. Baltzer (Holden Special, 2m 20.6) and Denis Geary (Lotus Elite, 2m 22.5).

Club Sprint Records Broken on the day were;

Sports Cars

751 – 1100ccs Jim Bertram (Lotus Climax, standing 1/4 mile, 15.08, flying 1/4 mile, 8.6)
1101 to 1300ccs Denis Geary (Lotus Elite, standing 1/4 mile, 18.26, flying 1/4 mile, 9.75)

1601 to 2000ccs B. Wickland (Triumph TR 3A, flying 1/4 mile, 9.6) -

2001 to 3000ccs T. Baltzer (Holden Special, standing 1/4 mile, 17.17)

Closed Cars

2001 to 3000ccs Robert Jenyns (Holden, standing 1/4 mile, 18.32, flying 1/4 mile, 10.63)

3001 to 5000ccs P. Fallu (Plymouth (standing 1/4 mile, 17.86, flying 1/4 mile, 10.05)

Racing Cars

Class D Kerry Horgan (Austin Healey, standing 1/4 mile, 18.89)
Records Established

Closed Cars

5000ccs and Over John Fraser (Ford 300, standing 1/4 mile, 18.66)

TRIALS and RALLIES

The first trial for the year was set by the Toowoomba branch of the Rootes Group Car Club on 12 February. Nine crews left Toowoomba to Crows Nest, Perseverance Hall, Ravensbourne, Helidon, via Ma Ma Creek then Lilydale, Blachview, Monkey Waterhole Road, and Middle Ridge in Toowoomba. Winners were Miss Esme Lobegeiger/Ian Hill from S.F. McGuire/H. Porter and B. Rumsby/Mrs Rumsby.

Reported heavy rain on the Downs concerned the organisers of the Toowoomba Auto Club (TAC) trial set for 28 February. The route over some black soil plains ventured to Jondaryan, Bunya Mountains, Quinalow, Haden, Goombungee and Gowie Junction.

First place to John Pamplung/John Hart, from Les Sorenson/Les Briant, then John McMahan/J Mullen.

Brisbane Sporting Car Club (BSCC) event on 12 March covered 230 miles in 8 hours This commenced from Coorparoo, Caboolture, Beerwah, Crohamurst, Maleny, Montville, Nambour and for lunch at Alexandra Headland.

Return via Nambour, Eudlo, Landsborough, Maleny, Commissioner's Flat, Woodford, D'Aguiar, Mount Mee, Dayboro, Samford to Coorparoo. Results were Pete Roberts from C. Young and John Herse.

The TAC Gold Coast Rally in April set out from Toowoomba to Mount Crosby then to follow the Brisbane River to Indooroopilly, Sunnybank, Waterford, Logan Village, Tamborine, Eagle Heights, Upper Coomera, Nerang to Southport. Return was via Norwell, Yatala, Plainland, Laidley, Gatton, and Toowoomba.

John Pamplung/John Hart won the event from Stan Mossetter/Kev Zimmerie and Jim Suley/John McMahan.

Ipswich West Moreton Auto Club (IWMAC) set held the Hoey and Ploetz Astor Rally over the weekend of 29-30 April.



Dick Johnson at Mt Cotton in the 1960s . Photo: Graham Ruckert

From a start Ipswich the crews travelled via Boonah, Cunningham's Gap to Warwick and return through Killarney, Legume, Mount Lindsay, Beaudesert, Greenbank, Redbank Plains to Ipswich. From a field of 20 cars the joint winners were H. Roberts (Holden) and Morrie Blinks (Holden) then Robert Hines (Falcon).

TAC advised the club would support a Road safety Trial. On 21 July the Caltex Dealers' Family Car Safe Driving Rally which the Toowoomba Road Safety Council helped to organise was held. Mayor Alderman J. McCafferty and Miss Traffic Safety (Margaret Lindgren) flagged away the crews. It is reported the standard of safe driving was high. The winners were Jim Surley/Esme Lobegeier with the prize as a choice of a Gold Coast holiday or a trip to Sydney or to Cairns.

TAC Rally on 29 July took crews from Toowoomba to Biddeston, Mount Tyson, Bongeem and Blanchview to Pampas for lunch. Then a lap of Millmerran, Leyburn, Tummaville, Pittsworth, Southbrook and Westbrook and Spring Creek. Results were John McMahon/Mrs McMahon from Barry Ziser/John Marshall and Bernie Nixon/

Marge Nixon.

The crews in the IWMAC Spring Rally in August travelled from Ipswich to Raceview, Upper Ripley, Undullah to Beaudesert, Wyaralong, Boonah, Warrill View, Munbilla, Radford to Berry's Lagoon, Rosevale, Rosewood, Walloon and Leichhardt. Results Bob Hines/Les Barron (Falcon) from Evan Thomas/Ahnes Byrne (Holden) and Allen Larsen/Ray Chayter (Holden).

During August, the Mobilgas Economy Run with 33 crews (driver, navigator plus 2 independent observers) would travel some 1350 miles over 4 days.

They left the Wollongong Showgrounds at 6.30 am for the heavy morning traffic to travel through the Sydney traffic in Hurstville, Hornsby, then to Newcastle and Port Macquarie to complete the first day which covered some 320 miles.

Day two would cover some 334 miles from Port Macquarie, Wauchope, using some narrow gravel roads to Armidale then Coffs Harbour and the night stop in Grafton. Day three gave the crews a pleasant drive via Tenterfield, over the border to Toowoomba.

The final day was a distance of 400 miles in 11 hours from Toowoomba to Dalby, Kingaroy, Gympie, the peak hour traffic in Brisbane and to Surfers Paradise. Greatest miles per gallon was achieved by Stan Pomroy/Ron Coulston (54 mpg) in a Morris 850. Outright winners (ton miles per gallon - tmpg) were Geoff Russell/Peter Menere in a Peugeot 403 achieving 61.4659 tmpg (REF # 11)

The TAC Trial on 29 October was a test of the navigation and time keeping skills of the navigators as they had to map and find 27 controls. From Toowoomba the crews travelled through Gowie Junction, Kingsthorpe, the Oakey Road, return to Toowoomba then down the Range to Helidon, Gatton, Lake Clarendon for a lunch stop. After lunch to Gatton, Esk, Hampton, return to Toowoomba Best crew were Jim Suley/John McMahon, Esme Lobegeiger/Stan Maguire, Cam Brown/Jess Brown. The IWMAC team Pete Roberts/Agnes Byrne (Holden), Scorcher/Mike Chapman (Holden), Evan Thomas/Jeff Denman (Holden) won the teams prize in the IWMAC Interclub Trial from the BSCC team of John Herse (Ford Zodiac), Lloyd Hoskings (Holden) and John Prewitt (Holden).

17 crews left Ipswich on 5 November to travel the 200 miles via Brassall, Glamorgan Vale followed by a difficult mapping section to Marburg, Minden, Prenzlau to Tarampa then Coominya to Glenesk and Toogoolawah for lunch. Post lunch a visit to Esk, Mount Hallen, Lake Clarendon, Forest Hill, Grandchester, Harrisville, Ebenezer, Purga, Loamside and to finish at Churchill.

Last event for TAC was held on 19 November. This was the Zim and Zac Trial and was reported as a tough event. Official distance was over 48 miles however many travelled up to 100 miles.

All admitted to misread the details or had taken a wrong turning. The directors used streets in town as well as some little known lane ways, some being narrow grassed lanes.

First place went to Rod Pugh/Bernie Nixon from John Pampling/John Hart with Cam Brown/Jess Brown in third place.

Final trials event for the year was the IWMAC Christmas Trial. A start in Ipswich to Forest Hill, Walloon, Brassall, Glanmorgan Vale, Lowood, Coominya, Lockrose and Glenmore Grove. Return was through Laidley, Plainland, Prenzalau, Coolana, Minden, Malabar, Marburg, and Haigslea. Being Christmas the four crews of Geoff Bernhagen/Vanda Brewer (Peugeot), Evan Thomas/Anges Byrne (Holden), Bob Hines/Les Barron (Falcon), Ron Neilsen/Clive Foulger (Zephyr) all lost nil points and tied for first place.

The CAMS Trials Championship which was held over 6 rounds was won by Pete Roberts from Bob Hines and Hank Kabel. The championship trophy was presented to Pete at the 1962 Lakeside International by Jack Brabham.

MOTORKHANA

MG continued to hold motorkhana events at Tingalpa, BSCC held their events at Logan Village, QMSC at Lakeside, TAC was able to use a ground in Mackenzie Street between Stenner and Springs Streets near Middle Ridge while the Rootes Group Car Club used the Tingalpa grounds on 30 April. Although the club motorkhana on 28 May was a bit wet some 24 drivers attended the grounds. John Gillmeister and Peter Harburg both in Hillmans, Kerry Horgan (Ford Custom), John Sherman (Falcon), Keith Reynolds (MGA), Eugene Blunt (Sprite).

