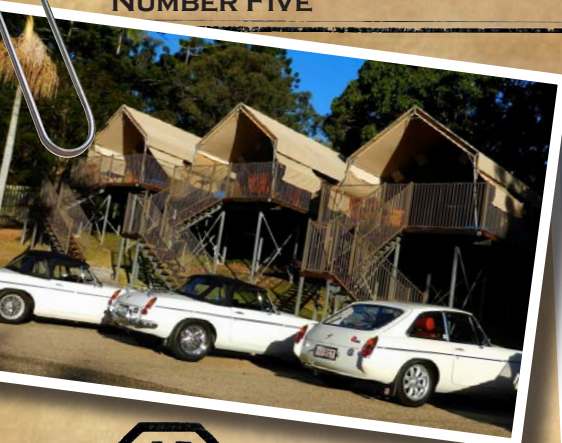


The Octagon

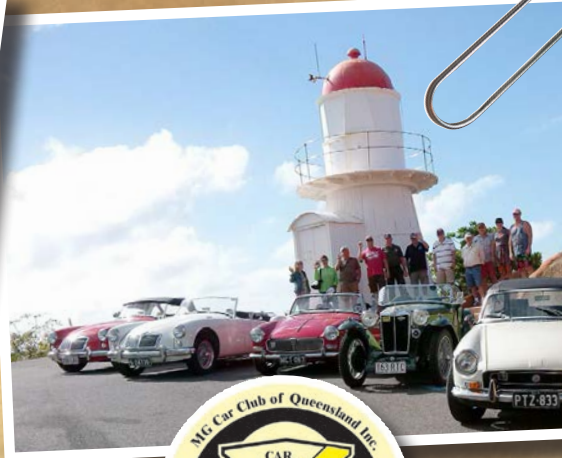
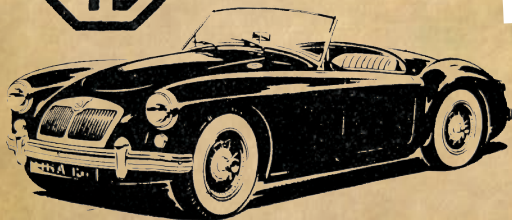
THE OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND

NUMBER FIVE

SEPTEMBER 2014



THE WORLD'S MOST
POPULAR SPORTS CAR



HISTORY REIGNS! See page 4 for information on the cover.



Patron: Dick Johnson

Affiliated with
MG Car Club UK & CAMS
MGCCQ Club Phone: 07 3274 1611
MGCCQ Club Fax: 07 3325 0841

www.mgccq.org.au
email: mgccq@mgccq.org.au

MANAGEMENT COMMITTEE

Name	Phone	Mobile	E-mail
PRESIDENT			
Neil Lewis	3807 6273	0417 773 425	neil.lewis@clarkslogancity.com.au
VICE-PRESIDENT			
Gary Goulding (Narelle)	3351 3506	0438 104 231	ggoulding@lectel.com.au
SECRETARY			
Malcolm Spiden	3266 6350		spidenm@yahoo.com.au
TREASURER			
Carly Mattea (Richard)	3325 0409	0410 310 452	moffmat@bigpond.com
Don Webster (Ann)	3374 4474	0439 526 060	donweb@bigpond.net.au
Reg Tomkinson (Jan)	3271 6262	0408 885 736	reg.tom@bigpond.com
David Robinson (Jeanne)	3848 0221	0417 731 455	robo25@bigpond.net.au

OFFICIALS

	Name	Phone		Name	Phone
Event Secretary	Fred Sayers	3359 2623	Clubrooms	Max Johnson	3201 5836
	Annette Truscott	0407 494 867	Regalia	Meryl Miles	3892 2699
Event Sec. Asst.	David Robinson	3255 9037	Library	David Robinson	3255 9037 (w)
	Richard Mattea	3325 0409	Point Score	Ian Fettes	3803 3858
CAMS Delegate	Gary Goulding	3351 3506	Membership Sec.	Peter Rayment (Delia)	0407 693 947
(Alternative)	Ann Thomson	3378 1368	National Meeting	Noeline Johnson	0427 220 602
Chaplain	Ken Trudgian	3886 3409	Co-ordinator	nlf52@bigpond.com	
Club Captain (Comp)			Chapter Liaison	David Miles	3892 2699
Canteen Convener (Mt C)	Belinda Van Wijk	0404 461 050	Far Nth Old Chapter	John Fransen	0448 658 830
Special Interest Vehicle	Paul Strange	3398 1993	Wide Bay Chapter	David Carter	4125 1095
Concession Contract	pstrange@bigpond.com		Darling Downs Chapter	Gary Lawrence	4696 8314
Webmistress	Glenda Crew	3341 4397	Capricorn Chapter	Gurney Clamp	4939 4760
Octagon Team					
Editor	Elaine Hamilton	3893 2438	Mobile		
			Email		
				vprojects@internode.on.net	

All enquiries to the secretary:
%- GPO Box 1847 Brisbane 4001

Headquarters: 8/16 Collinsvale St, Rocklea
E & OE 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 2013 MGCCQ.

President's Report



By the time you read this another MG calendar year will have passed and with this will also have been the AGM and the election of office bearers for the next 12 months. After 12 months as President I feel confident that as the leader of the Club committee we have achieved in a positive manner for the club.

Our membership has remained strong while clubs around us are seeing downturn in numbers, participation in club events has been stable for the year; while not earth shattering, it has been steady. The hillclimb continues to be the main source of income for the club; even though we have seen lower numbers of competitors this year it continues to show a profit.

During the last two years we have undertaken projects to consolidate our position at Mt Cotton with some upgrades and some new strategies for hillclimb events. There are still more changes we would hope to implement in the near future to try and reduce the amount of personal time required both to organise and run events. As with the hillclimb the All British Day is also undergoing some changes to make it less time consuming for our loyal volunteers. This event will also have been completed by the time you read this.

Given that the AGM has happened by reading time, I believe it is time for all of us to think of what we can achieve for the club and how it is possible for us to help the current crop of volunteers who, while very dedicated to the tasks, are also becoming worn out from

the constant requirements placed on them to achieve the club's goals. The best way to make sure all of these people continue to help is to have more volunteers ready and willing to back them up and learn from them.

Having now held a position on the committee for the last 6 years I've had time to see some change in the organisation of the club and I've also witnessed a decline in the willingness of people to volunteer to help run the club. Our committee should be comprised of 10 people from our member base.

Of these 10 people we would expect to have a mix of views and opinions on what should be done to better the club, individual opinion is important and its from opinions of the committee that we forge a direction for the club. At present the committee is short on bodies and some of the bodies present are becoming tired as well.

