

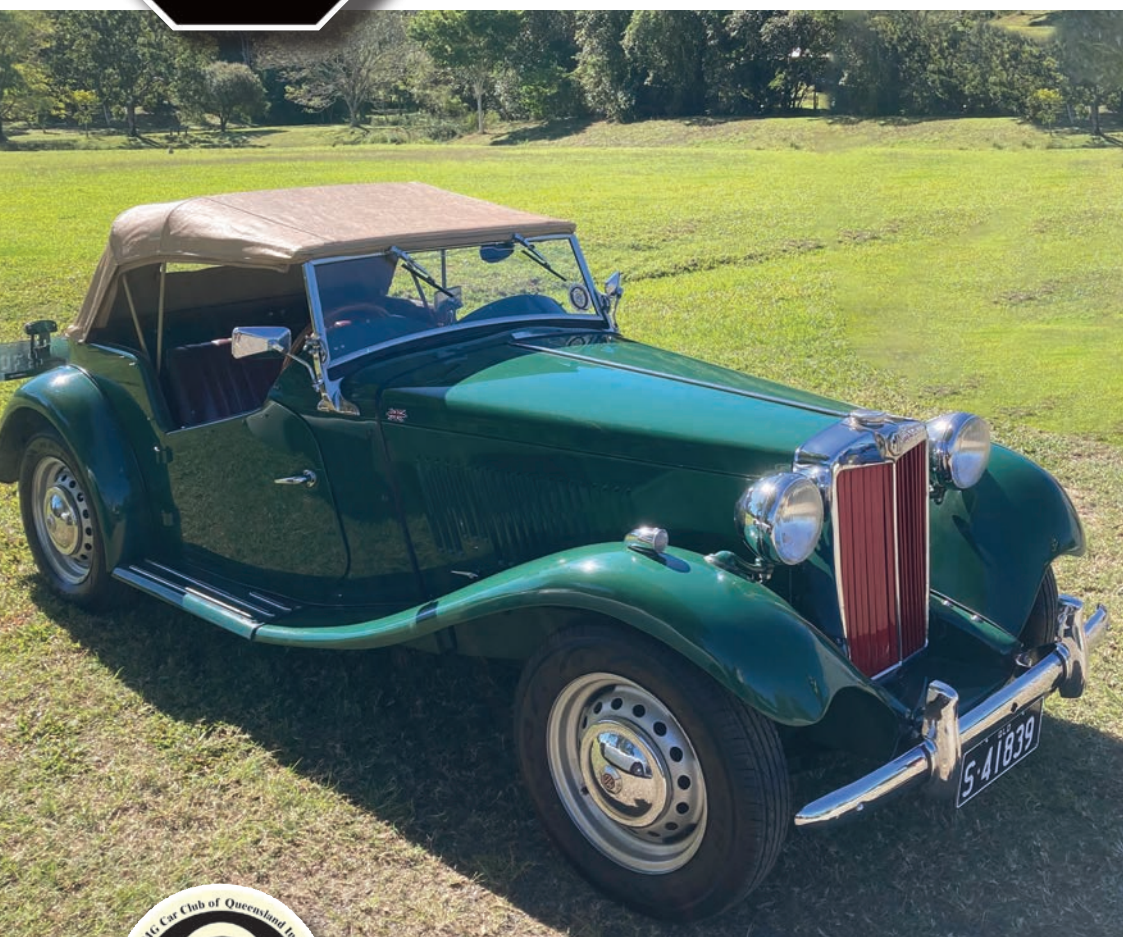
Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 4

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



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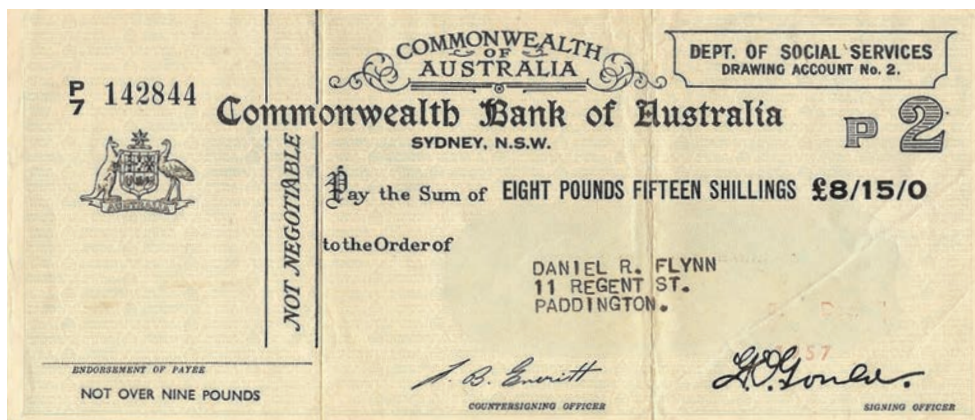
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CHANGES TO OUR BANK ACCOUNT

Due to government involvement, NAB are making changes and are closing all 'cheque' accounts in favour of 'card' accounts.

Unfortunately this means that the Club has had to open brand new accounts with different numbers and details. The old account will cease to operate after 27th April.

Our new Club account details are as follows:

MG Car Club of Queensland Incorporated.

NAB - BSB 084 034

Account Number 336203944



The Octagon is published bi-monthly and posted to all MGCCQ members.

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Octagon Submissions

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Next publication deadline for submissions is July 31st

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

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

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

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

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

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

NO CAPTIONS WRITTEN OVER PHOTOS

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

GENERAL NOTES

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

IDEAL ARTICLE SIZE

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

PHOTOS ARE ALWAYS BETTER THAN WORDS

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

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June Midweek Run

June 25

by Kevin Trower

Wednesday morning began with clear skies and a cool breeze blowing across the spring lakes.

After sign on completed we headed off on 10:30 start time. Heading in a westerly direction we merged onto the Centenary Highway.

The amount of development along this stretch of highway is astounding.

After joining the Cunningham H/way, a right turn into Ebenezer at the Canberra bomber memorial with speed limits reduced from 100kph to 80 klm/h for 10kms. Travelling through Rosewood just remembering the 40kph speed limit. Road works and a set of lights slow us up a bit.

Marburg came and went onto Warrego Highway and right turn in Minden towards Mt Tarampa, then a left and then a right and left again and right again onto Mt Tarampa Rd to join Coominya connection Rd. Left

and past Atkinson Dam. A right turn at Esk / Gatton Rd into the centre of Esk and lunch at the Grand Hotel.

A greeting from mine host Joe and designated parking was great with a couple of members meeting us for lunch. A couple of major birthdays were celebrated at lunch. Great day had by all. Total of 20 cars with 9 MGs altogether.

PARTICIPANTS: Kevin Trower - Corvette . Dennis & Diana Kelly - Mazda 3. Jeff Heslewood - Hyundai . Val & Kerry Horgan - Mazda CX5. Kay Hawley & Michael Garratty MX5. Greg & Rhonda Hannant - MG5 . Mark Lacy & Sharon Hill - MGB . Michael Salt & John Mulhall - MGBGT. Gary Lawrence & Dawn Lawrence - Hyundai . Robyn Jenvey - Kia . Barry Lutwyche -MGB . Jan Burke - MGB . Trevor & Joy Jones - Camaro . Brian Ponting & Carmen Daly -MGBGT . Paul & Virginia Young - MGBGT . Lloyd & Karen Thomson - MGB . Meryl & David Miles - Subaru . Sue Panucco & Trevor Penson - Audi . Denis Thomas - MGB. Neil & Margaret Taylor - Toyota.





July Midweek Run

July 23-25

What a great turnout for the Christmas in July 3 day run to Chinchilla – 19 cars met at Falvey's Sundowner Hotel at Haigslea at 9.00am for a 10.00am departure.

Morning tea with the usual banter and laughter along with the anticipation of the long drive to Chinchilla and 3 days together – everyone really looks forward to our 3 day adventure.

We departed at 10.00am driving via the Toowoomba by-pass onto the Gore Highway A39 with dark clouds forming in the west. A pitstop was scheduled for Brookstead and luck has it in the pouring rain with only 1 toilet – a few trees were used to accommodate the male members.

This was where the first of the mechanical issues arose with Ross Letten having alternator charging issues – the expert eye of Barry Evans spotted a loose wire and everyone was then on the way in the heavy rain. A right turn at Pampas onto route 82 via Cecil Plains to Dalby. Luck was on our side as the rain stopped and lunch was had in the Thomas Jack Park in Dalby. While refueling in Dalby, Jan Burke had starter

motor issues and again Barry came to the rescue. By the way this was not the last of mechanical problems for the trip.