On 1 October the Interclub Motorkhana was held by MGCCQ (winners in 1960) at the Tingalpa grounds. Results saw the best club team being MGCCQ. The best performance was by Des Cole in his Austin Healey Sprite.

CLUB YEAR

Throughout the year MGCCQ held 3 Night Navigation runs, 3 Treasure Hunts, 2 sprint meetings, 4 gymkhanas, the interclub gymkhana, a concours d elegance in the clubrooms to display men's pullovers, 2 BBQ



1962 - Dick Willis at Lakeside. Photo: J Wright

gather, 2 scavenger hunts, 5 film evenings (at one evening a film on the construction of the MG EX181 was viewed), 2 club runs, a lecture on tuning by Keith Turner, a lecture on road safety, and involved in the Road Safety month.

The club also established the club library in which to have books, workshop manuals, magazines dealing with motoring in general and the sport. Initial outlay was 20 pounds and the membership were asked for donations.

On 28 July a Road Safety Lecture was held to commence the Road Safety Month. MGCCQ with the Road Safety Council agreed to hold a Road Safety Week. This was to promote the image of sports car drivers as good and courteous drivers, prove to the public that sports car drivers and motoring enthusiasts generally are responsible road users not irresponsible but in fact the most skilled sensible drivers on can find.

All who volunteered were issued with a numbered car sticker to identify the members whilst driving and therefore judged by the Road Safety Council officers and possibly the police.

These members would put themselves up for public criticism. An award for the best driver for the month was awarded to Alan

Killips of Tarragindi driving an immaculate MGTf. He received the Craven A Cigarette trophy valued at 20 pounds.

EXTRA BIT

In the United States of America, a bill to the House of Representative Health and Safety committee are forwarding a US government bill "to force manufacturers to incorporate more safety devices in cars.

It is to include seat belts, crash padding in some area, fastenings for drop -forward (front) seat in two door cars, steering wheel improvement as well as the recessed steering column, the absence of dangerous knob in the interior, the elimination of sharp or pointed hood ornaments, safety door locks, safety glass. Some committee members are also urging compulsory installation of devices to control exhaust fumes" (REF # 12)

1. Racing Car News, November 1961 Volume 1, Number 5, p 8;
2. "Australian Touring Car Championship 25 fabulous years" by Graham Howard and Stewart Wilson, R and T Publishing Sydney 1986, pp 26-32;
3. Racing Car News, October 1961 Volume 1, Number 4, p 5 and Australian Motor Sports November 1961, pp 486-487;
4. Courier Mail, 17 March 1961, p 14;
5. Courier Mail, 20 March 1961, p 1 and p 15;
6. Courier Mail, 21 September 1961, p 18;
7. Gold Coast Bulletin, 27 December 1961, p 10;
8. Racing Car News, November 1961, p 7;
9. Gold Coast Bulletin, 29 November 1961, p 40;
10. Courier Mail, 13 February 1961, p 15;
11. Racing Car News, October 1961, volume 1, number 4, p 1 and Australian Motor Sports October 1961, pp 420-422;
12. Chronicle, 25 July 1961, p 6.

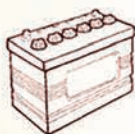
Run by Enthusiasts for Enthusiasts
for over 60 years

Sprite & Midget Catalogue Online Now

& our MGF / TF Catalogue is currently being uploaded



Tyres



Batteries



Penrite Oil



**Renovo Soft Top
Care Products**



Driving Apparel



Proud Members of



MTA
QUEENSLAND

SPARE PARTS ▪ SERVICE ▪ REPAIRS ▪ SALES

ABINGDON MOTORS

Phone: 07 3844 2881
sales@mcity.com.au
www.mcity.com.au

192 Annerley Road
Dutton Park, 4102
Queensland



THE TRIP OVER THE TOP

By Ross and Shez Letten with interruptions from David Godwin



Well he couldn't help himself could he? After organising The Trip to the Tip in 2020 and the The Trip Across in 2021, our mate David Godwin just had to do something about a sequel. And so for 2022 it was the Trip over the Top:

The team as follows:

David and Laurel Godwin – 1961 MGA (callsign RIP), Terry Windon – 1971 MGB (callsign Red Car), Ross & Shez Letten – 1978 MGB (callsign Blue B), Julie Turner (and sometimes Laurel!) – Lexus SUV grog carrier (callsign Princess), Carol and Jim – Mercedes SUV auxiliary grog carrier and with VIP coffee machine (callsign Igloo).

Then joining us in Darwin after shipping their beautiful car from their home near Perth:
John and Ann Dawson – 1957 MGA – (callsign Topless)

Day 1 12/05/2022 Home to Bargara 383kms

RIP was delayed so an advance party met up at BP Garage Caloundra and drove through generally foul weather to the pretty seaside resort at Bargara (near Bundaberg) although waves pounding on the Beach detracted from the romance of the setting.

Day 2 13/05/2022 Bargara to Yeppoon 377kms

This day was notable for torrential rain and closed roads!

We had been advised by a supposedly knowledgeable local to avoid Gin Gin as the bridge on the Bruce Highway was closed due to flooding and to take the Rosedale Road north instead.

Despite oncoming traffic repeatedly flashing their lights at us we obdurately refused to





take the hint and carried on.

That is until we were suddenly confronted by a full-scale torrent registering 2.5 metres on the depth gauge!

This turned out to be the Yandaran Creek which, according to the map, should have been entirely innocuous.

Bugger! We had no alternative but to retrace our steps adding 30 odd kms to our trip.

We arrived at Gin-Gin at 13:20 to join a large queue of trucks waiting for the bridge to open and at 14:25 we slowly crossed the bridge.

It was then pedal to the metal with 200kms to get to Yeppoon.

Meanwhile RIP left home that morning and caught us up. His notes for that day are amusing and instructive: Left home 6 am. Had a bad night's sleep. Afraid I might forget something. Slight drizzle - not too heavy.

It became very heavy on the Sunshine Coast and the car slowed down - lost power and I wondered what was wrong. Checked the spark plugs and they were black. Adjusted the carburetor up 2 flats to lean it out.

At one point, I had to change down from 4th

to 3rd to 2nd and into first gear, it was so underpowered.

Then I realised that the air filter (which had been positioned in front of the radiator after the disasters of the Africa trip) must be full of water!

I put a piece of firm card box in front of the air filter and the car ran beautifully again.

That evening we raced to meet up with members of the Capricorn Chapter of the MGCCQ at The Rocks restaurant in Yeppoon - quality food and service and great company - thanks to Jim and Sandra Armstrong for arranging.

Days 3 to 5 14/05/2022 to 16/05/2022 Yeppoon to Mission Beach 1,014kms

A rest day at Airlie Beach provided an opportunity for the girls to relax and for the boys to do some obligatory fettling of MGs - check tyres, replace fan belt, clean inside of rear light lenses and other such distractions.

We stopped at Ingham for one of the team who had not elected for an advance postal vote to cast his ballot in the Federal Election and for a brief visit to the Lees Hotel recognised in Dan Sheahan's poem The Pub with No Beer.



occupied the first quarter of the scale. Until that day.

The needle gradually moved to the vertical position which would, on a properly functioning gauge, imply normal operating temperature.

Anyone who has driven in convoy will understand my reluctance to hold the show up by pulling over. So I pressed on, telling myself, quite illogically, that perhaps the



Day 6 17/05/2022
Mission Beach to Undara Lava Tubes
270kms

This was Blue B's worst day of the trip. It started well even with the shortcut via Ravenshoe blocked so prompting a diversion via Innisfail but still giving us the serendipitous opportunity to have lunch under the trees at Mungalli Creek Dairy Farm and to visit three picturesque waterfalls.

The largest of these was the Millaa Millaa Falls and Terry and Ross were seduced into going for a dip – rather too refreshing as it turned out. Brrrrr!

Then back on the road and this is where near catastrophe struck Blue B. The late MGBs feature a temperature gauge that doesn't actually show any figures, just a horizontal graphic running from blue to red.

Ever since the radiator was replaced prior to the Cape to Cairo trip the needle has always





gauge had repaired itself.

Until the smell of a hot engine could no longer be ignored. On pulling the bonnet release and raising the bonnet swathes of blue smoke erupted and the head gasket seam sizzled. A cold radiator but a very hot engine.

It transpired that one of the heater hoses had burst and deposited the coolant on the road. Dave's infrared temp gauge recorded a block temperature of 143 deg C.