It would be very nice to see some of the younger members of the club step up to assist in the long term running of the club, who knows one day you may end up where I am in the president's chair.

To all members of the club thank you for your support over the last 12 months and if all are happy with the job I have attempted to do and put me back in as President I look forward to serving you all for another 12 months and for as long as you the members wish for me to continue.

- Neil Lewis

MG INFORMATION

	Name	Phone
PRE - WAR	Dino Mattea	3263 2625
	Ross Kelly	3352 4151
T TYPE	Peter Rayment	0407 693 947
MGA	Richard Mattea	3325 0409
MGV	Tony Slatery	3391 3022
MAGNETTE SALOON	David Robinson	3255 9037 (W)

	Name	Phone
MGB	Graeme Walker	0431 678 319
MGC	Bruce Ibbotson	3366 1889
MG VS RV8	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MGF	John Boyce	3345 2530
MG 28, 28, 27	Ken Wasley	0423 15 27 23

Some words from Elaine



Firstly, I wish to thank those of you who contacted me with compliments on the last Octagon. It's rare to get feedback so it's wonderful when it does come - and even better when it is complimentary! When I questioned why these people thought it was so good, the answer was 'because of the variety of the articles'. Why was there a variety of articles? Because members wrote them!! I need your help to continue to make the magazine an interesting one so please don't be shy about submitting something to me. If you are concerned that your writing isn't good enough, that is not a problem as I am happy to get out my 'red pen' and make improvements that no one other than you and I will know about.

Now, to our cover which is bit unusual this time. There are two reasons for the 'new', but temporary, masthead. One is that you will receive this magazine very close to the time when the first move to form an MG Car Club in Qld was made in October 1954 so this masthead which was used for many of the very earliest of the Octagons is aimed at bringing this to your attention. The second is to draw your attention to a project which, with Glenda Crew's collaboration, has been ongoing for a few months. This has become her and my major contribution to the celebration of the Club's 60th anniversary and has involved making the Club's collection of Octagons permanently available for you to read whenever you wish. Yes, every issue which is in the Club's archive - and it is fairly close to complete - has been scanned and is now available on a special page of the Club website which Glenda has set up. I thank Glen for taking this project to heart and for her assistance - and perseverance - as her 'Inbox' has become flooded with large files from me over the course of the past few months. You will find the collection at <http://www.mgccq.org.au/octagon60.htm> or you can access it from a link on the Magazine (or Octagon) page.

In scanning all of these Octagons, I came across graphic art which had, at some time, been used to liven up some articles. In honour of the Club's history, I have used them in this issue as a 'one off' and hope you enjoy the humour in them. Amongst these was graphic art for 'Letters to the Editor'. It is rare to receive letters these days but, fortunately, one did come in for this issue so a special thanks to its author from me! I included the second item in with the Letters because it is essentially a letter from Peter and Delia Rayment, not to me as Editor, but to you as a Club member.

The second and final part of my personal history is included here. Part 2 of David Miles's history has been promised for the November issue.

The major Club event since last issue was the annual Concours and Car Display so there is good coverage of that event inside. There are also reports of two midweek and two (Sun)day runs. The July midweek run with its overnight stay and visits to places of special interest attracted the number of participants we would like to see on every run and was declared a huge success by all who were on it. It was interesting when scanning the Octagons to let my eyes wander over the pages and one thing that stood out was the numbers that the Club used to attract to its runs with 30+ cars not being an unusual number. Maybe the success of the July run will carry over to some of our other runs.

The Chapters, once again, show us up with the number of runs that they put on for their members and this is reflected in the length of their reports. As I write this, members of the Darling Downs Chapter have just returned from an extended run of nearly a week through the area of northern New South Wales. Unfortunately the report on that week has had to be severely cut to fit into this issue but the full report is available on the DDC page of the website. Don't miss it! It makes very entertaining reading. The cover photos are part of the stories of extended runs put on by the Far North Qld and Wide Bay Chapters.

The next issue, the November one, will be the final one for this year. Closing date for receipt of material is the last day of October. Please remember that your contribution is welcomed whatever form it may take -- letter to the editor, poem, cartoon, a history of your MG ownership, an article on why you joined the Club .. the possibilities are numerous.

COVER INFORMATION

While the Masthead recalls the history of the Octagon, the two photos also reflect history. Both the Far North Qld Chapter and the Wide Bay Chapter recently held successful long weekends runs - both, coincidentally, with associations with Captain Cook.

The Far Northern one went to the historic town of Cooktown, the furthest north any MGCCQ run has ever gone - thus making their own piece of history - while the Wide Bay Chapter visited the historic townships of 1770 and Agnes Water. The FNQ photo at Cooktown Lighthouse was taken by John and Cherie Fransen; the WBC photo was taken by Darrell Martin.

Notice Board

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

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

Fri 3 Oct Noggin 'n' Natter

4/5 Oct TSA-SR Automotive hillclimb series

5th round at Mt Cotton (P)

Fri 10 Oct Night Observation run (P)

Sun 12 Oct Day run (P)

Meet at Cleveland Show Grounds, cnr Smith and Long Sts, Cleveland at 4pm for departure at 4.30pm for La Kandy Restaurant, Wynnum Rd Tingalpa. Restaurant is BYO except for soft drinks which are available for purchase at the restaurant.

Please book with Charmaine on or before Sun 5 Oct. Cost is \$20 per person. If you book and are unable to attend, please advise Charmaine by Tues 7 at the latest or late cancellations will be liable to pay for their seats.

CONTACT: CHARMAINE (home) 3286 3518

(mob) 0403 290 374 or email bcpereira@bigpond.com

Fri 17 Oct Noggin 'n' Natter

Sun 19 Oct Test and Tune at Mt Cotton hillclimb

Wed 22 Oct Midweek Run

Meet at Springfield Lakes Park. Burlington Street (Map 237 E - 19) at 9.00 for a 9.30 start. Morning tea stop at Laidley.

Lunch at a different park in Springfield Lakes. It is a figure eight trip - out through the country roads with about a four km Cunningham Highway each way.

Start, Springfield Lakes, Peak Crossing, Warril View, Mt Walker, Rosewood, Grandchester to Laidley for Morning Tea Approx 84 km. Then from Laidley, across the highway at Plainlands, Brightview, Lowood, Glenmorgan Vale, Lark Hill, across the highway at Marburg, Rosewood, Amberley past Deebling Heights back to Springfield Lakes. Approx 84 km.

Contact Trevor or Joy Jones - 0438 467 558 .