After lunch we only had a short run (82kms) to Chinchilla, however 15kms west of Dalby, Lloyd and Karen's MG died – luckily Lloyd was able to pull off onto a wide grassy verge. Several cars stopped to help – Mark Lacy, John Walker, Denis Thomas, Jeff Heslewood and of course Barry Evans. A short and a burnt wire stopped the fuel pump. So with more rain looming a RACQ tow truck came to the rescue for the rest of the way to Chinchilla. Quite a large humorous crowd was waiting at the Down Town Motor Inn for the arrival. Plenty of ribbing and photos ensured.

The usual afternoon drinks got under way with much frivolity and gossip and members drifting across the road to the RSL for dinner.

Thursday morning the OP shops got a good working over by certain members of our group (by the way all the OP shops love it when we come to town – won't mention names but we all know who!!)



A short run for lunch at Tara was organized by Lloyd via Brigalow and Kogan.

Breakdown number 4, Michael Salt in his newly acquired MGB-GT had a front wheel bearing collapse half way to Tara. A number of cars stopped to help including Barry and RACQ came to the rescue again back to a mechanical workshop in Chinchilla where it stayed for a week or more.

A usually quiet weekday lunch turned out to be busy with a funeral wake being held at the Commercial Hotel at the same time. A really great country pub and the meals arrived in quick time considering the wake. The shops also did a great trade and of course the obliquity OP shop. The return trip via Chinchilla Tara Road (77kms) was made as required.

The Christmas in July dinner was held at the Club Hotel with a great 3 course meal served by the friendly staff. The function room was a great facility with direct access to the bar. There were some really fancy dressups with everyone fearing that Mark and Sharon may get electrocuted by the flashing lights in their jumpers. Thanks to those members who decorated their tables with decorations – it made for a memorable night. Lucky doors prizes were drawn with 6 members taking home some wine or chocolates.

In lieu of Secret Santa presents, a charity collection was made and a marvellous \$600 raised and donated to YoungCare who provide housing for young disabled persons to move them out of aged care facilities to become independent. See www.youngcare.com.au

Back to breakdowns – a trip to Repco across the road for wiring and connectors and Barry's magic touch got Lloyd's car on the road Thursday morning. Ross Letten had starter motor issues and had to be pushed on Friday morning along with Jan's car and then when Denis Thomas and Vicki were about to leave another fuel pump issue arose and was quickly sorted by Barry.



In all the runs we have been on over the years there has not been so many mechanical issues – as this was Barry and Julie's first mid week run after Barry's retirement, I am not sure if Barry is the jinx or the cars just wanted Barry's loving attention. Thank you Barry from everyone who had issues and for Julie keeping her sense of humour.

A fantastic 3 days was had by all – thank you.

PARTICIPANTS: Ray & Susanne Edwards – MGB, Denis Thomas & Vicki – MGB, Kay Hawley & Michael Garratty – MX5, Robyn Jenvey & Jeanette - KIA, Jeff Heslewood – Hyundai N-line, Greg & Rhonda Hannant – MG5, Neil & Kate Robson – BMW, Dennis & Diane Kelly – Mazda3, Mark Lacy & Sharon – MGB, Paul & Virginia Young – MGB-GT, Michael & Judith Salt – MGB-GT, Val Horgan – Mazda CX5, John & Pat Walker – MGB-GT, Barry Lutwyche – MGB, Jan Burke – MGB, Allan & Joyce Tebbutt – Audi, Barry & Julie Evans – MGB, Ross & Shez Letten – MGB, Peter Lefrancke - MGF.



The time has come to say

TOTSIENS to "Tuffy"

This contribution comes from Norman Ewing who is President of the MG Car Club Combined South African Centres.

Some of the members will remember him, having organised several trips over here to the National Meets in the ninetys and early two thousands from South Africa.

Although I bought the TF in rusty bits, but with all matching numbers, from a chap in Alberton, in a yard guarded over by a dog, that would have made a lion look like a miniature Pom in 1974, as described in Dick Knudson's "Tribute to the T-Type" it was not until 1983, that work really began.

My Mum was inconsolable on seeing what I had bought with the money loaned, little realising that I had also had to borrow from Pat's dad as well!

She cried for hours bemoaning the fact and declaring me to being an idiot. To be fair, I had told four year old Sarah, not to tell Granny, that Daddy had yet another MG, hidden in the garage, so she told my Mum... it was hers.

Sadly she died just a few weeks before the car made its first appearance at the Johannesburg MG Showday, and where the British Consul General had offered me the princely sum of two hundred and ninety five thousand rands...quite a bit more than the six hundred rands I had borrowed, and I am sure she would have thought very differently about me, and after all that, NOT FOR SALE!

Good friend Bernt Jacobson had not only transported the bits home in his "bakkie"



or pick up, but had been instrumental in helping stripping it all down, and listing all the bits I would need.

The reason for borrowing money was that I had already booked a trip for a 'Family of Four for R999' as the ad stated, and had already paid in full.

That trip would be the first of many shopping excursions, and in the years ahead we would make many MG friends who would assist us in a myriad of ways. My first list was for wood sections considered unusable, hinges, all the rubbers and door locks.

So off we went to see Syd Beer and Allister Naylor, who happily supplied our needs. Lacking funds the car stood as I saved all I could.

However, in the meantime having bought a ZB shell, and found a cheap engine and gearbox, and having convinced Mr Lambooy when good friend Silvano Capovin, was unable to spray it BMC Green to match "Midgy", the TF was put aside. On being elected National Chairman in 1978, I then



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organised a large group trip to Holland and the Jack Armstrong "Tour of Britain" which would bring in John Kimble, and his vast knowledge and spares.

We were also through John to meet Mike Collingburn, upholsterer supreme, who would make the most incredible red leather interior.

More was to follow two years later, when I organised The Great MG World Trek enabling me to meet Gerry Gougen who had the original bits I required.

Once again the car was on the move.

However, when good friend Chris Costa, heard that I was going to spend the money saved, on a trip to the USA to give a talk about Count "Johnny" Lurani, he insisted I should at least paint the car, and came and towed it away on a trailer for Joe Carpenter to spray. He also insisted I replace the incorrect MGA back axle with the correct one I had found. I now had a task master, and he would ensure that progress continued.

Years before, In 1975 we had travelled down to the Cape where Pat's folks now lived in Somerset West, and in doing so would meet and befriend not only George and Susan Tuck, but Dot and Peter Jack, whose magic fingers were legendary.

Sitting watching him work in his little workshop I realised that he was the one to build the TF engine, and the following Christmas we travelled back with the TF engine in the ZB's (which the kids had Christened "Zebby") boot. Progress.

However I now had not only the '86 MG Indaba on my plate, but I had also agreed to take part in the OOTTT around the USA. SATOUR on hearing from SAA that I had already put in place a special deal, for participants from all over the world to fly in on SAA, offered me two business class tickets to the US, if I would take a 16mm projector with four reels, and show their travel films which we did at each night stop.

It worked, and many of the OOTTT competitors came to the Indaba. But the TF was still not ready! So I finally gave it, engine and all, to Roger Pearce, who rolled it out the day before SHOWDAY at the Inanda Club in 1990!

After all that, the real fun began, all thirty two years of it. For although we had owned it some forty six years...NOW we would know the joy that the most beautiful of all MGs would bring.

We entered the Concours d'Elegance at the 1992 Pretoria Indaba with us in highland dress, as well as competing in the driving tests.

For two years we had attended club events to the Vaal, Bapsfontein and Hartbeespoort and Sun City, determined to enjoy it to the full...which we did.

It also gave many of our overseas friends much joy. Doug and Christine Bush were given it for the "Tusker Tour" around South Africa, as were Philippe Douchet and Hagen Nynke for Indabas, and as was Roger Lewis for the Tswane Indaba.

So it was not just the Ewing family who derived great joy. When the first Pirelli Classic came into being, I organised a Blue Train trip for Stirling, Susie and Elliot Moss. After the Concours I took Stirling back to his Mercedes host in Brakpan.

He asked me if the TF had a name. He laughed when I told him "Tuffy" telling me his sister Pat had called her car "Tiffy" and he would send me a pic, which he did.