The big question of course was this a terminal issue for Blue B with a cooked engine? After a considerable wait until the temperature had dropped to 90 deg C we replaced both hoses and refilled the radiator with the motor idling, initially with hot water from the thermos.

A check of the engine oil revealed no emulsification so we moved off very gingerly. With all going well confidence grew that Blue

B had narrowly dodged a bullet.

The postscript was that the head gasket blew between cylinders two and three and needed to be replaced a few days later but this was a small irritation compared to what could have been.

The moral of the story is that preventative maintenance is the key to these trips and I should have replaced the hoses as a matter of course. The only excuse I can offer is



that the Brisbane River inundated the lower floor of our house on 26/02/2022 and the resulting shenanigans took my eye off the Blue B ball!

RIP and Blue B had already done the Undara Lava Tubes tour on our "Trip to the Tip" in 2020 so we didn't repeat. However the rest of the group enjoyed it.

Day 7. 18/05/2022
Undara Lava Tubes to Cobbold Gorge
224kms

On the way to Cobbold Gorge Blue B again disgraced herself, this time with coil failure. Diagnosis and replacement of the failed coil took just long enough that Blue B and RIP (who kindly stayed with us) missed the well-regarded pontoon boat trip through the Gorge (but we were refunded).

The rest of the group who did the tour reported favourably and the setting and pool were outstanding!

Day 8 19/05/2022
Cobbold Gorge to Georgetown 145kms

This day was notable for the very rugged dirt road to Forsayth and a visit to the Ted Elliot Mineral Collection (www.australias.guide/qld/attraction-tour/the-ted-elliott-mineral-collection/) for those of us into rocks.

A tip for those doing a similar journey in the future: the Ampol Georgetown Roadhouse is a very friendly grocer / supermarket providing almost everything you would need while travelling in the outback! The adjoining



Post Office is also excellent.

Day 9 20/05/2022
Georgetown to Karumba 318kms

Water in billabongs, creeks, Gilbert and Norman rivers.

We overnighted at the Savannah Shores motel at Karumba Point with a glorious sunset over the Gulf of Carpentaria.

Day 10 21/05/2022
Karumba to Adels Grove 503kms

We had a lucky reprieve when we arrived at Burketown en route to Adels Grove – the sole purveyor of fuel in town was just locking up for the weekend! With no certainty of fuel at our next stop Adels Grove 200 kms away and no other fuel stops on the way we could have faced a job-stopper!

So nine hours driving and a river crossing later we arrived at Adels Grove. The accommodation was clean and tidy but with facilities lacking during redevelopment following destructive fires two years previously.

To be continued...



The 76th Australian Hill Climb Championship

will be run at the Mount Cotton Hill Climb over the weekend of
20-23 October, 2022.

This weekend will also include the inaugural running of the Australian Junior Hill Climb Championship for Junior Drivers (under 18).

This initiative will bring Hill Climbs in line with all other motorsport disciplines in recognition of junior sports-persons.

This event will be held over the following dates:

| | |
|------------|--------------------------|
| 20 October | Private Practice |
| 21 October | Official Practice |
| 22 October | Championship Competition |
| 23 October | Championship Competition |

All enquiries, please email the Event Secretary:

annettetruscott@optusnet.com.au

More information, sup regs etc and updates on the webpage :

www.mgccq.org.au

**AUSTRALIAN
HILLCLIMB CHAMPIONSHIPS**

MOUNT COTTON

20-23 OCTOBER 2022

Featuring:-
Outright Winner
Formula Race Cars
Historic Race Cars
Sports Cars
Production Race Cars
Clubman Race Cars
Fast Lady Award
Hot Hatch Battle
+46 Competition Classes
Incl Time Attack Class &
Road Registered classes

Enter online at: [motorsport.com.au](http://www.motorsport.com.au)

See MGCCQ website
Where: Brisbane Qld
Spectators Welcome - Tickets at Gate
Practice: Thurs & Fri Competition: Sat & Sun
Enquiries contact: annettetruscott@optusnet.com.au
POSTER DESIGN by PAULINE GRAHAM

Photographers: "Dean Amos" Courtesy of Ian Colley Photography "Dean Tighe" Courtesy of Steve Johns Photography "2 Driver Portraits" Courtesy of Peter Buchanan Photography

AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

CANTEEN HELP NEEDED PLEASE

THURSDAY 20TH FRIDAY 21ST SATURDAY 22ND SUNDAY 23RD OCTOBER

General Canteen Duties for some of the weekend especially during lunch time rush.

ALSO NEEDED FOR SPECIAL DUTIES IN SHORT TIME SLOTS

1 PERSON FOR 1 HOUR EACH MORNING TO CUT ROLLS FOR BURGERS AND SAUSAGES

1 PERSON FOR 15 MINUTES IN MORNING TO SLICE TOMATO FOR BURGERS EACH DAY

2 PERSONS FOR 1 HOUR BETWEEN 11.00 AND 12.00 TO FILL BUNS WITH SALAD FOR BURGERS (ABOUT 100 EACH DAY)

1 PERSON FOR OCCASIONAL TABLE AND COUNTER WIPE DOWNS

1 PERSON TO TOP UP FRIDGES WITH DRINKS DURING THE DAYS

2 PERSONS TO WASH UP FROM 1 PM TO 2PM DAILY.

We are not asking for full time commitment but for very short periods. Do you have friends, neighbours, family, pit crew, teens, who want to watch the action during the day or days.

In exchange for help you will get FREE GATE ENTRY and LUNCH SUPPLIED.

Please let me know when you can be available to help out/on what days.

Barbara DERRIMAN : 07 55436760 or derrimanlnb@gmail.com

Social & Motorsport Calendar

The following abbreviations are used for Chapter names:

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

| OCTOBER | |
|--------------|---|
| 1 Saturday | Rally New Zealand TBC / Australian Motorkhana Championship practice HSCCQ Willowbank Driver Training Centre / Improved Production |
| 2 Sunday | Turkish or Singapore Grand Prix / Rally New Zealand TBC / Australian Motorkhana Championship HSCCQ Willowbank / Improved Production Nationals Morgan Park / possible VW National Meeting Morgan Park Drag Strip TBA / NSW State Hillclimb Championship Round 9 Canberra |
| 3 Monday | QUEENS BIRTHDAY PUBLIC HOLIDAY |
| 5 Wednesday | Working bee at hillclimb |
| 6 Thursday | RepcO Bathurst 1000 V8 Supercar Round |
| 7 Friday | RepcO Bathurst 1000 V8 Supercar Round / MG Noggin N Natter |
| 8 Saturday | RepcO Bathurst 1000 V8 Supercar Round |
| 9 Sunday | Japanese Grand Prix / Repco Bathurst 1000 V8 Supercar Round |
| 11 Tuesday | Wolseley Car Club |
| 12 Wednesday | Working bee at hillclimb |
| 15 Saturday | AGI Sport Adelaide Hills Rally ARC Round 6 / Australian Super Sprint Championship at Eastern Creek / QRC Round 4 Three Rivers Rally Mundubbera |
| 16 Sunday | AGI Sport Adelaide Hills Rally ARC Round 6 / Australian Super Sprint Championship at Eastern Creek |
| 19 Wednesday | Working bee at hillclimb |
| 20 Thursday | Morris Minor Car Club / Australian Hillclimb Championship Practice Day 1 Mount Cotton |
| 21 Friday | MG Noggin N Natter / Australian Hillclimb Championship Practice Day 2 Mount Cotton |
| 22 Saturday | Australian Hillclimb Championship Day 1 Mount Cotton / Rally South Australia ARC Round 6 |
| 23 Sunday | Australian Hillclimb Championship Day 2 Mount Cotton / United States Grand Prix / Rally South Australia ARC Round 6 |
| 26 Wednesday | Working bee at hillclimb / Mid Week Day Run |
| 28 Friday | Boost Mobile Gold Coast 500 V8 Supercar Round |
| 29 Saturday | Boost Mobile Gold Coast 500 V8 Supercar Round / Short Circuit Round 4 Carnell |
| 30 Sunday | Mexican Grand Prix / Boost Mobile Gold Coast 500 V8 Supercar Round / Short Circuit Round 4 Carnell / South Australian Hillclimb Championship at Collingrove / possible GCTMC Interclub grass motorkhana at Tambourine |
| NOVEMBER | |
| 2 Wednesday | Working bee at hillclimb |
| 4 Friday | MG Noggin N Natter |
| 5 Saturday | Mount Cotton Hillclimb Series Round 6 (C/P) |
| 6 Sunday | Mount Cotton Hillclimb Series Round 6 (C/P) |
| 8 Tuesday | Wolseley Car Club |