Fri 7 Nov Noggin 'n' Natter

Sun 16 Nov Happy birthday day run (P)

Watch website and weekly emails for details

Fri 21 Nov Night observation run (P) - final one for the year

Wed 26 Nov Midweek run

Watch website and weekly email for details

29/30 Nov TSA-SR Automotive hillclimb series

Sixth and Final round at Mt Cotton (P)

Fri Dec 5 Noggin 'n' Natter

Sun Dec 7 Christmas party at Clubrooms

Please consult the calendar insert for Chapter events. Club members are reminded that they are welcome to attend any events in the Club calendar. For a full listing of events, see the calendar in the centre of the magazine. Please note that some dates may change; updates are available on the Calendar page of the website and calendars of Chapter events are also available on their web pages.

New members

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

Stephen Hodgson
Mark Clark
Susan Insley
John Walker

Peter Albert
Ian Insley
Ben Sinivuori

Bits'n'Pieces

SAD NEWS

We report the passing of Leigh Vine, a MGCCQ member from 1959. Leigh had competed at Lowood, Lakeside, and Surfers Paradise circuits. In the 1970s and early 1980s the ranks of the local sports cars were swelling with some very competitive cars giving wonderful racing. Leigh was a regular competitor in this sports car category with the ex-Phil Moore Elfin 360 powered firstly with a Repco V8 (pictured at Lakeside) then Rotary engine. In later years Leigh was involved in preparing a Lotus Super 7 road car.

Although he retired from circuit racing Leigh maintained his involvement in motor sport as a representative on the Queensland CAMS State Council, Chairman of State Council (1996 to 1997) as well as a member of the Scrutineering Advisory Panel. Queensland motorsport is poorer with Leigh's passing.



We are also sad to report that Daphne Mills, wife of Harvey and mother of Jon, passed away on 14 August. Harvey and Daphne attended Noggin 'n' Natters as/when their health allowed and their MG TC was always a welcome addition to the Concours entries. Our sympathies go to Harvey and Jon who will be known to our racing community as an openwheeler competitor.

SEAT BELTS FOR COMPETITION CARS

The April 2013 edition of CAMS SpeedRead provides an article by Dr Michael Henderson. This is entitled "Safety Harnesses – notes on race car harness design and installation" regarding the correct adjustment of harnesses especially in Formula cars. This is on pages 11 & 12 and you can access this article via www.cams.com.au, then media drop down, to speed read editions.

SPECIAL INTEREST VEHICLE REGISTRATION

There is an update on the Department of Transport and Main Roads website of the list of FAQs regarding the use of Special Interest Vehicles. Those of you with vehicles on this registration, sometimes referred to as 'Concessional' registration should make themselves familiar with the changes. These are also available on the NEWS page of our Club website.

BEWARE - EMAIL SCAM

A reminder warning -- Someone who recently advertised a car for sale on our website was the victim of an email scam which resulted in the loss of some money, but fortunately not the car.

A warning notice was put on the Classifieds page of our website quite some time ago when we became aware of the possibility of scammers contacting advertisers.

Please be aware that the fraudsters are still around so either do not include your email address with your advertisement or treat all responses with care.

It should be obvious, but I will state it here, if you are selling something you should be the one receiving money, NOT the purchaser.



Uncle Sam (alias Kerry Horgan) brought a large touch of Americana to the Noggin 'n' Natter on July 4. The Cadillac managed to fit in as did part of his Mustang and the Corvette supplied by fellow Club members, Neil and Jennifer Summerson.

And this time Talking of identification Don Webster found this photo in his personal archives but, while he can identify the location (can't we all?), he is unsure of the date, the cars (other than Brian Tebble's Gertie MG TD), the people or the occasion. Let us know if you know



Skippy took his nickname to heart - and head! - at the July hillclimb and provided a happy talking point for the day when he arrived disguised as a Skippy! What would we do without him --and Mouse and Mini Mouse -- who bring constant good humour to the hill along with a desire and commitment to help the Club with their work on the flagpoints and starting line.

Just in case you miss this final paragraph of the FNQ Chapter's account of their weekend trip to Cooktown, it is repeated here ..

" Finishing on an interesting fact – Tony Basham drove in his 1934 PA from Cairns to Cooktown Saturday, returned Sunday, overnighited in Cairns, only to continue with a scheduled trip to Canberra, then onto Melbourne and Adelaide.... my how that little green car and its passenger can travel!"

The PA is pictured at Cooktown Lighthouse along with the Fransens' Midget.

Talking of disguise can you identify any or all of these people? A clue ... two are still very active (now, that is an understatement!) in the Club and that is the T type trophy being presented at the 1979 presentation of Club trophies for 1978.



Continuing with the topic of identification... these photos were taken at a Tasman F5000 meeting at Surfers Paradise on 9 Feb 1975 when MGs were used to take the drivers on a lap of the circuit before the race. Were you and your car among them? If so, let us know. On the other hand, your car may have been there in its 'earlier life'.

Check your MG's number plate to see if it matches any of these ... MGB (NUP 655, PIN 112, PVQ 313); Midget (OFT 789), TF (NNT 909); TD (OJY 545) or MGA (PNT 855).



FOR SALE - KADITCHA VCP 1



Australian F2 VW powered monocoque race car, first Log Booked in 1980. Since 1987 has been extensively campaigned as a Formula Libre Hillclimb Car. Monocoque tub constructed from high quality Aluminium Sheet. Engine still retains VW 1600 crank cases which house 86 mm Berg forged billet crankshaft & oversized barrels resulting in capacity of 2388cc. Also fitted are Carrillo Rods, Autocraft Heads, Vertex Magneto & 48mm IDA Weber carburettors. Transmission is 5 speed Hewland Mk9. Major spares include 1 set of wheels & tyres, 15 gear ratios in total & the original rear wing. Kaditcha VCP1 has successfully demonstrated its excellent engineering qualities over many years; 12 FTDs - 8 Top 6 wins - numerous outright podium results including 5 interstate 2nd places, 2 at Bathurst & 1 each at King Edward Park, Silverdale and Huntley. Best time at Mt Cotton of 40.77 in Dec 1990.

Price: - \$44 000.00

Contact: John & Glen Boyce

Ph: (07) 33452530

FOR SALE

Genuine BMC Workshop Manual for MGA Twin Cam. Reasonable offer to Rolf Vine 0422-011-3998



LETTERS

GOT SOMETHING
TO CROW ABOUT



Hi Elaine,

I always really enjoy reading the Octagon, but I think the July edition has really excelled itself. Lots of good material and the excellent articles by yourself and David Miles have really brought back some memories of my own somewhat misspent youth in relation to motorsport and other youthful motor-related endeavours. In those days my life revolved around the Mini Car Clubs of Brisbane and Ipswich, although we were always envious of the MG Car Club with the membership and wide range of activities. Your mention of the old Lowood circuit also brought back memories of hours spent in the old time-keepers bus with the "state of the art" (?) timekeeping equipment of the 60's.