My good friend Bob Vitrikas calls memories "The signposts of our lives!"

Very true indeed, so while we have to say farewell to "Tuffy" which is really hard, the memories will be with us forever!

MG NATIONALS

CAIRNS TO ALBURY/WODONGA AND BACK AGAIN

Sat 12 April – Up early to load the Midget onto the trailer, load bags into the ute for the first days drive from Cairns to Bowen with a lunch stop at the Cardwell pie van for a pie, the Bruce highway didn't seem to be too badly damaged by the recent flooding.

I have never seen that much water in the Burdekin river, usually just a small river and a lot of sand, this time it was fully flowing about 3m under the bridge. First night was spent at the Castle Lodge Motel in Bowen, where the locals guided me backing the trailer under cover due to the rain. (538km)

Sun 13 April – After a good breakfast at the Motel I headed south again a few roadworks on the way but mostly good travelling, long stretches with a few trivia signs along the way to keep the brain awake, a quick lunch stop at the servo at Carmilla then off again down to the Comfort Motel at Calliope, (633km)

Mon 14 April – A quick breakfast at the hotel luckily the kitchen was open due to road works crews staying at the hotel, the

on the road again. This was my first trip on the Gympie by-pass , and it saves a bit of time not having to negotiate the many traffic lights and lane merging that used to slow you down, there was a fair amount of rain around the Australia Zoo which slowed down most cars due to visibility, lunch was again at a servo on the highway near the Wild Horse Mountain lookout, then onwards down the highway through the never-ending roadworks around Tallebudgera to stay with Cherie's parents at Ellanora. (627km)

Tue 15 April – Rest day Gold Coast

Wed 16 April – Early morning set off after breakfast heading south into NSW, intermittent rain along the way, had to remember to stay under 100kph while towing a trailer, road works were continuing around Coffs Harbour, hopefully the by-pass will be finished next year. Pulled into the Sir Francis Drake motel in Heatherbrae, just north of Newcastle around dusk. A few hours later had to travel to Newcastle airport to pick up Cherie who had to work and attend our nieces Graduation, taking



the trailer off would have made negotiating the road works at the airport terminal a bit easier. (663km)

Thu 17 April – Setting of early after breakfast we headed down the highway, through all the roadworks around Hexham, a fair bit of rain around Mooney Mooney slowed the traffic a bit, and a truck breakdown caused about a 6km roadblock, luckily for us it was in the northbound lanes.

First time in the Northconnex tunnel, great time saver, comes out near Baulkham hills. Lunch was at Heatherbrae pie shop at Sutton Forest, where we met a Hunter Valley MGA who was having electrical issues and was waiting for the NRMA, not sure whether he made it or not. Continuing south towards Albury/Wodonga I kept an eye out around Holbrook for the police, as I had been previously warned by my brother that they were enthusiastic in patrolling the highway, sure enough we saw him, but he took off to book someone for being in the right hand lane in a 100 zone.

We pulled into the Stagecoach Motel late in the afternoon, time enough to freshen up and go to dinner at a nearby hotel with the other members of the MGCC-QLD. Good to catch up with friends in the other Chapters that we had met at previous National Meetings. (716km)

Fri 18 April – Today we unloaded the Midget, and took the trailer to my brothers place at Bellbridge, near the Hume Dam, then lunch in town before heading to the Registration and scrutineering. Later that day was the Noggin Natter with Rocker cover racing, there were over 40 cars entered, our car was beaten in the first round but only by around 8 inches by a car

that went through to the round of 8.

Sat 19 April – Saturday was the concourse, so up early, bit of a final clean and into Albury to park up with the 6 other Midgets then off to wander around checked out all the other cars and chat with our QLD friends. When judging was complete we were pleased to find out we had 1st place (by 1 point).

After lining up with the other winners, Quite a few from QLD, we headed back to the motel to get ready for the Dress up dinner. A bus had been organised so we didn't have to drive, everyone was dressed up, we had a nice dinner, chatting away until the speeches and Concourse medals were presented.

Sun 20 April-- The Kimber run started at the Hume dam, as I knew the area those from our group followed me to the start point, where we got the directions, my brother who lives near there arrived on his motorbike (Triumph) agreed to be our tour guide, so off we went through to Albury country side to a coffee stop at Tallangatta, the on to lunch at the Happy Valley hotel, after lunch we toured through for a quick stop at Yackandandah for a walk around and a huge ice-cream, then back to the hotel and a free night, so dinner at the local pub was the go.

Mon 21 April – The Discovery Run started early at the same park that was used for the concourse, then onto various locations around the country side. Directions to each stop were only given at the start, and then after handing in the completed question sheet you could get directions to the next stop. The stops were at Yindymarra Sculpture park, Jindarra, Rutherglen and

Chiltern with questions at each place the required a walk around and attention to details. After completing this event we returned to our motel, via Rutherglen for a bit of a late lunch to get ready for the final dinner and medal presentations.

Tue 22 April – While some members loaded up and returned to QLD, Some of us stayed an extra day touring Albury Wodonga. A trip down to historic Beechworth with Sue and Ray, Judi and Michael to check out the Bakery, Court house and local craft shops, before returning for dinner at the pub.

Wed 23 April – Today we checked out of the Stagecoach hotel with the others returning home, while we stayed with brother and family at Bellbridge touring Albury Wodonga

Thu 24 April - Rest day with family at Bellbridge

Fri 25 April – today we had a family get together touring wineries, Milwa mustard,

Beechworth pub and surrounding areas, returning late at night and realising I might need to upgrade the lights on the Midget.

Sat 26 April – Today was a restful day with a visit Botanical Gardens for lunch before a short drive to see Albury at sunset.

Sun 27 April – Today we loaded up the trailer to head home, stopping to visit family in Baulkham Hills, bit of rain on the way, had to stop for a \$3 coffee at a servo to revive myself, you get what you pay for as it wasn't any good. Checked into the Sir Francis Drake at 8pm, so dinner was Subway from across the road.

Mon 28 April – Off early again with a short detour to Salamander Bay to see Cherie's grandparents old house, then back on the highway, passing through Coffs Harbour Cherie pointed out all the places she and her sister lived and worked, we got into Cherie's parents place at Elanora for a late dinner.



Tue 29 – 2 April -- A few days resting and catching up with family around the Gold Coast.

Sat 3 May – After loading the ute up with our nieces electric car we set off up the motorway, through the road works at Elanora past Brisbane airport before hitting traffic congestion around Bundall for around 10kms until it cleared, then a good run past Gympie, to our lunch stop around Hervey Bay turn off. We continued on to our stop at the Comfort Inn at Calliope, just in time for a nice roast dinner.

Sun 4 May – A bit of a sleep in so we missed breakfast, we headed north and had a late breakfast at Banjos Bakery in Rockhampton then a lunch stop at Sarina and we are on the road again heading towards our next stop at the Castle Lodge motel in Bowen unfortunately the restaurant was closed so we went into town for the Pizza Hut, then back to the motel for a sleep.

Mon 5 May – On the final stretch now, after breakfast at the lookout at a cafe at Flagstaff Hill, we headed north again, our lunch stop was at the Frosty Mango about 70km north of Townsville, the mango pancakes giving us the energy for the last 270kms to our home, arriving home just on dusk, too tired to worry about unloading the Midget from the trailer until tomorrow.

It was a long trip but thoroughly enjoyable, all the motels we stayed at had easy parking for trailers.

(3177 km each way, total 6354 km travelled)
(over 4 ½ times the distance from the top of UK to the bottom)





Chapter Chatter

WIDE BAY CHAPTER

Ian Andrew

What a month it has been and the chapter had plenty going on...the following is just the tip of the iceberg with a number of additional "ad hoc" activities still being planned!

Our first scheduled run was on Thursday 5 June 2025 to the Rainbow Beach Surf Club.

Eleven Members assembled at the Brendan Hansen Park in Maryborough and drove in convoy to Poona for BYO morning tea. The morning tea took place at the picnic area near the sandy straits which is a beautiful area. However due to it being very cold we made it a quick one before continuing on to Rainbow Beach. This drive takes you down on the old but sealed

forestry roads and there are still lots of pine forests along the way but unusually we didn't see any wild horses of which there are many in the area and can normally be seen on this occasion.