| | |
|-----------------|---|
| 9 Wednesday | Working bee at hillclimb |
| 10 Thursday | Rally Japan |
| 11 Friday | Rally Japan / Targa High Country |
| 12 Saturday | Rally Japan / Targa High Country / working bee at Mount Cotton hillclimb / Off Road BSCC Lockyer Valley / Hervey Bay Khanacross Round 6 at Tinana |
| 13 Sunday | Brazilian Grand Prix / Rally Japan / Targa High Country / HSCCQ Interclub Khanacross at Willowbank Driver Training Centre (C/P) / Off Road BSCC Lockyer Valley / Hervey Bay Khanacross Round 6 |
| 16 Wednesday | Working bee at hillclimb |
| 17 Thursday | Morris Minor Car Club |
| 18 Friday | Beaurepaire Sydney Super 600 V8 Supercar Round / Motorsport Australia State Championship Race Meeting Round 4 Morgan Park QMROA / MG Noggin N Natter / Rally NSW ARC Round 7 |
| 19 Saturday | Beaurepaire Sydney Super 600 V8 Supercar Round / Motorsport Australia State Championship Race Meeting Round 4 Morgan Park QMROA (C/P) / Rally NSW ARC Round 7 |
| 20 Sunday | Abu Dhabi Grand Prix / Beaurepaire Sydney Super 600 V8 Supercar Round / Motorsport Australia State Championship Race Meeting Round 4 Morgan Park QMROA (C/P) / Rally NSW ARC Round 7 |
| 23 Wednesday | Working bee at hillclimb / Mid Week Day Run |
| 24 Thursday | Challenge Bathurst Supersprint |
| 25 Friday | Challenge Bathurst Supersprint |
| 26 Saturday | Challenge Bathurst Regularity |
| 27 Sunday | Challenge Bathurst Regularity |
| 30 Wednesday | Working bee at hillclimb |
| DECEMBER | |
| 2 Friday | MG Noggin N Natter |
| 3 Saturday | Possible HSCCQ Christmas Party at MGCCQ or 10 December TBA |
| 4 Sunday | Possible MGCCQ Christmas Party at MGCCQ or 11 December TBA |
| 7 Wednesday | Working bee at hillclimb |
| 10 Saturday | Possible ICC Presentation at The Bardon Shed / possible HSCCQ Christmas Party at MGCCQ |
| 11 Sunday | Possible MGCCQ Christmas Party at MGCCQ |
| 13 Tuesday | Wolseley Car Club |
| 14 Wednesday | Working bee at hillclimb |
| 15 Thursday | Morris Minor Car Club |
| 21 Wednesday | Working bee at hillclimb TBA |
| 24 Saturday | Public Holiday |
| 25 Sunday | CHRISTMAS DAY Public Holiday |
| 26 Monday | BOXING DAY Public Holiday |
| 27 Tuesday | Public Holiday |
| 28 Wednesday | Working bee at hillclimb TBA |
| 31 Saturday | NEW YEARS EVE |

ALL BRITISH DAY

Brisbane 2022



The weather turned on a great day for all that attended, with some reservations after rain on the preceding Friday.

Over 640 vehicles were on the field and the spectators were well in attendance all day.

This year was the Lotus Club's 70 year celebrations and they came with a larger than normal display.

The turnout, variety and standard of vehicles on display just gets better each year which just makes the workload on our judges that much more difficult to pick the best.

Again we were rewarded with the last attendance by 'OXFORD' Series 1 Land Rover from the 1st Overland Expedition in 1955 from London to Singapore - an amazing part of history.

The 130 Defender named GrizzlyNBear now into a 5 year world trip also made a cameo.

The 'Field of Dreams' was, again filled with an array of British thoroughbreds...Jaguars, Bentleys, Aston Martins, Roll Royce, Daimlers were all in place.

Numbers were well up on past years.

Once again ABD happened because of our

team of organisers and volunteers, and those who bring your vehicles along for display...we know the amount of work that is put into preparing and getting them onto the field for the crowds to appreciate.

A special thanks to Chez and Ross Letten for their management of the judging and trophy presentation.

ABD Brisbane will again make a significant donation to QIMR Berghofer Medical Research Institute to help in their ongoing research in the fight against cancer, infectious diseases and chronic disorders.

Volunteers from QMIR and Shannons were in attendance providing information on the services they provide.

Thanks again to Shannons Insurance, our sponsor, for their continuing support and thanks to you, the enthusiasts who prepared and displayed your vehicles that made the day the success that it was.

Thanks must be extended to Wayne Kirwan who picked up the microphone and became our revolving commentator, who not only helped with announcements and trophy presentation but interviewed many of the competitors...great job!

Until next year, Best of British!





Mobile Service
Shane Hoal 0499 772 167

Mobile Service

- Starters • Alternators • Fault Finding
- Wiring • Lights • 4x4 Accessories



Cars, Motorbikes, Tractors, Trailers, Boats & Caravans

shane.hoal@gmail.com ABN: 154 141 84 040

Central Towing Service



0418 732 700 (Karl)

9 Hudson Road, Albion, Qld, 4010

◆ RELIABLE ◆ FULLY LICENSED ◆ EXPERIENCED ◆

Towing Specialists – Servicing SE Queensland

- Project Cars – enjoy seamless movements of your pride and joy by allowing us to liaise with all workshops etc
- Classic & Prestige Cars along with daily drivers
- Breakdown and Accident Towing
- **Fully licensed and Insured**
- Reliable and Experienced Operator

ARTXDESIGN marketing

Full advertising facility including
 concept & design
 branding & corporate ID
 publishing, packaging
 all offset printing
 social media engagement
 business planning
 workshops & facilitation

incorporating Winter Consulting & Printmasters.com.au



1300 488 717

admin@artxdesign.com.au

Winners' Circle

Category

Best Vintage & Veteran
 Best Classic Vehicle – Pre 1981
 Best Classic Vehicle – Post 1980
 Best Sports Car
 Best Motorcycle
 Best Commercial Vehicle
 Best British Thoroughbred
 Best Competition Vehicle
 Best Off Road Vehicle
 Peoples Choice
 Owners Choice
 Best of British
 Best Club Display

Owner

Grant Singer
 Collin Galley
 Craig Barraud
 Graham Jordan
 Rob Avis
 Graham Kircher
 Tony Herald
 Richard Harris
 J Burton
 Brad Bould
 Andrew Blythe
 Graham Jordan
 Jaguar Car Club

Vehicle

1920 Rolls Royce Silver Ghost
 1953 Vauxhall Vagabond
 1984 Rover SDI Vanden Plas
 1954 Jaguar XK120 FHC
 1973 Norton Commando 750
 1964 Austin F245
 1968 Jaguar E Type Hardtop
 1957 Lotus Eleven
 1997 Landrover 110
 1978 Leyland Moke
 1964 Mini 850
 1954 Jaguar XK120 FHC





ALL CHAPTER MEETING ROCKHAMPTON 23RD-26TH SEPTEMBER 2022

If you cast your mind back to October, 2020 the third All Chapter Meeting hosted by the Wide Bay Chapter in Hervey Bay was drawing to a close with just the delegates meeting to go.

It was at this meeting that it was suggested that the Capricorn Chapter should hold the next All Chapter Meeting. At first both Phil Henry and myself (delegates for our chapter) were apprehensive but accepted the challenge following the late Peter Brock's logic of "bite off more than you can chew and then chew like hell!"

On our return to the Capricorn Chapter when we reported what we had signed up for on behalf of the Capricorn Chapter, the same reservations were thrown at us. 'How do you intend to achieve that?' 'Who's going to do all the work?' etc, etc.

Anyhow, given that we have a strong leadership committee, obstacles soon became problems and for every problem, solutions were found.

Six months after the announcement we were well and truly on our way with the weekend programme sorted and were starting to source venues of interest and with each month gained more and more support from within our membership and persons outside with promises of sponsorship.

Money was the biggest issue we had and with the "Mother Club" experiencing huge turmoil, we took the stance that we would need to be self-funded.

We formulated a plan, worked out our costs, calculated what we need to set the registration fee to keep costs for the participants to a minimum but still have an enjoyable weekend.

Our target was to get people from all over the state which entailed some serious travel for most people. In the end, we attracted participants from as far away as Far North Queensland, Wide Bay, Bundaberg, Brisbane and Darling Downs. Word had gotten out that this looked like a good weekend coming up and we had enquiries

from Sunshine Coast and the Gold Coast.

Now because these clubs are outside the Qld MGCC, I had to get dispensation from the Management Committee to allow these members to attend which was promptly granted thanks to Ken Wasley, the then Chapter Liaison Officer.

Anyhow the rest is history, the months soon rolled by and the registrations rolled in (thanks to David and Lyn from the Wide Bay Chapter who helped immensely with organising early registrations).