Your story on the Mini Monte Rally of 1965 was also a real trigger for my memories. I also competed in the inaugural rally in my black Mini Cooper (nicknamed "Thunda" by a few fellow competitors). We did do pretty well in the road section, despite failing CV joints, but decided that we would not participate in the motorkhana section at Warwick Farm. I think we used the CV joint reason (excuse?) although there may have been also some motivation to do a bit of a wander around Sydney with a couple of other competitors as a more enjoyable alternative.

I also competed in the last of the Mini Montes in 1968, navigating in another Cooper, but unfortunately mechanical issues forced us to retire in Tenterfield.

Congratulations on the continued excellent quality of the magazine. I know how much work is needed to put together such a diverse range of topics and the result is always an outstanding publication.

- Best Regards, Bevan Harris

MG The Marque of Friendship

Over the years, whenever we have travelled throughout Australia, we have tried to make contact with the local MG Car Club to see "what's on" whilst we were there, and have always been made welcome. On a more global note too, over the years, we have made contact with the local clubs and again been made welcome by the MG "family" in countries like the UK, Denmark, and Hawaii.

Recently, planning a visit to the Rockhampton area, we made prior contact with the Capricorn Chapter's co-ordinator Gurney Clamp to see "what was on" and in no time flat an email came back to say that he had organized a "meet and greet" for us! We had a wonderful morning following a convoy of MGs from Rockhampton, down the coast to Yeppoon and then onto the lunch stop at Roslyn Bay for a seafood lunch.

This is the true spirit of the MG Marque. It was great catching up with old friends like the Armstrongs and the Kunsts (regular MG National Meeting attendees) and making new ones. The Armstrongs have recently retired to Yeppoon from Moura and the Kunsts had come over for the weekend from Moura.

Then we made contact with Wayne Kirwin at Biloela (another regular MG National Meeting attendee) to see if we could catch up with him, whilst up that way. Before you could say flash Harry, Wayne had organized some accommodation at his Byfields Getaway for us to stay at.

We spent an interesting few days, in our Jeep, exploring the Byfields National Park with its big sand dunes, beautiful clear running creeks, sandy beaches and rocky headlands. It reminds us very much of Fraser Island, particularly with its unusual vegetation, which is endemic to that area.

Thank you to the Capricorn Chapter for your hospitality and in particular to the organisers Gurney and Wayne.

So fellow club members, whenever you plan to travel anywhere, contact your local MGCC to see "what's on". Those two little letters MG could open doors for you and you could make some wonderful new friends in the MG global "family". PS As we write this we are investigating Greece for next year-but it is all a little Greek to me at the moment! I think we'll have to hit the translate button.

- Happy travelling from Delia & Peter Rayment



SCG PERFORMANCE

54 McKenzie Rd, Woombye, QLD 4559

*Specialising in all mechanical repairs
to MG's from MGA-MGTF and ZT*

SERVICE SPECIAL - \$150

Phone (07) 5442 2749

Anthony 0424 823 826

Email scgperformance@gmail.com

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

July Day Run



by Don Webster; photos by David Miles

A few hardy souls braved the cold weather for what turned out to be a perfect Winter's day.

Five MGs left Keperra, travelling through Samford and Dayboro before the climb up the D'Aguilar range. A further three MGs joined us by morning tea time which was held at the Pitstop Café on Mt Mee. This was crammed with other enthusiasts (principally motor cyclists) also taking advantage of the ideal conditions. While it was, admittedly, breezy and a bit chilly outside, inside the Café with an open fire it was very toasty. In fact, it was so comfortable that it was difficult to stir the troops back into action. An MG badge was presented to the owner of the Café to join his extensive collection of motoring memorabilia.

The run continued along the crest of the range, and then down to join the highway through Woodford. Leaving Woodford, the route was along Neurum Road which skirts the headwaters of Somerset Dam and through Kilcoy to our lunch spot at The Spit, overlooking the water and near the dam wall.

After lunch, people found their own way home via either Mt Glorious or Ipswich. The run was one described as the "Big Mountain Run" in the October 2013 issue of Destination Drives and is through ideal sports car territory.

Participants

MGTD	Don & Meghan Webster
MGZA	David & Meryl Miles, & Gail Bayliss
MGA	John & Pat Walker
MGBGTV8	Bernie Pereira
MGBL	Errol & Wendy Hoger
MGBGT	Barry & Carolyn Smith
MGBGT	Owen McNeill
MGRV8	Chris Hunt





J. Larsen Pty. Ltd.

ABN 72 009 706 745 (Established 1917)



Master Locksmiths and Manufacturers of Padlocks, Lock Cylinders and Key Blanks

- **Commercial & Domestic Locksmithing.**
- **Keys cut to sample or code.**
- **Master & Restricted keying systems.**
- **Safes sold, serviced & opened.**

21 Hudson Road, Albion Qld 4010, Australia

Telephone: 07 3262 7777 Facsimile: 07 3262 4855

E-mail: info@larsen.com.au Website: <http://www.larsen.com.au>

artxdesign.com.au
creative studios

DESIGN | PRINT | PUBLISH | WEB

For the best prices and highest quality call us on

1300 488 717

today for service anywhere in Australia

artxdesign.com.au

A full service agency offering...

All offset printing

- Brochures
- Flyers
- Business Cards
- Magazines

Book Publishing

Graphic Design

Branding

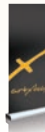
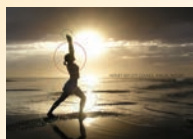
Banners & Bunting

Trade Displays

Digital Signage

Television & Radio

**Event Management
and much more...**



July Midweek Run



by Bruce Mutch; photos by Malcolm Campbell

On a beautiful and clear winter's morning the group of 28 MGs and others headed out of Rocks Riverside Park at Jindalee and on to the Warrego and Brisbane Valley Highways across the Wivenhoe to have smoko at Esk .

The problem then followed of getting everyone going and pointed up the Range to Hampton.

We cut through Cressbrook and Perseverance Dams to settle at "Bullocky's Rest" at Crows Nest for lunch. It was just like "Old Times" with all the members not seen for a while and very welcome.

It was then off through the Eastern Downs and the old Dairying country which has over the last few weeks been devastated by drought and frost to a desolate countryside with dry grass bare paddocks with very little crop out of the ground .

The sad part is the dairying industry has been decimated with the reduction in milk returns to the farmers and over a thousand farmers in 1600 dairies in Qld have closed down. At least 8-10 Dairy Factories on the Eastern Downs have folded.