On arrival at the Rainbow Beach Surf Club which has a great beach for swimming, surfing and 4-wheel driving where we were warmly welcomed. As always the food was really delicious and well-priced. They even had special "senior meals" available which included flavoured ice-creams for dessert! As usual the best part was catching up with members of the club and having lots of laughter while enjoying each other's company. After lunch we went our separate ways and explored the Rainbow Beach area. All in all it was a magnificent sunny day, albeit with a bit of chill in the air, with



beautiful views of the ocean. We highly recommend the Rainbow Beach Surf Club for great hospitality and food and magnificent views.

The second activity held on Saturday 12 July 2025 was the Burrum Discovery Coal Festival at Howard Qld. Five (5) members braved the cold morning and met at the Hervey Bay Information Centre and then drove on the Coal Festival. Although an additional fifteen more car members joined us at the venue to have a wonderful day at the festival. The day warmed up and it was a great day with beautiful sunny weather where we were able to see an absolutely magnificent display of cars was a huge variety of cars on display consisting of MGs, Classics, Vintage, Veteran cars and Hot Rods.

In addition to the cars we were able to access a number of great vendor stalls, great food vans, delicious coffee and great entertainment with singers and rock'n'roll dancers as well as an animals display of dogs and horses and a great street parade.

Next came a visit to the Miners Arms in Torbanlea on Sunday 15th June 2025. A large group of MGCCQ Wide Bay Chapter members assembled at the information center Hervey Bay for a trip to the Maryborough Rose Gardens for our Morning tea meeting up with the Maryborough crew! Much to everyone's dismay there were no flowering roses to be seen as the council gardeners had pruned them all back to sticks in the ground.

After morning tea and a great get together with likeminded members we departed via Alice Street and headed north to Torbanlea and the Miners Arms Hotel for lunch. The chapter had not been to this venue for quite a while and with new hotel owners making a positive impression, who looked after us to the best of their ability given that they also had renovations going on.

With 40 plus members to feed it was no small task that's for sure. Some nice music added to the enjoyment of the day. We had

a lot of positive feedback from members saying how much they had enjoyed the day out with their friends of the Wide Bay Chapter.

Our impromptu Breakfast run to at the Deccan Paradise café in Hervey Bay on Thursday 3rd July 2025 a number of members of the chapter assembled at the information center Hervey Bay for a short run to the Fraser Shores Shopping complex anticipating a nice Aussie Breakfast being available.

On arrival, we were informed that unfortunately there was no "Aussie" style breakfast available. Whilst this was a bit of a blow for us we rallied and some members decided to go elsewhere to get their fill of traditional "Aussie breakfast fare" however, a number of members stayed enjoyed a lovely Coffee and Cake at the venue and enjoyed the chance of getting to know new attending members and plan some new runs together.

Our last run for the month was to the Woodgate Beach Club on Thursday 24th July 2025. What a perfect morning it was on Thursday 24th of July, a number of the chapter members assembled at the information center Hervey Bay for a 9.00 am start. Some nice cars rocked up at the center along with their even nicer owners. The original plan was some members traveling to the RV Park at Childers for morning tea and some of more of our members meeting us there.

However, what is planned sometimes comes unstuck as was the case on this occasion as the Childers Festival had started that morning and the RV parks were closed off. An executive decision was made and the assembled 25 members of the chapter decided to keep heading to our destination of Woodgate Beach and have morning tea along the foreshore parklands.

The venue was so tranquil and peaceful after the Hustle and Bustle of Childers and it was certainly a welcome place to be! We all had a great morning tea together and some members went down inspect the



NOTICE

ANNUAL GENERAL MEETING

**FRIDAY 26th SEPTEMBER 2025
7.30pm at 8/16 Collinsvale St, Rocklea**

AGENDA

1. Open Meeting
2. Apologies
3. Minutes of previous meeting
4. Management Committee Report
5. Treasurer's Report
6. Auditor's Report
7. Elect President & Committee for 2025/2026
8. Elect Auditor
9. New Grievance procedure

MEETING CLOSE

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

To assist with preparation of the General Meeting agenda please advise the Secretary by
12th September 2025

At the conclusion of these meetings, refreshments will be available.

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

SEPTEMBER
3 Wednesday hillclimb working bee
5 Friday MGCCQ Noggin N Natter at clubrooms
6 Saturday Inter Club Challenge hillclimb at Mount Cotton
10 Wednesday hillclimb working bee
12 Friday Motorsport Australia State Championship Races Round 4 Queensland Raceway
13 Saturday Motorsport Australia State Championship Races Round 4 Queensland Raceway
14 Sunday Motorsport Australia State Championship Races Round 4 Queensland Raceway
17 Wednesday hillclimb working bee
19 Friday MGCCQ Noggin N Natter at clubrooms
20 Saturday All British Day set up
21 Sunday All British Day at St Joseph's Sportsground
24 Wednesday Mid Week Run / hillclimb working bee
26 Friday MGCC Annual General Meeting
27 Saturday Mount Cotton Hillclimb round 5
28 Sunday Mount Cotton Hillclimb round 5
OCTOBER
1 Wednesday hillclimb working bee
3 Friday MG Noggin N Natter at clubrooms
6 Monday PUBLIC HOLIDAY Monarch's Birthday
8 Wednesday hillclimb working bee
9 Thursday V8 Supercars Repco Bathurst 1000 / Australian Hillclimb Championship Eastern Track The Bend South Australia
10 Friday V8 Supercars Repco Bathurst 1000 / Australian Hillclimb Champion ship Eastern Circuit The Bend South Australia
11 Saturday V8 Supercars Repco Bathurst 1000 / Australian Hillclimb Championship Eastern Circuit The Bend South Australia
12 Sunday V8 Supercars Repco Bathurst 1000 / Australian Hillclimb Championship Eastern Circuit The Bend South Australia
15 Wednesday hillclimb working bee
17 Friday MGCCQ Noggin N Natter at clubrooms / HRCC Spring Races at Morgan Park
18 Saturday HRCC Spring Races at Morgan Park
19 Sunday HRCC Spring Races at Morgan Park / HSCCQ Motorkhana at Queensland Raceway
22 Wednesday Mid Week Run / hillclimb working bee
24 Friday V8 Supercars Boost Mobile Gold Coast 500
25 Saturday V8 Supercars Boost Mobile Gold Coast 500

26 Sunday V8 Supercars Boost Mobile Gold Coast 500
29 Wednesday hillclimb working bee
31 Friday Motorsport Australia State Championship Races Round 5 at Morgan Park
NOVEMBER
1 Saturday Motorsport Australia State Championship Races round 5 at Morgan Park
2 Sunday Motorsport Australia State Championship Races round 5 at Morgan Park
5 Wednesday hillclimb working bee
7 Friday MGCCQ Noggin N Natter at clubrooms
9 Sunday HSCCQ Motorkhana at Queensland Raceway
12 Wednesday hillclimb working bee
15 Saturday Noosa hillclimb
16 Sunday Noosa hillclimb
19 Wednesday hillclimb working bee
21 Friday MGCCQ Noggin N Natter at clubrooms
26 Wednesday Mid Week Run/ hillclimb working bee
29 Saturday Mount Cotton hillclimb round 6
30 Sunday Mount Cotton hillclimb round 6
DECEMBER
3 Wednesday hillclimb working bee
5 Friday MGCCQ Noggin N Natter at clubrooms
6 Saturday MGCCQ Christmas Party TO BE DECIDED
7 Sunday
10 Wednesday working bee at hillclimb
13 Saturday Inter Club Challenge Presentation in afternoon
14 Sunday
17 Wednesday hillclimb working bee
24 Wednesday hillclimb working bee TO BE DECIDED

Nuts decals are back!

Have you been into the nuts?

It's a time honoured tradition at The Hill and now the decals are back to be awarded to nuts-adventurers.

Be prepared to be presented one the next time you do!



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

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

For the position of

Proposed by Club No

Seconded by Club No

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

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

APPENDIX C
FORM OF PROXY
MG CAR CLUB OF QUEENSLAND INC.

I, of

Being a financial member of the above named Club, hereby appoint

..... of

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

the day of 20 and at any
adjournment thereof.

Signed this day of 20

Signature

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



area from the beach to and to absorb the bright blue waters of the Pacific Ocean. The entire group then took the short drive to the Woodgate Beach Club enjoyed a lovely lunch together. With the amount of happy chatter going on it was obvious that everyone had enjoyed the day out in Woodgate!