It was September before we knew it and the event was about to start.

Friday, 23rd September. The Run committee were to meet for lunch before setting up for the registrations and all was going to plan... except no Jo Emmert.

Where was she? It turned out that on her way to the luncheon, she came across Brian and June Phillips of the Darling Downs chapter who had been involved in a traffic accident. Jo stayed with them and made sure they were ok before she came to registration.

The registration went smoothly and Robert

and Yvonne Holbeck and Gary Whight and his friend Doris Lisle really made our visitors at home showing them to our registration team of Gordon and Phil, Rae and Robbie and Beth and Lloyd and his friend Kym.

It was really pleasing to notice the looks on the faces of the participants when they received their welcome packs, consisting of a drink cooler, a baseball cap, a leather keyring, a good quality pen and lanyard all branded with the MGCC of Qld Logo and Capricorn Chapter.

Friday night "Nog n Natter" went off particularly well with ample finger food and people queued in a reasonable manner unlike some previous "Nog N Natters" that I have attended all around Australia over the years.

Speeches and announcements were kept to a minimum and maps on the next day's activities were on display.

Saturday morning car display at Glenmore School. Participants were greeted at the gate by Gary Whight and Jack Cowie and later by Bill Heraghty (who collected the gold coin donations from the public that was later donated to the School's P&C) who in turn, directed the cars down to Gary Kunst



(head Marshall) and his team of Pat, Robert, Bruce, John and Gordon who soon had all the cars parked by their relevant year of manufacture in a very neat well laid out manner ready for judging.

The cars were judged in the following classes, MGs to 1960, MGs 1961 -1995, MGs post 1995 and other marques owned by MGCC members.

The judges were; Robert Holbeck and Pat Sullivan, Clem Hill and Bruce Acheon, John Sheppard and John Roe, Gordon Kelsey and Paul Lynam.

The P&C had the catering all in hand with breakfast Burgers, smoko and even a cut lunch available with excellent eating facilities in the large hall adjacent to the car display.

Our Sponsors Rockhampton Auto Group (Rocky's MG Dealers) had 3 modern MG cars on display to add to the ambiance.

The car display finished at 12 noon and so after a short break, they were lined up in their colours allotted to them dependent on which Kimber run they had elected to go on the Sunday.

After a drivers briefing they were lead out by their individual tour leaders for the scenic drive along the Capricorn Coastline stopping at Ross Creek and Wreck Point to Emu Park where they stopped and walked the ANZAC Memorial board walk to the Singing Ship which concluded the Saturday activities.

Saturday evening was free and most elected to dine at the Rocky Leagues Club whilst others congregated at their respective motels. The Rockhampton Wine and Food Festival was also on and I suspect several people attended that as well.

Sunday morning soon came around and all found their way to the Glenmore school once again for a breaky roll and coffee before being allotted into their nominated Kimber run tours.

The runs were Archer Park Railway

Museum followed by the Mt Morgan Railway Museum, The Caves Tour, The Koorana Crocodile Farm, and the Byfield Tea Tree Farm and Eco Tour though the Byfield rainforest.

The Archer Street Railway Museum Tour proved to be the most popular choice and so Tour Leader Jo headed off first followed by Clare's Byfield Tour, then Phil's tour to the Croc Farm and lastly the Caves Tour led by your's truly.

Interestingly, I had many participants from different tour groups come up to me and said that they had all chosen the best tour, so I guess that reflects the hospitality shown to our visitors and locals alike from the different tour venues.

Sunday Night's formal dinner was themed Black and Gold and most people came attired that way but one couple who are renowned for their outlandish costumes came as crash test dummies, not hard to guess it was Wayne Kirwan and Megan Perrett from Gympie.

This lightened up the function and before long a very delicious alternate drop meal was served.

After the main meal, trophies were presented to the various winners and were; Sponsors Choice- David and Meryl Miles, MG Magnette. Peoples Choice - Wayne Kirwan and Megan Perrett, MGTF. MGs to 1960 Gary Lock (Gold Coast), MGA. MG 1961-1995- Ray Edwards and Sue Sommers, MGB. MG post 1995, Ken Wasley MG ZT260.

Other Marques owned by MG Club Members, Gary Kunst 1972 Series 3 Land Rover.

It was remarked that it would be the first Land Rover in history to beat the likes of Porches, Bentley and several smart looking Triumphs in a car show, but it also gives testimony to Gary's workmanship in restoring this vehicle.



The Hard Luck Trophy had three main contenders, Bill Heraghty who started off but endured a fan belt failure after a recent Air Conditioning Repair and had to delay his departure by a day.

Then we had Jim and Moya Haines whose MGZT stopped coming down the Mt Morgan range and was diagnosed with a faulty O2 sensor and of course none were available in Rockhampton.

But the Winner was Brian and June Phillips from the Darling Downs who were involved in a traffic accident on Friday afternoon where a lane change went horribly wrong resulting in damage to his motor home tow vehicle, his trailer and his MGBGT on the trailer.

To Make matters worse when Brian unloaded his MG his brake pedal went to the floor.

Brian was ready to go home but a very generous offer by Gary Kunst in loaning Brian his much-awarded MGB, allowed Brian and June to stay and enjoy the rest of the week end. Several speeches by our sponsors and the Club's Vice President followed and desert was tabled.

During the evening we were entertained by talented Chris Schick who sang and played tunes to suit the demographics of the attendees.

The Monday morning breakfast was fairly uneventful although it ran smoothly thanks to the staff of the Rockhampton Leagues Club who did an excellent job all weekend for us.

The delegate's meeting was held directly after breakfast being attended by Ken Wasley, Malcom Spiden, both from Brisbane, John Fransen FNQ, Graham Leacock and Marilyn Kerrigan, Bundaberg, Clare Lynam, Jo Emmert, Phil Henry and Myself Capricorn, Lyn Hayward and David Hall, Wide Bay and Brian and June Phillips, Darling Downs with Richard Collier, Whitsunday on the phone.

Most of the talk was about the weekend but then it swung over to the topic of the next All Chapter Meeting and where it was to be held.

No one put their hand up but Brian and June said they would talk to their coordinator with a view to holding it on the Darling Downs.

The meeting closed, we wished each other well and we said our good byes and that ended the 2022 All Queensland Chapter Meeting.

In closing I would like to thank, the hard-working committee of the Capricorn Chapter, Clare Lynam, Jo Emmert and Phil Henry. The Principal and the P&C of the Glenmore High School, Gary Kunst and his team at the car display, Gordon Kelsey for his early work and his work as an assistant Marshall and Judge at the car display, my son Lloyd who joined the club to help us all and did all the printing but most of all I'd like to thank my wife of 50 years, Sandra who stepped up and kept the ledger, managed the costs, sorted all the name tags, lanyards and the give a way bags in alphabetical order and organised the successful registration process which helped the weekend go so smoothly.

I also need to publicly apologise to her for not thanking her for all her 'behind the scenes' work in my grand dinner speech.

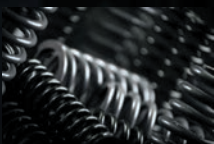




MODERN *CLASSIC CARS PTY. LTD.*

Enhance **Improve**

Refine



Brakes, Gearboxes, Suspension,
Alloy heads, Wheels, Electronic
ignition, Electric power steering,
Cooling, EFI Systems, Roll bars, Seats,
Exhaust, Fibreglass panels, Gauges,
Limited slip differentials, Air
conditioning, Engine conversions,
Complete car builds

2A Arab Rd Padstow NSW 2211

Email : sales@modernclassiccars.com.au

Tel : 02 9774 2169

www.modernclassiccars.com.au



The Australian home of

FRONTLINE

Developments

Chapter Chatter

DARLING DOWNS CHAPTER

by Rob & Narelle Fraser

Lunch run August 10

The August lunch run was organised to travel to Leyburn, only to discover the Chef had covid.

Oh panic, where to now?

Contacted the Bull and Barley Inn at Cambooya who were happy to oblige the twelve of us for lunch. A great lunch was supplied and all enjoyed the run out in the country on a beautiful day.

Members on the run were:

Rob & Narelle Fraser (MG TD), Ron & Judy Gillis (Mazda), Allan & Deb Maskell (MGB GT), Janis Lawrence Mazda, Cheryl Francis (MGB), Phil & Marilyn O'Brien (Triumph TR7), Jim Carsons (Falcon).

August 28

7 cars met at Mt Kynoch on a very foggy and cold morning in Toowoomba for the monthly run which was organised by Michael and Marilyn Keating. It was heartening to know that the sun was shining brightly down in the Valley, which is where we were headed today.