Participants were:

Greg & Rhonda Hannant	MGB
Jeff & Pat Hesslewood	WRX
Geoff & Glennis Anderson	Jeep
Neil & Margaret Turner	MGF
Errol & Wendy Hoyer	MGB
Val & Kerry Horgan	MX5
Dee Andersen	Peugeot
David Miles	MGB
John & Pat Walker	MGB GT V8
Ian & Karen Fettes/Diane Davies	MG Magnette
John & Trica Cranley	Bentley
Jan Burke	MGB
Owen Mc Neil	MGB GT
Jeff & Rosemary Turner	Mazda BT 50
Malcolm Campbell /Kathy Burford	MX5
Cathy Bartley /Ken Simmons	MGF TF
Barry Lutwyche	MGB
Ross & Shez Letten	MGB
Trevor Mills & Fred Enever	MGB
Ron & Bev Clydesdale	MG Midget
Bill Heraghty	MGA Coupe
John & Margaret Boland	MGB
Bruce Mutch	Forester



We travelled through the Brigalow country which had been overgrown with Prickly Pear (so thick that it choked out grass). This was eliminated by the Cactoblastis Moth (ate it out) in 1920s to help the return to beautiful cropping country. Most of the good country is fallow and too late for winter crop. We then went through "The Bun" and on to Dalby where the Park View was waiting for us.

After one "Happy Hour" at the motel and another at the "Windsor Hotel", an excellent meal and a good time was had by all.

On Thursday, after a lovely breakfast on a "mild" bright day we headed off to Bob & Yvonne White's lovely home - "Parramatta" - near the golf course.

Bob, who I have known for 30 years, styled the house on its namesake in Sydney. It took 5 years to build and he laid all the bricks himself. That was the first surprise but the "model train system" with the tracks which wind around their acre of country left the folks in awe.

The steam engines are coal fired and have the full complement of carriages, wagons (coal and water), stations ,waiting rooms signals and all built to scale. All these were built by Bob in his own workshop and ALL WORK. The folks were enthralled for two hours. Bob won the Australian Model train Championship two years ago.

It was then back on the road again to the "Wainui" Feedlot at Bowenville owned by North Australia Pastoral Co managed in 1980-90 by our oft time guest Ross Brunckhorst. We were entertained by The Head Stockman Howard Elliot who identified the capacity of 16,000 head of Company bred "Composite" cattle from northern stations for the

Woolworth's local and the Japanese market. The feedlot has been awarded "top" awards by the Industry over the past years.

Lunch was enjoyed at the Cobb & Co Coachhouse at Jondaryan. In the afternoon we diverted to Wellcamp west of Toowoomba to view the new airport being built by Wagners on the old Alfred Grant Thoroughbred stud. It was a great trip with plenty to see and appreciated by all.

The photos from this run were exceptional but only a selection can be included here. To see more go online to <https://www.flickr.com/photos/motor-racing-photography/sets/72157645897988501/>.





August Day Run



Reports and photos by Peter and Delia Rayment and Richard Higgs

Peter and Delia's perspective of the run ...

Well what a day. Contrary to the media telling everyone, during the preceding week, that we were all going to be flooded out with 2" of rain, it was a wonderful day. As all the forward planning had been done and we weren't flooded, the run proceeded. We waited extra time at the BP Caboolture for members who said they were coming – just in case they were held up!

We headed off and the convoy wound its way northwards via many of the old north-going roads. The wonderful winding roads, with some definite ups and downs, were ideal for the sports cars. The view of the Glasshouse Mountains was superb as the air was crystal clear and the mountains were so close - which added to their majesty.

Smoko saw the group at the Maroochy Bushland Botanical Gardens. After a cuppa, some went off to see the stone sculptures, many of which are hewn from black Chillagoe marble. (These sculptures were created in the gardens.)

From here we headed to the east of the highway and once again up and down and over many unflooded flood plains. A wonderful drive, past a castle at Bli Bli, through Eumundi (luckily the

Participants were:

*Peter & Delia Rayment
Greg & Rhonda Hannart
Richard Higgs
Paul & Lynn Lupton*

*Barry Lutwyche & Jan Burke
Owen & Mary McNeill
Bernie & Charmaine Pereira
Tony & Debbie Slattery
Ross & Liza Swinbourne*

*MGY 48
MGB MkII 72
MGA MkI
MG ZB
Magnetite
MGB 79
MGBGT
MGBGT V8
BMW
MGA 1600 MkI*

markets weren't on), once again up the old highway and on to the finish at the tablelands of Tinbeerwah overlooking Noosa. Here there was much merriment with nipple warmers made from possum fur and all sorts of other goodies being given out for various reasons. We must be going blind as we missed a \$4000 bribe for the best story.

For a surprise, we had arranged for a wonderful 1937 MG SA to turn up at the finish. Even though it had to travel over a dirt road to get out from its home, it was pristine. It really looked spectacular in the sun as it came down into the yard. With Jan's birthday on the day and Rhonda's the next day we enjoyed a wonderful birthday cake – more merriment. We think it was their 21 birthdays!



So for the members who came, they had a wonderful fine scenic drive with their cars. Thanks for coming.

The reward for the organisers of the day was all the happy faces.

Richard Higg's report ...

At what seems to be our normal starting point for Northern runs, nine cars assembled at BP Caboolture and after the usual greetings and cups of coffee, set off on our journey.

We travelled a short distance along the Bruce Highway to the Pumicestone Rd turnoff and took an interesting drive through Elimbah and along various roads through the Glasshouse mountains and on to Mooloolah and Eudlo before joining the Tanawah tourist drive where we continued to our smoko destination of Maroochy Bushland botanic Gardens. Here we had our usual natter with our refreshments and members could walk around the gardens and view the natural plants and various sculptures all set in 82 hectares of eucalypt and forest with creeks and lagoons.

After about an hour we moved off via some good winding roads, along Eudlo Flats Rd, David Low Way, Yandina and Eumundi then on to the Noosa-Cooroy Rd and on to our hosts' home at Covey Rd, Timberwah.

Peter and Delia had organised parking at their property as the previous day's rain had made the ground rather wet. Once all the vehicles were parked members then could either enjoy the views from the verandah or in the case of most of the menfolk visit Peter's "Man Cave". Here was a collection of four MG YAs all in need of restoration and the chassis of a race car which Peter was in the process of rebuilding.

Lunch was taken on the verandah where some had their own sandwiches or steak which Peter very ably cooked on the BBQ. Delia meanwhile was busy in the kitchen with platters of dips and biscuits etc.