Anyway...that's all for this month folks! We do have something special planned for the 7th August that will simply make you go WOW! But, you'll have to wait for that in the next edition!



two cars ... one driver



GRAHAM HILL, WORLD'S GRAND PRIX RACING CHAMPION

The driver (right) is Graham Hill, World's Grand Prix Racing Champion. To the left sits Graham Hill, English country squire. They're one and the same. But the one car is actually two—a sports car and a family sedan. And therein lies the appeal of the MG Sports Sedan to a man like Graham Hill.

As Grand Prix Champion, Graham Hill likes the MG Sports Sedan for its stability on icy slick roads, its refusal to wig-wag in the face of cross-sweeping winds. This trait the Sports Sedan owes to its front wheel drive, where most of the weight is over the driving wheels. Graham Hill, country gentleman, appreciates the MG Sports Sedan's "fluid suspension," a new concept that eliminates springs and shock absorbers—where a permanently sealed-in liquid allows the front

wheels to telegraph news of an upcoming bump to the rear wheels. The result: a gentle yet firm ride seldom experienced in any automobile.

On the open road, the MG Sports Sedan houses one of the world's most competitive engines. This little giant, styled in true British racing tradition, does zero to 50 mph in 14 sec. and has a top speed in excess of 80 miles per hour.

Yet in big city traffic the MG Sports Sedan parks in a pocket, gets up to 30 mpg, and seats five comfortably. Service and parts are available through over 1,000 dealers in the U.S. and Canada.

Dual carburetion... 4-speed stick shift... crunchproof synchromesh gear box... sports car disc & drum combination brakes—all help the MG Sports Sedan flatten hills, cling

to the road like a leech and stop on a shilling.

The MG Sports Sedan is an amazing combination of racing potential, sedan comfort and economical purchase. A very British thoroughbred that is, all at once, a sporting spirit, a stylish companion... an elegant rascal.



**MG SPORTS
SEDAN
\$1898⁰⁰***

*Suggested retail price New York P.O.E. includes: turn signal; windscreen washer; spare wheel; tool kit; ash tray light (heater and whitewalls optional).

PRODUCT OF THE BRITISH MOTOR CORPORATION, LTD., MAKERS OF MG, AUSTIN HEALEY, SPRITE, MORRIS AND AUSTIN CARS

FOR OVERSEAS DELIVERY INFORMATION, WRITE: BMC, DEPT. G-4, 734 GRAND AVENUE, RIDGEFIELD, N.J.

Chapter Chatter

CAPRICORN CHAPTER

By: Phil Henry

Photos by: Phil Henry, Clare Lynam and Gordon Kelsey

July 20

A perfect Capricornia winter's day greeted today's run participants as they gathered first in Rockhampton and then by Fig Tree Creek in Yeppoon. Soon the group was tootling down the coast road before diverting a little bit inland and then down a dusty road to the first destination, Ross O'Reilly's High Valley Dawn Permaculture Farm.

Having been forewarned that the track into the farm had some tests for vehicles with low to no ground clearance, everyone took great care and arrived without incident in front of one of the buildings, parking where indicated by Ross.

Once the group was settled in for morning

tea, Ross began the fascinating history of how the farm came to be. This is as much about Ross's own story and the many experiences and influences that have formed his outlook on life as it is about permaculture. Suffice to say it is very much well informed, "big picture" and with a clear eye to what we all need to do to secure a livable future.

Following this background, Ross then led us around some of the farm's different components, often providing more stories to better explain what we were looking at. There was fruit, uncontaminated by any chemicals, to pick and eat off the trees and insights into how to build communities, prepare the next generation to look after the earth and live off grid. Chapter members were also intrigued by the Maremma dogs who look after the sheep as well as the turkeys and other not so wild life.

All in all, many ideas and notions to take



away and contemplate – many thanks, Ross.

Eventually we had to say goodbye and trot on down the highway to the Keppel Sands pub, which was packed as it usually is on a Sunday. Our pre-ordering might have cut a few minutes off the time for lunch to appear (sorry Ewen!) but soon we were tucking in and chatting, as is usual for MG runs, before heading off home after another enjoyable outing.

We were joined at lunch by Richard Hughes and Diana Dawson. Richard continues to recover slowly from his badly damaged ankle, but has graduated from a wheeled walker to a walking stick. We all send Richard our best wishes for a complete recovery.

A couple of extra things.

1. Bronwyn Fidler in Emerald advises she is holding a rally in the Gemfields on 16th and 17th August. It's the weekend after Gemfest / Jewel of the Gemfields.

Accommodation might be a problem now as it's only 3 weeks away. All meals, 3 breakfasts and 2 dinners are provided plus mining tour and fossicking with a cost of \$125 per person. Nomination forms can be emailed for those wishing to take part, let me know if you are interested.

2. Pat Sullivan has a gearbox for sale: Mk1 MGB, 4 speed/3 syncro, 5000 miles since reconditioned. If you are interested, please let me know and I'll pass on contacts.



PARTICIPANTS: Ewen & Meredith Sutherland - BMW Z3, Gary Whight & Doris Lisle - Triumph 2500TC, Gordon Kelsey - Jaguar E-type, Paul & Clare Lynam - MGA, John Rowe - MGA, Martin & Narelle Adamson - MGB, Phil White - MGB, Gary Kunst - Series 3 Landrover, Paul & Joanne Davey - MGB, Phil Henry - John Cooper Works Mini

August 4-10

By: Phil Henry

Photos by: Phil Henry, Jim Armstrong, Ralph Kelsey

At last the day dawned on the long awaited Eight Beaches run. For those not aware, the Capricorn Chapter organises a longer run every two years. These have gone in all directions from Rockhampton, except to New Zealand. The Eight Beaches were: Rainbow; Tin Can Bay; Hervey Bay/Urangan; Woodgate; Bargara; Elliott Heads; Agnes Water; and 1770. Because of adverse weather and some mechanical/electrical incursions, only a select few managed all eight.

Seventeen people in nine cars departed from Rockhampton on Monday 4 August. No major incidents on the run down to the first overnight in Gayndah but some interesting notes. A bloke in Rocky pulled me up just as I was leaving Fantastic Furniture to tell me he had some MG trim bits for sale. I'll try to get his details. As we passed through Thangool, we picked up four more travellers. After lunch in Monto we went to the RM Williams Centre in Eidsvold, where we got talking to a couple of RV drivers. The coincidence of two E-type Jags travelling in convoy, and two blokes whose RVs were equipped with composting toilets, was worth a conversation - apparently!

After that it was just a quick tootle down to Gayndah where twelve more members, from both "down south" and home, joined us. The obligatory happy hour soon got under way as those who didn't know each other did so, while some renewed old acquaintances. Dinner was at the

Grand Hotel, where the proprietor ran an exceptionally well-organised ship, and the first of a series of fantastic pub meals. Day two of the run was from Gayndah to Tin Can Bay. A last-minute suggestion saw the group head to Goomeri for excellent coffee and local bakery delights. Managing to navigate through Gympie, we were met with an expansive, sumptuous BBQ lunch at Wayne Kirwan and Megan Perrett's property. So much food!

A big thank you to both of them and their helpers for the immense effort it would have taken to cater for us all. Naturally, there was a display of members' MGs and other models, not to mention the contents of Wayne's workshop. Eventually we had to head off to Rainbow Beach and the Carlo Sand Blow (for some!). Then to Tin Can Bay's Sleepy Lagoon Motel for happy hour and shortly afterwards to the pub next door for dinner.

Wednesday was a slightly easier day with less driving. The day started early so we could see the dolphin feeding, a local highlight. Gary Whight and Beth Heraghty braved the winter waters to participate in the feeding and were so enthused they accepted the offer to do it a second time! Onward to Maryborough where most of the group took the opportunity to look around before another great feed, this time at the Carriers Arms.

The group then travelled on to Hervey Bay where Martin and Narelle Adamson had a major issue arise with their accommodation - they couldn't get into their room. It took a few hours and much finagling before it got sorted.

For the Wednesday - second day - in Hervey Bay, we were guests of the MG Car Club of Qld - Wide Bay Chapter under the guidance of its coordinators Lyn Hayward and David Hall, ably supported by Chapter members. We had a very pleasant drive around the area including a visit to Bambooland, a restful and calming oasis. Then to David and Lyn's place for a big Bunnings style sausage sizzle and a look at

their extraordinary (there is no other word) MG museum. We were certainly privileged to have time here before it opens officially, as the range and curation are beyond commercial quality. As coordinators, David and Lyn suffer the same issues as with Capricorn, and probably all Chapters, in wrangling members to pay attention when being given instructions, so Capricorn bequeathed one of its bicycle style horns to them. Good luck!