The run would take us down to Esk via Hampton and then on to Toogoolawah for morning tea. It was an uneventful drive down the range and after a quick stop in Esk, it was on to Toogoolawah via a country road through Biarra. The road was narrow and we encountered a few one lane bridges, but at least it was bitumen with very little traffic. We passed through scenic farmlands before arriving in Toogoolawah. We did a little tour of the town, and all were amazed at just how big the town was.

All of us had at some time passed the turnoff into the town whilst travelling along the Brisbane Valley Highway but none had taken the time to venture in and have a look around. We enjoyed our morning tea at Lions Park where there were lots of chatting and catching up with other members. A little hiccup with a back wheel saw one member get his hand caught between the wheel and the mudguard when his helper released the weight he was supporting. No injuries were sustained. We all live and learn, don't we, Brian.

It was soon time to head off on the second part of the run which would take us around Somerset Dam. We had been this way before, but at that time there was hardly any water in the dam. What a difference water





can make. The views from the lookouts were magnificent. We took a few minutes to drive around the housing estate at Lake Somerset. Just as we thought, there were some beautiful homes in that estate with views of Lake Somerset at their doorstep.

The next stop was a quick drive into The Spit which was very busy with water skiing happening on one side, and power boat racing on the other. Our last stop was at the Dam Wall, which to most of the ladies, probably wasn't very exciting at all but surely the men could find some engineering feat to talk about.

It was then on to the town of Esk for our lunch stop at the Grand Hotel. We were met by two lovely ladies who showed us to our reserved tables. It wasn't long before silence prevailed whilst we enjoyed our meals.

It is some time since we have seen courteous, friendly and helpful staff that looked after us that day. A big thank you to the Grand Hotel in Esk and well done to all their staff. After lunch, those members who live in Toowoomba retraced their steps back up the range, albeit at a slower pace than when we came down. A good day was had by all.

Attendees:
Michael & Marilyn Keating (MGBGT),

Helen Goodfellow & Del Jensen (Corolla), June & Brian Phillips (MGBGT), Gene & Faye Lucas (MGTD), Gary & Janis Lawrence (MGB), Glen & Bev Hadfield (Polo VW), Gaye Hawkshaw & Debbie (Camry).

September 14th

On a beautiful spring day, twelve MG members travelled to Leyburn for our monthly lunch run at the hotel.

This town was always a favourite place for our monthly lunch runs for a number of years. It was great to see Ray and Susanne Edwards travel up the range to join our party.

Present was Narelle Fraser, Jim Carstens, Ron & Judy Gillis, Faye & Gene Lucas, Gaye Hawkshaw & Debbie, Alan & Debbie Maskell, Ray & Susanne Edwards



Chapter Chatter

CAPRICORN CHAPTER

August 28

Goovigen Run.

By Jim Armstrong

Photos by Phil Henry and Jo Emmert

After a few non starts, delays like rain and a surprise 70th birthday party our scheduled August run was very well attended with 36 participants making their way to Goovigen for a delicious camp fire cooked roast meal of roast pork, beef and chicken with yummy potatoes, pumpkin and mixed beans and peas followed by ice cream and fruit salad.

It all started when the Yeppoon group met at the Oaks Service Station and travelled up to Rockhampton to meet up with the Rocky group who were waiting for us at the duckponds on the southern side of town.

Jo and Kattie were busy distributing the day's poker run cards on our arrival and soon all had their first round of cards.

Our run brief was then held and new members Meredith and Ewen Sutherland who own a bright red BMW Z3 were introduced to rest of the contingent.

Run briefing over, we were soon on our way up the Capricorn Highway, out through Westwood turning off at the Burnett Highway and down to Dululu.

We then turned onto the Leichhardt Highway to Wowan where we stopped in

the little park for morning tea. As usual the ladies cooking was shared around but Henryka's homemade rocky road was really something else.

The lucky rusty door prizes were drawn and won by John and Henryka, Richard and Meredith and Ewen (our new members).

As planned, Gary and Robbie Galloway assumed the role of tour leader and had the convoy of MGs, BMWs, Jaguar, Valiant, Audi and a Hyundai all lined up following their Land Rover onto the Leichhardt Highway once more but not before yours truly, who had been delegated tail end Charlie, backed into a tree in the MGA on leaving the Wowan Botanical Gardens.

Very little damage was done and we were again on our way down to the Rannes turn off and on to Goovigen.

Poor old Goovigen, looks like a town that once prospered but now is virtually a ghost town with falling down shops and its boarded-up hotel but here we met up with Brian and Glennis, Clem and Jean, our Biloela members who joined us for lunch.

After a short photoshoot in Goovigen town we headed a short way out of town to where we were to have lunch at Golden Park Retreat.

What an eye-opener, what a little oasis! Here a very neatly arranged selection of old vehicles, cars (mostly British), trucks and



farm machinery all set out neatly in a park like manner amongst ponds, swimming pool and even a mini golf course.

All this with the aroma of the camp-fire and roast meat cooking made a really pleasant setting for our lunch in the bush themed eating area.

Our arrival was just prior to lunch and so enabled our group to enjoy the magnificence of the setting and the day. Jo and Kattie conducted the final stage of the poker run and it was won by our tour leaders for the day Gary and Robbie Galloway.

The roast lunch was absolutely delicious and everybody seemed content to just sit and mingle for a while but as time marched on we started to leave to return to our respective homes.

An excellent day out, thank you Robbie and Gary for organising such an unknown gem out in the bush.

Those in attendance were;
Gary & Robbie Galloway, Jo & Katie Emmert, Paul & Clare Lynam, Phil Henry, Gordon Kelsey, John Rowe, Martin & Narelle Adams, Brian & Glenis Russell Lyle & Pat Fielding, John Sheppard & Henryka Mitchell, Clem & Jean Hill, Gary Whight & Doris Lisle, Gurney Clamp Richard Hughes, Phil White, Kev & Elaine Carr, Terry Dwyer & Anne Burbidge, Gary & Julie Kunst, Trevor, Anderson & Glynis Benson, Meredith & Ewen Sutherland, Sandra & myself.



Chapter Chatter

BUNDABERG CHAPTER

by Dave & Jenny Cook

August 7

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 9 cars over the Kennedy Bridge & around the ring road to the Isis Hwy.

We turned right across the Burnett River at Cedars Crossing, then joined the Gin Gin road for a few kms before turning left down the Wallaville Road.

This is a very pleasant drive to the Hamlet of Wallaville, where we set up for our morning tea and were met by Steve & Tracy Gable who left their alpacas alone for

the day.

After a very pleasant morning tea, we headed off to the Bruce Hwy & turned right on to Booyal Road past the Paradise Dam turnoff to the Biggenden Road and on to the Grand Hotel for a feed and refreshments. The meals were of a good standard and the hosts were excellent... another very good day with good company.

Participants:

Graham & Paula Mini, Larry & Brenda (Porsche Boxster), Bob & Sue (Porsche 911), Les MGB, Graham & Marilyn (Bentley), Allan & Joy Kruger (MGF), Geoff & Sue Russell (Isuzu), Eric Beckman (MGB), Steve & Tracy Gable (Musso) and Jenny & I (MGF).



September 10

To try something new we decided to have a breakfast run. The decision was made to go to Blessed Café Moore Park.

After a little confusion caused as usual by yours truly some of met at Quay st for an 8:30am departure, while others met at 8:00am and decided to head off to Moore park and meet us there.

Not to worry we all made it. The breakfast food was good but the coffee still leaves a bit to be desired. This did not detract from an enjoyable chit chat as some of the members could not attend the last run.

A very pleasant morning. We shall do it again.

Attendees:

Bob & Sue Murray (Porsche 911), Graeme Brown (MGB), Peter & Val Walkington, Les Stevens (MGB), Graham & Marilyn, Larry Lipscombe (Porsche Boxster), Eric & Janelle Beckman (MGB), & Jenny & I (MGF).



Chapter Chatter

WHITSUNDAY CHAPTER

August 24

Austin Healey Rally
Gold Coast to Airlie Beach

According to reliable source, 18 Austin Healey sports cars would over-night Mackay August 23 and be available for inspection at the Botanical Gardens from 0900hrs on Wednesday August 24 before departing for Airlie Beach.

The original conceived planned run was a tour of the outback to inject monies into the communities however this was further complicated by the COVID19 pandemic.

History will record 13 cars started on the Gold Coast namely, 10 Austin Healeys, MGRv8, MGB and a Mercedes soft top. According to the group co-ordinator, the aim being to meet up in Airlie Beach with two Austin Healey members from Cairns and a Bowen member whose car is currently being restored.

To date the group has travelled on inland roads via Nanango, Emerald, Clermont, Moranbah arriving in Mackay, having experienced only minor mechanical issues.