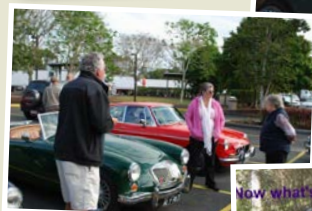
At the start of our run we had a questionnaire to fill out with two observation questions regarding number of railway crossings and the number of times the Bruce Highway was crossed. There were

various answers received but I am glad to say that your scribe won!

In addition to this competition Delia had organised some other questions for members and those with the correct answers were awarded a variety of prizes which included car shampoo, wash leather, lollies, stickers and.....nipple warmers !!!!

Joining us later in the day was a magnificent 1937 MG SA, a true credit to its owner and also a fitting tribute to Cecil Kimber and Abingdon.

A great time was had by all, a great day and great company and our sincere thanks to Peter and Delia for their kind and genial hospitality and sharing their home with us.



The surprise visitor;
a 1937 MG SA.



August Midweek Run



by Denis Thomas; photos by Malcolm Campbell

The mid week run for August went without a hitch and no rain even though the weather that was promised was heaps and heaps of rain and wind.

We all turned up on time at the Logan river parklands although some arrived in the comfort of their homely sedan instead of taking the risks of a soaking.

After the normal to do we left on time travelling via Beaudesert to Boonah for our morning tea. Tail end Charlie took a wrong turn early in the run and headed back toward Brisbane so our departure from morning tea was a little later than scheduled but who really cares....we have all day.

We travelled through Boonah and Maroon and then the countryside around Mt Barney which had improved since my dry run last week. The small amount of rain we had in a week resulted in the grass coming to life and greened up just for our visit.

Mt Barney played hide and seek through a mist of clouds and we received a small shower to cool those of us travelling with roadsters without the protection of the roof.

We then continued back through Rathdowney and off through Christmas Creek and Kerry to Beaudesert for our lunch stop.

This is where we discovered one car missing....

Participants were:

Denis Thomas	MGB
Ian / Karen Fettes / Diane Davies	MG Magnette
Milos Miladnovic / Helen Keane	MGB
Jeff/Pat Heslewood	WRX
Alan/Joyce Tebbutt	Audi
Greg /Rhonda Hannant	MGB
Dennis/Diana Kelly	MX5
Trevor Mills / Fred Enever	Kia
Bruce /Tip Ibbotson	BMW
Kerry Horgan	Mustang
Jeff/Rosemary Turner	Toyota
Errol/Wendy Hoger	MGB
Bruce Mutch/ Ross Brunckhorst	MGB
Paul Wilson / Greg Jolly	Mazda
Vern / Elaine Hamilton	MGB GT
John / Glen Boyce	MGF
Malcolm Campbell / Kathy Burford	MX5

A neautiful Green Mustang had vanished
On checking the run sheet there was no contact number so he is still lost to date.

Dear Val, we regret your loss and if you ever find out where Kerry is could you please cancel the police alert. It would be a shame to lose that beaut car ???

Judging by the feedback all enjoyed the day so thank you for your attendance.







BEAUTY IS IN THE EYE OF THE BEHOLDER

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

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

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



MGCCQ History Snippets

by Elaine Hamilton

A SLICE OF CLUB HISTORY A PERSONAL PERSPECTIVE Part 2 - the second coming

Although I had had continuous membership of the Club, there was a long period when I was one of those often-berated 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.



A crowded venue for the 2011 Annual Club dinner and presentation of trophies

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



One room in the Hamilton household was taken over by the Club library for many months

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.



The unveiling of the honourboards

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 parklike 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





The Club display at the Redland Museum in late 2006

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

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. 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

Looking for Secure Storage Space?

- **Race Cars, Cars on Trailers, Caravans**
- **Secure building in Sumner Park with 24 x 7 Back to Base Monitoring**
- **Fully weatherproof with easy access and flexibility**
- **Call Ian Peters on (0407) 635 607**

John Clatworthy were greatly appreciated. This necessitated many hundreds of 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.



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

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. I am pleased that his wish has started to be fulfilled.

Many of those tasks listed above do not come under the responsibility of Secretary - a role which would probably be defined as sending out notices of meetings and agendas, writing and distributing the minutes and dealing with the correspondence and doing these things in a timely manner to enable the business of committee to be done effectively. For now, it is only these last items which I am not doing - they are for the current Secretary, Malcolm Spiden. However, I will continue for as long as feasible with all of my other non-Committee tasks including the editing of the Club magazine; the updating of the Club's website; the monitoring of the Club's Facebook page (the setting up



of which provided a steep learning curve for such a non-social media person as I am); the sending out of another of my initiatives - the weekly email which provides updates of coming events to those in Brisbane and its 'catchment' area; assisting with timing at the hillclimb on the occasions when Vern is not competing; the maintenance of master files of all results of Club competitive events, of record breakers at the hillclimb, of all copies and contents of the Club magazines, of Committee members, of trophy winners etc; almost daily liaising with our webmistress, Glenda Crew, keeping the website updated with reports on events etc, updating of the Club's calendar of events both on the

At my final committee meeting on July 9 2013,

website and in the magazine and the writing of press releases to try to get maximum publicity for Club events ... and probably any other jobs for which my help is needed and welcomed.

PS 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.



A link to another personal history of the Club, written by Peter and Delia Rayment, can be found on the website on the 6th page of the Nostalgia section. Unfortunately it is too long to republish it this year but I urge you to read it as it covers the decades of their very much hands-on involvement in the Club.



ABINGDON MOTORS MG CITY

**WITH OVER 45 YEARS
COMBINED EXPERIENCE
IN THE MG BUSINESS**

WE SPECIALIZE IN:

- MG PARTS SUPPLY (SUBSTANTIAL RANGE ON SITE)
- MG REPAIRS (EXTENSIVE EXPERIENCE AND SPECIAL TOOLING)
- MG GENERAL SERVICING



ABINGDON MOTORS

**192 ANNERLEY ROAD,
DUTTON PARK, 4102**

PH: 07 38442881

EMAIL: ABINGDON@MGCITY.COM.AU



RV8

CARS AUSTRALIA



**RV8 AUSTRALIA P/L ARE PLEASED TO
ANNOUNCE THEIR CERTIFICATION AS A RAW**
(registered automotive workshop)

**WE ARE AGAIN ABLE TO SUPPLY AND COMPLY THE
MGRV8 FOR THE AUSTRALIAN MARKET.
CARS AVAILABLE FROM \$42,000.00**

STUART & SALLY RATCLIFF 9682-6655

COWIE PERFORMANCE ENGINEERING

Specialising in motorsport

Cylinder heads.