The only downer was the eventual complete failure of Martin Adamson's clutch, which had been losing fluid faster than he could top it up. After his and Narelle's massive hassles getting into their room in Hervey Bay, their equanimity in braving the new situation was exemplary. The car was RACQ'ed to us and, long story short, Martin and David subsequently sorted the problem after it turned out to be a split in the feeder pipe rather than the slave cylinder itself. Martin and Narelle's costs were covered, and they made their own way home successfully. That said, five points have been allocated.

Happy hours were conducted on both days, first at the park over the road from one accommodation and then on the verandah of Ross and Shez Letten's room. We also had two night's most satisfactory meals at the Hervey Bay Boat Club.

Friday's run was from Urangan to Bargara. We had a pleasant if cool breakfast on the water's edge at Toogum, then the group stopped at Woodgate on the way to Bundaberg where we had lunch at the Bundy Social club. More enormous meals, then on to the Bundaberg soft drink factory and outlet to taste a great variety of their flavours and get a six pack of samples to take home.

On the way to Bargara the run sheet had us stopping at the Hummock and then Elliott Heads. However, we had at last encountered the rain that the radar had been showing coming our way, so only four cars were at the Hummock – which is not a beach – and two cars at Elliott Heads,

which is. In all the long runs that Capricorn has organised since 2016, this was the most rain we have ever encountered, so we've been doing pretty well. After checking in at Bargara the group split up, having chosen a few different places for dinner. There was nowhere big enough and dry for happy hour, thus trashing another tradition.

Saturday's departure to Agnes Water was delayed by Ross and Shez Letten discovering that their car – the global traveller Blue B – would not start, including through pushing and towing. Eventually Ross decided that RACQ was needed. They turned up but Ross decided to get it returned to Brisbane and hire a car to take them to Agnes Water.

The original run sheet had included a tour of another classic car display as well as a visit to Tinaberries strawberry farm and lunch at Macadamias Australia. With the road to Tinaberries likely to be a red mud experience and the car display cancelled owing to serious health issues in the proprietor's family, the planned lunch at Macadamias Australia was brought forward. We were joined by David and Jenny Cook, coordinators, and Graeme Leacock and Marilyn Kerrigan from the Bundaberg Chapter for coffee and morning tea after they'd been able to rearrange their schedules.

I overheard much useful technical information being shared, which is a big part of the value of club membership. Once our Bundaberg compatriots had been farewelled, the afternoon run to Agnes Water was OK although through very wet conditions.

Thanks to Brian Russell for confirming the shorter route was open.

Happy Hour was able to be reinstated for the last night in Agnes Water. Although the participant list totals 35, our numbers had dwindled to 13, after having risen and fallen continuously throughout the run. As some compensation, the final celebratory dinner at Sandcastles resort was nothing short of

sensational. The necessary reflections and acknowledgements were made. Sunday dawned bright and clear – of course. With formalities having been dispensed with the evening before, the group made their own arrangements for breakfast before hitting the highways for home.

So another Capricorn Chapter long run had concluded, probably more successfully than any such adventure has any right. Only two breakdowns, both of which could be sorted. These adventures are great fun, I know we all had a good time. Thank you one and all.

PARTICIPANTS (some not all stages):

Gordon & Ralph Kelsey - Jaguar E-type,
Paul & Joanne Davey - MGB, Lyle &
Pat Fielding - Audi TT, Martin & Narelle
Adamson - MGB, Rae & Jack Cowie -
Toyota Rav4, John & Gail Newton - Jaguar
E-type, Kev & Yvonne Carr - BMW Z3, Gary
Whight & Doris Lisle - Triumph 2500TC,
Clem & Jean Hill - Mazda MX5, Brian &
Glenis Russell - MGB, Bill & Beth Heraghty
- MGA, Jim & Sandra Armstrong - MGA,
Marilyn and Michael Keating - MGBGT,
Ross and Shez Letten - MGB, Barry
Lutwyche - MGB, Jan Burke - MGB, Ray
Edwards and Susanne Sommer - MGB,
Jennifer Adams - Triumph Stag, Kev Whight
- Triumph Dolomite Sprint, Phil Henry -
MGTF (late model)





MG CAR CLUB OF QUEENSLAND

Affiliated with Motorsport Australia



Membership Application Form

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

Name in full:

Residential Address:

..... Postcode:

Postal Address:

..... Postcode:

Occupation: Company:

Phone (W): (H):

(Mob): (Email):

Previous Member? YES /NO (If yes, please advise Membership No. if possible):

Date of Birth:

PARTICULARS OF VEHICLES

Manufacturer: Model: Year:

Registration Number: Engine No: Capacity:

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

Date: Signed:

Proposed by: Seconded by:

\$100 Annual Membership **\$80 Country Membership** (outside 100km radius of Brisbane) **\$40 Junior Membership**

\$35 Club T Shirt (Plus \$15PH) Please circle size **S, M, L, XL, XXL, XXXL** **Colour Sand or Maroon**

\$15 Name Badge (inc Post) **\$33 Grill Badge** **\$8.80 Cloth Badge** (80mm diameter)

\$2 Windscreen Sticker (inc Post) **\$15 Club Cap** (Plus \$10 PH)

NAME TO BE PRINTED ON BADGE:

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

DIRECT TRANSFER Account name: **MG Car Club of Qld** NAB BSB: **084 034** Account: **336 203 944**
Please use your surname and/or Club Number as the deposit reference ID (ie Smith1234)

CREDIT CARD PAYMENT

Credit Card: Mastercard Visa

Card No:

ABN 17

Note:
Motorsport Australia
Level 2 Licence

Phone:
Motorsport Australia
1300 883 959

ABN 17 363 680 667

Chapter Chatter

DARLING DOWNS CHAPTER

JUNE 29

From Ron & Judy Gillis

Plenty of clouds to see us off on our trip to the Bunya Mountains west of Toowoomba. A clear run out through the countryside travelling through Highfields, Meringandan, Goombungee, before stopping at Kulpi in the rest area for our smoko. A catch up on what we have all been doing since our last get together, then on to the next leg of our trip which took us through Peranga, Quinalow, then 'up the mountain'.

Several comments had been made about the dryness of the area so, as you would guess, it began to rain on our way to the base of the hill. Luckily no one had their roofs down, so everyone was dry, and we carried on our way.

The climb up the mountain road was a bit of a challenge. Hair pin bends, steep inclines, in some places no safety rails with very steep drops at the side of the road. (Very uncomfortable for the passenger who could see the drop clearly). The road is narrow and not advisable to take large vehicles like caravans, buses etc., but the MGs conquered the route without any problems.

Aren't they great little cars?

We reached the venue for our lunch, well most of us did but some of our intrepid explorers missed the last turn and kept going down the other side of the mountain (almost). They soon realised their mistake and returned to join us. There was a market being held on the grassy area nearby and a couple of us checked it out. Interesting but not many purchases made.

After lunch we chose our own way home, and there were several choices made. Some retraced their steps back, some went via Oakey and others decided to give the newly sealed road to Maidenwell and on to the New England Highway a go. Hopefully everyone made it home safely, and had enjoyed their day.

PARTICIPANTS: Trevor Martin - Nissan, Rob Fraser - MGBGT, Ron & Judy Gillis - MGB, Gene & Faye Lucas - MGTD, Andrew & Susan Willesden - MGB, Ian & Jenny Roberts - MGB, Brian & June Phillips - MGBGT, Janis Lawrence - MX5, Michael & Marilyn Keating - MGBGT, Jim Carstens - Falcon, Barb & Malcolm Campbell - PT Cruiser, Bill Fischer & Noel Campbell - MGA.

JULY 27

Ray & Susanne Edwards

Such a beautiful day for a Day Run with our MG's and our favourite cars around



the Lockyer Valley and parts of Somerset Region.

We left the Cultural Centre and headed through the lovely small town of Forest Hill and out through Laidley to Rosewood for morning tea in the park.

The day was glorious, the Mountains and the blue sky and plenty of small crop farms along the way. It all really made this country drive enjoyable. Up and over the small range down to Marburg and through Glamorganvale then across to Lowood. We followed the Brightview Road, onto Gehrke Road to Plainlands and then onto the Warrego Highway into Gatton.