The one day stop-over in Mackay will allow some to catch up on maintenance while others will check out local points of interest such as Eungella, Marina complex and catch up on fatigue management before proceeding to Airlie Beach.

The homeward bound journey will be via coastal roads with stopovers planned for Yeppoon and Bundaberg.

The cars were the subject of numerous small group discussions, mostly maintenance related.

The cars were well presented and ranged from significantly modified to minor modifications, refer accompanying photographs.

Chapter members who were available to participate in the review included Roger Green & Dougal, Rod Pacey, and Richard Collier.



Competition Corner

WARWICK 1000

The Motorsport Australia State Championship Round 3 was the second race meeting promoted by MGCCQ for this year.

A 28 event programme with race events for HQ Holdens, Saloon cars, Prodsports, Sports Sedans, Formula Vee, Formula Ford, Circuit Excel, Improved Production, and Production cars.

Race events for Sports Sedans with Invited cars which included the Super Mini Challenge cars went to George Kulig in his Howe Ta with Matthew Haak (Holden Commodore) and the Mini Challenge car of Allan Murray.

Scott Andriske took the HQ Holden section from Jake Madden and Peter Coleman in the combined event with Saloon cars which was won by Jamie Manteufel (Holden VT), Jaiden Miscamble (Ford Falcon EA) then Tim Barwick (Ford Falcon).

The Prodsports grids have a rolling start with Shane Wilson being the winner in his Porsche GT3 Cup Car from the Porsche 997 of Steven McFadden and the Chevrolet Z06 Corvette driven by Gregory Waters.

Formula Vee events are always entertaining races not only for the lead but throughout the grid. Victory this round went to Alex Macdonald in his Jacer F2K3 ahead of Alexander Hedemann driving his Rapier Mk2 and Matthew Dicinoski in the Jibarú Bee Cee.

Improved Production races went to Jason Clements (BMW E36) then David Waldon

(Mazda RX3) and Khan Noack (Honda Civic).

On the race programme were round five of the National Formula Ford Series with round one of the National Formula Ford 1600 Series. On the podium for this round were Cameron McLeod (Spectrum 15) in first place with second place getter Ryder Quinn (Mygale SJ2012a) and James Piszcyk (MygaleSJ13).

Both Series Production Cars and Hyundai Excel events included were conducted as a time race.

Production Cars excluding Hyundai Excel race endure of 50 minutes plus 1 lap which included a compulsory pit stop. Shane Smollen (BMW M4) won the endure from Ben Gersekowski (BMW M3), Richard Beggs (Holden VF Clubsport R8).

The MGCCQ Warwick 1000 Winter Cup for Hyundai Circuit Excel was run over 30 minutes plus 1 lap and was won by Jarrod Hughes from Ryan Casha and Bradi Owen.

Congratulations to the organising committee plus the officials and volunteers from MGCCQ who ensured the meeting was a success.

Final State Championship race meeting for 2022 will be held on 18-20 November promoted by Queensland Motor Racing Officials Association.



MOUNT COTTON HILLCLIMB ROUND 5

The temperature was cool even cold for the weekend which would help those who were wishing to camp at the Leyburn Historic Street Sprint in August acclimatise to the lower temperatures. It is reported the evenings get colder up on the Downs.

REGULARITY

After the many runs the result was a tie between Shaun Rankin and Robert Martin from Chris Lake then Flavio Paggiaro and Chrystellee Semple. Chris was ahead after the first two runs in his Toyota 86 with a score of minus 2 points from Flavio (MGB GT V8, less 5), Shaun (BMW Z4 Coupe, less 10 points), Robert (Daihatsu Handi, down 14 points) and Chrystellee (MGF TF with a loss of 100).

Flavio held the lead for one run before Shaun was ahead (minus 14 points) from Robert (minus 15 points). On the penultimate run Robert had the lowest score of minus 17 points from Shaun (down 18), Chris (less 25), Flavio (down 31) and Chrystellee (less 148). The final run saw Robert and Shaun finish with minus 18 points, then Chris (less 30 points), Flavio (less 33 points) and Chrystellee down 184 points.

SPORTS CARS

The Production Sports Car up to 2000 ccs class went to Rod Thomas (Mazda MX 5, 48.44) from Greg King (Toyota MR2, 50.15) whilst Michael Larymore took the Over 2001 ccs class in his Toyota MR2 turbo with a best run of 44.82 ahead of Dave Roberts (MGB V8, 48.86) and Jay Matsen recording a 49.26 time in his Datsun 240Z.

Sports Cars 2001 and over to Jeff Graham won the Sports Cars 2001 ccs and Over in his Mazda MX 5 Supercharged (48.78) from

Brendan Parker (Genesis GT380 Coupe, 50.26) and Maldwyn Parker (Genesis GT380 Coupe, 52.03).

Jim Heymer won the Supersports Sports 1300 class in his Farrel L Sports car but the ignition module retired for the weekend as did Jim. A replacement unit was found to be available however this will be on the Monday.

SEDAN CARS

The Modified Production Sedan Cars under 2 litre class went to Sean Wade (Nissan Pulsar, 48.66) ahead of Garrett McDuling (Hyundai Excel, 57.22) with the over 2 litre class going to Brendan Merrick (Datsun 120Y turbo, 47.89) from Jonathon Anable (BMW 325i, 49.41).

Brad Smith took the Circuit Excel class with a best time of 50.95 seconds and Brynn Williams won the Production Rally Car class with a 60.57 second run in his Daihatsu Charade.

Adrian Purcell was quickest in the All Wheel Drive Forced Induction class in his Subaru WRX turbo (47.94) followed by Benjamin Everson in his Subaru Impreza turbo with a best run of 52.93 seconds.

Mark Cunningham (Orange coloured Toyota Celica, 52.22) won the Road Registered Sedan under 2 litre class with Krystal Cunningham (Pink coloured Toyota Celica, 56.39). Phillip Rowen won the over 2 litre class in his Renault RS 250 Megane turbo (48.65 seconds) finishing ahead of Harry Doling (Ford Falcon turbo, 51.36) with a gap of 0.51 seconds to Chris Balhatchet (Nissan Skyline turbo, 51.87) and Ray Balhatchet (Nissan Skyline turbo, 52.66).

Fastest in the Improved Production were up to 1600 Daniel Beahan (Suzuki Swift, 53.71) up to 1600 ccs, Dave Sidery (Volkswagen Beetle, 49.04) 1601 to 2000 ccs with Ken





All photos with kind permission
Ian Colley Photography



Graham (Datsun 1600 SSS, 46.39) and Pauline Graham (Datsun 1600 SSS, 46.51) in the over 2 litre cars. We saw Ken record times of 47.64, 46.98, 46.60, 46.46 then his best of 46.39 whilst Pauline set times of 48.22, 47.46, 47.00, and 46.51 only 0.12 of a second from Ken.

Quickest of the under 2 litre Sports Sedans was Gavin Taylor in his Volkswagen Golf with a 45.46 time from Daryl Morton recording a 51.91 run in his Morris Cooper S. The over 2000 ccs class went to Glenn Anable (BMW 2002 turbo, 46.12), Doug Anable (BMW E30 325i turbo, 46.25), Scott Anable (BMW 325i turbo, 47.06) and Richard Marken (Peugeot 405 Mi16, 53.35).

Glenn was in the lead from the first run with a 47.88 time then 46.99, 46.72 followed by a 46.27 for the runs on Saturday. Next was Scott recording a 48.16 followed by 47.26 and his best of 47.06 with Doug running a 48.47, 47.59 and a 47.31 time. On run 5 Doug was in second place recording 46.92 seconds. These positions remained for the weekend with Glenn improving his time to 46.12, as did Doug with 46.25 seconds.

HISTORIC

Class wins to Chris Beahan (Group V Formula Vee 1200 group, Allman Formula Vee, 52.92) and to Barry Smith (Group K, Ford V8 Special, 56.83) until the 1936 gearbox would not remain in the gear selected. Pity the 1936 gearbox is just slightly outside the 12 month /12000 miles warranty period.

FORMULA CARS

David Quelch won the Up to 1300 ccs class in his Homebuilt DPQ03 (42.40 seconds) with Ian Lozell having his second hillclimb event in the Formula Libre GAE01 Suzuki turbo to record his best run of 45.78 seconds.

Dean Tighe (Empire Wraith Supercharged,

37.51) won the 1301 ccs and Over class 0.55 seconds from Warwick Hutchinson (OMS28 RPV03 turbo, 38.06) with 0.50 seconds to Brett Bull (Van Diemen Kawasaki RF03K turbo, 38.56). Warwick had suffered a broken axle at the Cottons Creations Queensland Hillclimb Championship and had new units manufactured. On his twelfth run we saw Warwick perform a quick spin when accelerating up to the second loop and a very good save thus avoiding any further damage. The cause of the spin was due to a broken axle.