Phone Alex Cowie

3208 5539

11 Brennan St, Slacks Creek 4127

The History Of The MGCCCQ Magazine

THE 'OCTAGON' by Elaine Hamilton

What you will find below is the beginning of what was going to be a 'short' history of the Octagon. However, as you will be able to tell as you read it, I became fascinated by both the format and the contents of the magazines and found that, should I continue, my short history could end up filling a few Octagons. A different path had to be found!

I therefore negotiated with our webmistress, Glenda Crew, and we worked on making all issues of the Octagon that the Club has in its archive available on the website as readable pdf files. They are on a page accessible from the current Club Magazine page which has the grand title 60th ANNIVERSARY OCTAGON ARCHIVE PROJECT. This will give you access to all the contents - not just the bits that I found interesting - of all issues we have. It will also alert you to those we do not have. If you discover that you own one of these, we would appreciate a loan of it so that I can scan it and add it to the collection.

This archive will also let you see the different formats used over the years and you will see how these tend to reflect both the technology available at the time and also the fortunes of the Club as memberships and interest ebbed and flowed. I have kept what I originally wrote, mainly because it would hurt me to delete it after the work I have put into it but also because I hope it will encourage you to dig into that online archive. We have had all the Octagons from April 2007 already available on the website so these will now be incorporated into this master archive.

(Cover #1 - see page 38) 1957
(January) First Octagon -- Miles Hunter was

the President at the time and, in his report, he advises that the magazine 'took the place of the regular newsletters' and that the Editor would welcome contributions though only if space allows after news and results have been published. Both the cover and the inner pages were printed on a spirit duplicator the use of which was quite a heady experience ... something that fellow users will find their sense of smell remembering. Fortunately the internals of the magazine - and many other printed using the same process - have not faded too badly over time as they have not been exposed to light. An 'endearing' quality of spirit duplicators was not only to give your sense of smell a challenge while using it but then giving your sense of sight the challenge of reading material which would quickly fade if exposed to light. This first issue was 8 pages in length, 4 foolscap sheets folded with centre stapling. Worth mentioning is that hand drawn illustrations were included setting a very early high standard for others to follow.

(Cover #2) 1957 (March) Third Octagon -- In this issue the Editor (unnamed) refers to the new cover which will be used for the following 12 months. It was made of card, was professionally printed and listed the names of the committee inside the front cover; the internal pages were again printed on a spirit duplicator. Also learned from the Editorial is that John Gill (yes, the Timber Man) was the person who suggested the Octagon as the name for the magazine and that the magazine had been registered as a periodical with the PMG ... two important facts in the magazine's history. This issue was 16 pages.

CONTINUED PAGE 38

Service, Spares & Repairs to all MG vehicles



British Car Specialist & Diagnostics

Greg Tunstall Mechanical

2 Trade Street
Ormiston Q 4160



Ph: 07 3821 0622

Fax: 07 3821 0328

Email: mmrgregt@bigpond.net.au

www.gregtunstallmechanical.com.au

Motorsport Products



Australia.com

PhotoLab Pty Ltd ABN: 34 010 677 700



Get gripped this racing season with Octopus Grip

- Octopus Grip is the Premium Tyre Softener for all types of motorsport*.
- Extend the useable life of your race tyres.
- Help improve performance and safety.
- Easy to apply - Fast acting - Virtually odourless.

Octopus Grip works !!

* Please check with your category rules before applying this product.

Alan McConnell Ph: 0414 915 267 - sales@motorsportproductsaustralia.com - Loganholme, Brisbane

Concours

MGCCQ Annual Concours & Display Day, 3 August, 2014

Ross Kelly and his helpers were rewarded with a good turnout of MGs either competing in Concours or on display. The goal of having 90 MGs there to celebrate the 90th birthday of MGs was very close to being achieved with 81 MGs attending while the 60 for the Club's 60th birthday was obviously far exceeded.

The Noggin 'n' Natter on 1 August was devoted to Concours with Ron Clydesdale and Ross Kelly, both acknowledged as experts in the presentation of their cars, there to give advice on how best to prepare a car for Concours. Don Webster, the MC for the evening, provided his well-used TD to be the 'guinea-pig' to be critiqued and presented Ross with an appropriate trophy for his role in organising Concours. Sadly, there is no photo to record the emotion of the moment ... you had to be there!

Many thanks to all who came along with their MG and also thanks to all those who pitched in and helped in anyway prior to the day and on the day. Many thanks to Malcolm Campbell and Mark Wellard for providing the photographs.



On Concours day, as traditional for a birthday, there was a cake to be cut and longtime and Hon Life Member, Peter Rayment, had the honour of cutting the cake.



Ross and Ron give pointers on how to prepare Don's TD for Concours

MAJOR CATEGORY WINNERS from which the winner of the Sports Car Trophy for Concours will be selected L to R
L to R: Post MGA Section winner: David Farrar's MG RV8; Post MG TF to 1980 Section winner: Bernie Pereira's MG TD; Post 1980 Section winner: Peter Gannon's MGB. Photo by Mark Wellard



ACCURATE SUSPENSION

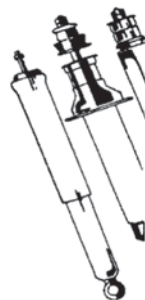
S E R V I C E S

Phone Ken Graham Now for an
Obligation Free Quote!
2/9 Timms Court, Woodridge Q. 4114
(07) 3808 2878

Perfect Handling Means Perfect Performance

- Competition Modification
- Computerised Wheel Alignments
- Wheel Balancing
- Corner Weighting
- Competition Springs Made to Order

Koni - Spax - Avo - Bilstein



Complete

Car Sound



PH:3355 1509

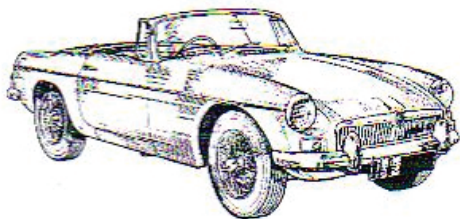
100 Pickering St Enoggera

www.completecarsound.com.au

Sales Installation Repairs

- * CD tuners and Speakers
- * Car Security and Alarms
- * Remote Central Locking Systems
- * Cruise Control
- * UHF Radios
- * Hands Free Phone kits
- * Screens & DVD Players
- * Reverse Cameras & Monitors
- * Navigation Systems
- * CAM Australia wide Warranty
- * Trade Qualified staff
- * Discounts for Club Members