We shared a lovely lunch at Falvey's Hotel Gatton. On arrival at the Hotel, we were met by a lovely couple from the Melbourne MG Club, John & Lisa Noble. They were visiting their daughter in Toowoomba and found our Chapter and our run details on the website. We hope they enjoyed their lunch with us.

It was wonderful to catch up with our MG friends, and enjoy our usual chat. A big thank you for sharing the day.

JOINING US: Barb & Mal Campbell – PT Cruiser, Gene & Faye Lucas - MGTC, Marilyn & Michael Keating - E-Type Jaguar, Gaye Hawkshaw & Debbie Collins - Camry, Susan & Andrew Willesden - MGB, Kay & Owen Douglas - MGB, Trevor Martin - MGB, Ben Jewell & Mal - MGA and Susanne & Ray Edwards - MGB. Bill & Del Fischer joined us at morning tea and Rob & Narelle Fraser joined us for lunch.



Chapter Chatter

BUNDABERG CHAPTER

February 16

17 people attended Ian & Tracy's place for our annual Pizza Day, quite a few members were away for various reasons but as usual we entertained ourselves & enjoyed the great choice of Pizza's ably cooked by Ian of course Tracy & the other Ladies had supplied sweets which we all forced ourselves to eat. A very enjoyable day with good friends.

Thankyou from the members to Ian & Tracy for their hospitality & excellent food.

ATTENDEES: Ian & Tracy, Bob & Sue, Larry & Brenda, Graeme & Paula, Peter & Val, Graham & Marilyn, Dave & Jenny Ricky & Isabella & Keith

May 7

Eight of our members attended the celebration of National Motoring Heritage Day held at the Bundaberg Recreational grounds, organised by the Bundaberg Vintage Vehicle Club. Early morning showers cleared to a fine sunny day with a very good turnout of cars, trucks, motor cycles, tractors and stationery engines. The day was well supported by the local "vehicle" clubs.

There was good attendance/support by the general public with the day's profit going to

charity.

OUR MEMBERS WERE: Marilyn Kerrigan - MGF, Eric Beckmann - MGB, Keith Ryan MGB, Ricky Galea - MGB, Stuart Hardgrave MGA, Graham - MGB, Keith Charman - Datsun 280ZX, Ian Ninness - Triumph TR4A (who had a good day being awarded Best Sports Car Over 50 Years Old) and Graham Leacock

July 20

A great turnout for our run to Woodgate Beach this month, helped somewhat by a beautiful clear Queensland winters day! A total of 13 cars and 24 people joined the cruise with another 2 meeting us at Woodgate for lunch.

We departed our Quay Street meet point at 09:00 for a leisurely cruise to Bargara then followed the coastline south along Wongarra Scenic Drive, via Innes Park and Coral Cove, to Elliot Heads Esplanade where we stopped for morning tea. The Esplanade was lovely with the ocean front beckoning although we had to seek a sunny spot as temperatures were still low this time of year.

Following an extended tea break and comfort stop at Elliot Heads we headed inland following back roads through picturesque farmland. After a brief hold up to allow a cane train to pass, we crossed



the Elliot River at Dr Mays Crossing continuing through Kinkuna to join the Goodwood Road and on to Woodgate. Lunch was at the Woodgate Club and was well enjoyed by all.

Thanks to Colin for organising a great day out.

PARTICIPANTS: Colin Gibbs - MGTF, Dave & Jenny Cook - MGF, Marylin & Graham - MGF, Larry & Brenda Lipscombe - Alfa Romeo, Ian & Tracy Ninnies - TR4A, Keith & Diane Charman - MGF, Keith Ryan - MGB, Bob & Sue Murray - Porsche 911, Ricky & Isabella - MGB, Peter & Val Honda - HRV, Denis & Imelda - Dodge Ram, Maria & John Learbuch - MG HS, Steve & Teena Johnson - Hyundai.



Chapter Chatter

WHTSUNDAYS CHAPTER

By Paul Octrin

Another couple of busy months with numerous outings in June and July Tuesday 3rd was the midweek run where we gathered at the Good Guys and headed south via the ring road turning at Hay Point road and then again at Alligator creek store heading along the less busy back roads past Armstrongs beach. Stopping for a coffee and to take in the magnificent ocean views at Sarina beach.

Once again back in our trusty MGs we made our way into Sarina and decided to visit the Sugar shed again for lunch as they catered for our every need on our previous outing there in May, once again they did not disappoint.

Sunday 8th June saw the covered in chrome gathering at the marina, quite a gathering of likeminded enthusiasts along with every other person in Mackay trying to catch a fish and even more difficult, get a park for their car and boat trailer, needless to say the weather was perfect.

Following we reconvened at the good guys for our short run to Melba house, Marian for brunch or morning tea. What a lovely day for a drive in our much loved, prized possessions .

Sunday 22nd was quite the opposite to our previous outing with the weather not so favourable to take out our MGs so there were only 3 keen couples gather at the Good Guys.

Being quite wet we all agreed to bring our modern cars, so off we ventured with Seaforth as our destination, however this was a bit of a mystery trip with first stop the Leap Teahouse. However, upon arrival, the doors were closed and a notice saying due to scheduled power outage they were closed all of that day. So, towards Seaforth we head, and then a last minute turn to Cape Hillsborough Caravan Park where we all enjoyed a coffee and Indepth conversation.

Despite the wet weather the Seaforth markets did proceed, however were winding up, so to the bowls club it was, a fine meal



was much enjoyed by all.

Our Bi- Monthly dinner, held on Friday 27th at the Metropolitan hotel was a well attended event.

What Perfect weather we experienced for our Leap Teahouse run on Sunday 13th July, it was a great outing and well attended. The Ladies/ Volunteers at Yakapari Country Crafts and Tea Room made our visit very welcoming and we were presented with scones fresh from the oven along with other delicious treats.

A special note to Mick and Lyn who took their newly acquired MG TD out on their maiden voyage. This is truly a beautiful addition to your family. Also, a big shout out to Mal Sykes the former owner who cherished this Beauty for some 19 years, it is a credit to you.

From one loving owner to another, what a great outcome and also to keep the car within our local chapter. Well done to all.





2026 MG NATIONAL MEETING – HAHNDORF

Monday 27 April – Friday 1 May (NOT Easter)

June 2025 Bulletin

Greetings to all MG owners and drivers across Australia with the great news that expressions of interest for the 2026 MG National Meeting at wonderful Hahndorf, South Australia are now open.

You can register your interest by contacting Chris Bray, her email address for this is registrar2026natmeet@outlook.com

The event website is up and running at 2026mgnationalmeeting.com.au and is being regularly updated as more details and info come to hand.

Our base will be the Adelaide Hills Convention Centre (AHCC) run by Discovery Events. This is the venue and/or starting point for many events on the program and offers a great range of accommodation – though at the time of writing this, about three-quarters of the rooms are already booked out. To make a booking phone Sarah on (08) 8388 7921 and she will be happy to take your details. Please do NOT try to book online.

Their website <https://discoveryevents.com.au/venues/adelaide-hills-convention-centre> includes details and pictures of the different types of accommodation available.

Hahndorf offers many other accommodation options and attractions and you can find details at the usual places such as Booking.com, Tripadvisor, Wotif etc.

Next year's program is:

- Monday 27th April – Registration; Noggin'n'Natter / Rocker Cover Race all at AHCC
- Tuesday 28th April – Concours at Oakbank Racecourse; Theme Party at AHCC
- Wednesday 29th April – Motorkhana at The Bend Motorsport Park or Social Kimber Run leaving from AHCC and finishing at The Tavern on Hindmarsh Island.
- Thursday 30th April – Super Sprint at The Bend Motorsport Park or Discovery Run finishing at Murray Bridge; Formal Dinner at AHCC
- Friday 1st May – Farewell Breakfast and Delegate's Meeting at AHCC.

The Bend Motorsport Park at Tailem Bend is less than an hour away from Hahndorf on National Highway M1.

Apart from Hahndorf itself, here are a couple of other attractions to entice you.

Contribute to YOUR magazine!

Want to read vibrant and interesting articles about MGs and their drivers?

Then how about submitting a story for publication?

We're always after on-topic stories that will entertain and educate MG owners.

Stories of any size will be considered, and the more photos the better!