TOP SIX

Doug Anable (48.92), Glenn Anable (46.55), David Quelch (42.78), Brett Bull (38.94) with the fastest run by Dean Tighe (37.23 seconds).

The fastest fifteen times recorded for this round : Dean Tighe (37.51), Warwick Hutchinson (38.06), Brett Bull (38.56), David Quelch (42.40), Michael Larymore (44.82), Gavin Taylor (45.46), Ian Lozell (45.78), Glenn Anable (46.12), Doug Anable (46.25), Ken Graham (46.39), Pauline Graham (46.51), Scott Anable (47.06), Jim Heymer (47.28), Brendan Merrick 47.89), Adrian Purcell (47.94).

Best MG up to 2000 ccs: Chrystellee Semple

Best MG over 2000 ccs: Dave Roberts

Most Improved: Krystal Cunningham

Fastest Time of Day: Dean Tighe.



INTERCLUB HILLCLIMB

The one day event can attract competitors who usually are not regular competitors. The current form of the Interclub series is less formal than previous interclub series of the early 2000's. Now a less rigid team format and requirements for each club to nominate team and team members prior to the competition. needing a nominated number from each club in each team. More

REGULARITY

Flavio Paggiaro MGB GT V8 (loss of 25 points) ahead of Chris Lake (Toyota 86, 42 points), Don Webster (MGTD, 257 points) then Lindsay Derriman (Toyota Vienta, 331 points). Both Don and Lindsay did not compete in all runs thus their large score.

SEDAN CARS

In the under 2 litre Road Registered sedans Don Milner was the quicker in the up to 2 litre class in his Triumph Dolomite Sprint (51.40 seconds) then Malcolm Spiden with a 54.63 time.

Ian O'Hara (BMW M2, 46.82) lead from the first run using his previous experience to good effect to take the over 2 litre class. Most of his fellow class runners were having their first event at Mt Cotton and was good to see their times improve over the many runs. Ian was followed by Daryl Kan (Mini Cooper JCW, 51.48), Jordan Kirk (BMW M135i, 53.86), Gregory Ross (BMW E36, 54.74) a 0.20 second gap to Julian Jones (BMW M4, 54.94) with a 0.02 second gap to Timothy Boydie (BMW M2, 54.96), Denise Powell (Mini Cooper S, 57.98), Christine Murphy (Mini Cooper, 58.62), Dean Sharry (Mini Cooper S, 60.52) with Pamela Smith (BMW E36, 65.94).

The Improved Production Sedans (1601 to 2000 ccs class) went to Mark Daniels (Hyundai Excel, 51.84) from Greg Cameron (Hyundai Excel, 52.42) and the larger

engine capacity class to Ken Graham (Datsun 1600 SSS, 46.07) with Pauline Graham (Datsun 1600 SSS, 46.48) just 0.41 seconds separating them.

Class wins went to Adrian Purcell (Subaru WRX, 45.69 in the All Wheel Drive Forced Induction), Gavin Taylor (Volkswagen Golf, 46.69 in the Sports Sedan under 2 litre), Richard Marken (Peugeot 405 Mi16, 50.54 in the over 2 litre Sports Sedans), Sean Wade (Nissan Pulsar, 48.32, in the Modified Production Sedans under 2 litres), David Murphy (Nissan 180SX, 58.02, Modified Production Sedans over 2 litres) with Brian Veal (Honda Civic, 51.80) winning the Improved Production Sedans up to 1600 ccs engine capacity class.

SPORTS CARS

The Clubman Sports class saw Dick Reynolds (Caterham Super 7, 46.76) finish just 0.03 seconds ahead of Brett Batterby (Westfield Clubman SEW, 46.79). Dick was ahead for all of the runs firstly by a 5.15 second gap, then a 1.37 gap, 0.85 seconds before he was able to lengthen it to 1.50 seconds, 1.34 seconds, 0.78, 0.31 seconds to just maintain his lead to that 0.03 seconds on the final run.

Production Sports 1601 to 2000 ccs went to Ryan Black (Lotus Exige, 48.47) from Greg King (Toyota MR2, 50.15), Cameron Austen (Mazda MX-5, 54.22), Brian Grech (Toyota MR2, 57.17) and Robert Mills (Mazda MX-5, 60.76).

Class wins to Terry Sproston (Aussie Race Car, 49.38 seconds, Supersports/Sports 1300) with Jeff Graham (Mazda MX-5 Supercharged, 48.66) taking the Sports Cars over 2 litres class.

FORMULA LIBRE

Class winners in the Formula categories were Up to 1300 ccs Jim Milliner (OMS 200M, 40.57 seconds) in the under 1300

ccs class and Dean Amos (Gould GB55B, 37.17) with Bill Black driving his Porsche Boxter and as the body work is still being manufactured by the owner Bill competed in the Formula class to record a best run of a 51.26 time in the over 1301 ccs class.

Fastest Time of Day: Dean Amos 37.17
Winner of the Interclub section: Jim Milner.

49th AUSTRALIAN MOTORKHANA CHAMPIONSHIP

The French Car Care Australian Motorkhana Championship was held at the Driver Training Centre at the Willowbank Precinct on 1-2 October.

Shakedown practice was available on the Saturday with twelve tests envisaged for Sunday, weather permitting.

After the disappointments of 2020 and 2021 years due to COVID restrictions it is congratulations to Holden Sporting car Club for their organisation of this national event.

The championship attracted 48 entries including previous national champions being the current title holder Aaron Wullemin, Connie East-Johnson (winner in 2011, 2013 and 2018), Jim Newell (1987 and 1988).

Queensland Champions were the current title holder Dan Callan, Brant Rayment (4 times State Champion), Stewart Bell (2019 champion), Noel Caplet (7 times State Champion).

Overcast conditions on Saturday with rain predicted for Sunday. Just after the drivers' briefing and almost on time the rain commenced which continued for most of the day.

This certainly made conditions very uncomfortable for both drivers as well as the volunteer officials. It was certainly interesting for those drivers who had only one set of tyres to choose from, thus their wet weather

tyres were their slick tyres more suitable for dryer conditions.

Given the conditions 10 motorkhana tests were conducted (minimum number required is four) which were Gables, Accordian, Diamond Slalom, Try Angles, Double Loop, Spiro Slalom, Reverse Spiro, Dollar, Noughts and Crosses, Forward and Reverse Slalom.

Overcast on Saturday, rain was predicted for Sunday. After the drivers briefing and just on time the rain commenced which continued for most of the day.

Made conditions very uncomfortable for both drivers as well as volunteer officials. Interesting when your slick tyres are your wet weather rain tyres.

After the ten test events in the soggy conditions the first 10 positions were Aaron Wullemin (Special W-003), Connie East-Johnson (Honda Special), Reece McIntosh (Audi S1 Quattro), Daniel Wullemin (Special W-003), James Newell (Honda Special), Phillip East (Honda Special), Brant Rayment (BMC Special), Noel Caplet (Paris Special), Gary Kotzur (Mini Special) and Lauren East-Wullemin (Special XXL-001).

Best Lady: Connie East-Johnson,
Best Junior in a special: Simon Caplet (Paris Special),
Best Junior in a production car: Declan Webb (Nissan Pulsar).

Class winners were Brett Davidson (class B, Mazda MX-5 SE), Brian Shanahan (class C, Nissan Pulsar), Richard Marken (class D, Peugeot 405), Reece McIntosh (class E, Audi S1 Quattro), Connie East-Johnson (class F, Honda Special), Aaron Wullemin (class G, Special W-003).

A big thank you to MG members who assisted with the running of this National championship event.

MG AUTOMOTIVE

Sports Car Specialists

FOR ALL YOUR SERVICE REPAIRS & SPARE PARTS FOR YOUR MG

Call for an obligation free quote

*With 40 years experience in the MG game
call Barry for personal service*

- Full Workshop Facilities
- RWC Inspection Station
- Large Range of Spare Parts in stock
- Mail Order
- Licenced Motor Dealer
- Paint & Panel inc Insurance work
- Diagnostic Scan Tool for MGF & MGTF
- Suspension Pump MGF

3889 9652

Email: mgautomotive@gmail.com

Unit 3/20 Kenworth Place Brendale Q 4500

Check out our new web site

www.mgautomotive.com.au

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:

Matt Johnson
MEMBERSHIP SECRETARY
0402 314 947



Hillclimbs



Concours



Day Runs

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

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

Please submit your contributions to the Editor
GPO Box 1847 Brisbane 4001
or by email to admin@artxdesign.com.au



Race Meetings