Please email your contributions to the Editor
craig@artxdesign.com.au



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Competition Corner

21 and 22 June
Mount Cotton Hillclimb

The weather reports for the weekend suggested fine conditions for the Saturday and Sunday weekend followed by rain on the Monday and Tuesday. Unfortunately this did not go accordingly to the script with light rain on both days of the weekend.

Given the wet surface most drivers of formula cars or those on full slick tyres decided to keep their cars on their trailers.

The conditions made those in the Regularity Class some interesting decisions when nominating their target times and resulting in some rather high scores.

Robert Martin lost the least number of points to outscore others in his Daihatsu Handi with a loss of 28 points from Shaun Rankin (BMW Z4, 36 points) with Geoffrey Messer (MGB, 70 points), Chris Lake (Toyota 86, down 89 points) with Lindsay Derriman in his Toyota Vienta 170 points.

Class wins in the Sports car categories went to Jeff Graham in the Sports Cars over 2 litres, Terry Sproston in the Sports 1300/Supersports and Jake Gulliver in the Clubman class driving his Arrow Clubman.

Ben Stevens took the Production Sports Cars class in his Lotus Elise with a best run of 54.99 seconds from Ian Power (Mazda MX5, 61.03) followed by Andrew Harris in his BMW Z3 with a 65.21 second time.

Results in the Sedan categories saw wins to Wade Scott in the Circuit Excel class with a 55.76 run, Warren Amos in the Modified Production cars up to 2 litres with a 58.61 in his Toyota Corolla and Brendan Merrick in the over 2 litre class with a 50.32 in his Datsun 120Y turbo.

Brendan Martin was quickest in the All Wheel

Drive Forced Induction class recording a 52.59 time in his Subaru WRX ahead of Michael Bradtke in his Audi TT (53.44 seconds) and Peter Martin with a 54.69 run driving the Subaru WRX.

Sports Sedan class saw the return of Jason Martell in his Escort following a period to rejuvenate the engine.

Jason has replaced the Pinto with a Honda K20 engine to win the up to 2000 ccs class even though he had only rear brakes operating whilst Geoffrey England was the quickest in the over 2000 ccs class in his Ford Falcon.

Matthew Topp was the faster in the Road Registered Sedans up to 1600 ccs recording a 57.57 in his Honda Civic from Chris Beahan forsaking the Formula Vee for a Leyland Mini. Chris's best run was a 59.78.

Daniel Beahan took the 1601 to 2000 ccs class in his Toyota Sprinter with a 53.34 time.

Chris Balhatchet driving his Renault Megane turbo won the over 2000 ccs class in 54.25 followed by Anthony Loveridge (VW Golf R32, 54.40), Ray Balhatchet (Nissan Skyline turbo, 61.58) with Natalie Fossey steering the Holden Commodore to a 62.58 time.

Natalie followed the advice of using the power on the straight bits and be gentle through the loops.

Group winner in the Historic classes were Barry Smith Group K Ford V8 Special and David Malone Group N Holden Torana GTR XU1.

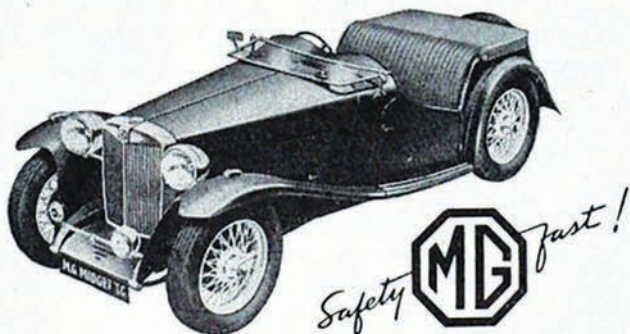
Jim Milliner and Luke Weiks were two of the Formula drivers who ventured on the wet track over the weekend with the class going to Jim Milliner from Luke Weiks.

Fastest times over the weekend were Jim Milliner (OMS2000, 45.29), Luke Weiks

Possession with Personality

You might think us too fanciful if we suggested that an inanimate thing could have living attributes. Yet many MG owners say just that: they'd swear that their cars have clearly defined personalities, and respond, as dogs or horses will, to their moods. If you take inanimate as meaning "without a soul of its own" perhaps it's not a word to use for an MG after all.

Owners have been even more confirmed in their ideas when they have found that, to us, their car is no mere number, but a spirited being which must be fed and groomed with infinite care, and whose master has a right, as a discerning man closely concerned with the welfare of his possession, to be fully informed of the rights and duties of ownership. We, in this way as in all others, are *working to maintain the MG breed.*



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Sean Wade, always entertaining took the Modified Sedans under 2000ccs with a 48.07.

Sean was able to show you are able to spin a Nissan Pulsar going up to the top of the second loop and remain within the track confines. The over 2 litre class went to Brendan Merrick driving his Datsun 120Y turbo with a 47.53 time.

Michael Bradtke won the All Wheel Drive Forced induction class in his Audi TT in a time of 52.02 seconds.

Peter and Brendan Martin were unable to run on the weekend due to the clutch of the Subaru failing and not unable to acquire replacement from various suppliers until Monday.

In the Sports Sedans classes Jason Martel, now with the brakes sorted had the manufactured throttle linkage assembly brake before he could have his first run. Geoff England won the class in his Ford Falcon EB with a run of 49.16 seconds.

Fastest times from competitors in the Sedans were Brendan Merrick (Datsun 120Y turbo, 47.53) Sean Wade (Nissan Pulsar, 48.07), Geoff England (Ford Falcon EB, 49.16), Daniel Beahan (Toyota Corolla, 49.87), Chris Balhatchet (Renault Megane turbo, 50.62), Michael Bradtke (Audi TT, 52.02), Waco Hamlin (Honda Civic, 52.89), Anthony Loveridge (VW Golf R32, 53.12), Ray Balhatchet (Nissan Skyline turbo, 54.46), Ebonee Edwards (Ford Focus, 56.65), Natalie Fossey (Holden Commodore, 59.06) with Lily Schofield (Toyota Celica, 63.66).

HISTORIC

Historic classes to Barry Smith (Group K, Ford V8 Special, 58.33 seconds), David Malone (Group N, Holden Torana GTR XU1, 54.13) with Jeremy Mattea steering the Ross Rundle Reynard 84 Formula Ford in Group F with a best run of 50.20 seconds.

FORMULA CARS

Chris Beahan won the Formula Vee class with a time of 48.96 in his Phoenix Vee being 0.34 outside his class record of 48.62.

Formula Libre Up to 1300ccs went to Ross Mackay (Macspec 024, 39.64) ahead of Jim Milliner (OMS 2000M, 41.61), Luke Weiks (Empire 001, 42.40), Paul Van Wijk (OMS Hornet, 43.81) with Darren Rath (DEQ Special 2017, 47.70).

Paul also proved drivers are able to rotate a Formula car going up the second climb without leaving the track surface. Dave Quelch took the middle class in his Homebuilt Special with a 44.95. On his final run the left front lower suspension control arm broke whilst under braking for the hairpin out of the second loop. The car was brought safely to a halt just before the nutshell barrier.

Dean Amos won the over 2000 ccs class with a 37.46 in his Gould GR55B V/8. Next in the class was Brett Bull having the first run in his newly home designed and constructed Brett Bull Motorsport B chassis, again powered by the Kawasaki turbo engine. Unfortunately the throttle sensor was faulty on Brett's first and only run. Replacement bits were not available for Brett to continue in the meeting.

Dean Amos set Fastest Time of Day with a 37.46 in his Gould GR55B V/8 with Ross Mackay (Macspec 024, 39.64), Jim Milliner (OMS 2000M, 41.61), Luke Weiks (Empire 001, 42.40), Paul Van Wijk (OMS Hornet, 43.81), David Quelch (Homebuilt DPQ03, 44.95), Darren Rath (DPQ Special 2017, 47.70).

Top Six Shootout went to Dean Amos (38.13), Ross Mackay (41.08), Jim Milliner (42.58), Luke Weiks (42.82), Paul Van Wijk (42.88) and Brendan Merrick (48.42).

Most improved competitor was Lily Schofield in her Toyota Celica.

Next hillclimb is the Inter Club Challenge on Saturday 6 September, a one day event. Next round is scheduled for the weekend of 27-28 September.

MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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



Hillclimbs



Concours



Day Runs

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

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

Please submit your contributions to the Editor
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Race Meetings