Concourse Spares



8 Janine Crt
Newcomb, Geelong
Victoria 3219

Phone/Fax:
(03) 5248 4084
7 DAYS A WEEK

MGB SPARES SALE

PH/FAX 03 5248 4084

PHONE/FAX ORDERS 7 DAYS A WEEK

Phone or fax for a

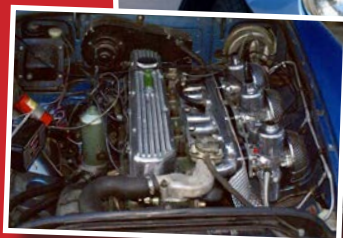
FREE

54 PAGE CATALOGUE

RESULTS

Class Results

B	Tony Slattery
C	Ross Kelly
E	Bernie Pereira
F	Cyril Bennett
G	Richard Mattea
H	Frank Hiscock
I	Bill Heraghty
J	Sandra Walker
K	Phill Kraut
L	Peter Gannon
M	Bruce Mutch
N	Bruce Hill
O	Neil Mills
Q	David Miles
R	Rick Devonshire
S	Mark Wellard
T	Ron Clydesdale
U	Delia Rayment
V	David Miles
W	Ken Wasley
X	Don Webster
Y	Matt Johnson
Z	Ben Cain
ZA	David Farrar
ZB	John and Glen Boyce
ZC	Bruce Wasley
ZD	Ken Wasley
ZE	Ken Wasley
ZG	Peter May
NM	Kerry Horgan
ZZ	Dan Casey



Special awards for this year:

(From top) The People's Choice for the car you would like to drive home on the day - Don Wright's MGA.

*The Club President's Choice - Matt Johnson's MGB.
Photos by Malcolm Campbell*

*Oily Rag Trophy for the car that best illustrates the daily driver. - Mark Wellard's
MGC - photos by Mark Wellard*

Don Webster (winner of the Special Award for Online Entry) presents Tony Slattery with his prize as winner of the major raffle. - photo by Elaine Hamilton





MGCCQ 2014 Calendar for Sept-Dec

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

P = pointsoring event



OCTOBER			
3	Friday		Noggin and Natter with Guest Speaker
4	Saturday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 5 (P)/Australian Motorkhana Championship (Sydney)
			Capricorn Chapter - Emerald Tour to Blackwater, McKenzie Weir, Fairburn Dam
5	Sunday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 5 (P)/Australian Motorkhana Championship (Sydney) /HSCCQ Motorkhana at Willowbank driver Training Centre
			Capricorn Chapter -Emerald Tour - Day Visit to gem Fields
			WBC - Noosa Beach Classic Car Show. Contact the Martins
			WBC (Bundy crew) - Bundaberg, Rules Beach, Rosedale area run
6	Monday		Capricorn Chapter - Emerald Tour - Return Home
8	Wednesday		DD Chapter Mid week run for Lunch contact Ron Gillis
9	Thursday		WBC Midweek coffee run
10	Friday	P	BSCC Night Observation Run 9 (P)
12	Sunday	P	MGCCQ60 Day/Afternoon Run 9 to La Kandy Restaurant. Contact Bernie and Charmaine Pereira 0403 290 374 or 3286 3518(P)
12	Sunday		WBC (Bundy crew) - Early morning run for picnic at Flat Rock. Contact the Southgates
17	Friday		Noggin and Natter
18/19	Sat/Sun		WBC Long trip away to Kingaroy and winery tour. Contact the Overtons
19	Sunday		Mt Cotton Test and Tune
			Capricorn Chapter - Keppel Sands Tour - Lunch at Keppel Sands Hotel and visit Model Railway at Zilzie
			FNQ Chapter Lake Morris Picnic
22	Wednesday		Mid Week Run 9
25	Saturday		WBC (Bundy crew) - early morning run to Lighthouse Festival, Burnett Heads. Contact the Beckmans
			WBC - early morning run to Lighthouse Festival, Burnett Heads with Bundy Crew
26	Sunday		DD Chapter Day Run from Toowoomba contact Gary Lawrence
NOVEMBER			
1	Saturday		Australian Hillclimb Championship Day 1 at Ringwood Newcastle
			WBC (Bundy crew) - Twilight run to Innes Park.
2	Sunday		Australian Hillclimb Championship Day 2 at Ringwood Newcastle
4	Tuesday		WBC Midweek run and Melbourne Cup lunch at John Carrolls
7	Friday		Noggin and Natter
12	Wednesday		DD Chapter Mid Week run for Lunch contact Ron Gillis
15	Saturday	P	CAMS State Race Meeting Rd 4 (WDSCC) (P)
16	Sunday	P	MGCCQ60 Happy Birthday Day Run 10 (P)/CAMS State Race Meeting Rd 4 (WDSCC) (P)
			Capricorn Chapter - Capricorn Coast Tour with Lunch at Keppel Bay Marina

MG Car Club of Qld Club Shop Order Form -- ABN 17 363 680 667

Post to: **MG Car Club of Queensland Inc. GPO Box 1847, Brisbane Qld. 4001.**

Name in Full: (Please Print)

Postal Address:

.....
Phone: (Work) _____ (Home) _____ (Mobile) _____

Item (Please circle/include necessary information for items with an*)	Price	No	Total
*Member's name badge (Name) Free postage	\$13.00		
Club keyring	\$15.00		
*Club Polo Shirt (Size: S, M, L, XL, XXL, XXXL; Burgundy OR sand)	\$30.00		
UV shirt – Available only on special order. Please download and complete separate order form as many colours/UV ratings and logo options are available.	\$35.00		
*Dress shirt (stone colour) – S, M, L, XL, XXL, XXXL	\$45.00		
*Ladies' ¾ sleeve blouse (stone colour) – 6, 8, 10, 12, 14, 16, 18, 20, 22, 24	\$45.00		
BurgundyClub cap	\$15.00		
*Burgundy Club bucket hat - adult (sizes: large OR small) and child (adjustable)	\$15.00		
Cloth badge, 100mm diameter	\$ 8.80		
Lapel badge	\$ 6.50		
Grille badge	\$33.00		
Club windscreen sticker	\$ 2.00		
“I’d rather be driving my MG” sticker	\$ 2.00		
Golf umbrella with Club logo	\$49.00		
Coaster	\$ 6.50		
*Earrings (Red MG OR Black MG OR Silver radiators)	\$16.00		

Earrings (red MtS OR Black MtS OR Silver buttons)		\$10.00
Tartan picnic rug – red		\$55.00
Picnic set for two – navy		\$60.00
Fleece knee rug – red		\$40.00
*Mt Cotton Polo shirt (Size S, M, L, XL, XXL, XXXL)		\$30.00
*Mt Cotton long sleeve polo shirt - Black ((Size S, M, L, XL, XXL, XXXL)		\$35.00
Mt Cotton cap		\$15.00
Mt Cotton stubby holder		\$ 7.50
*Circuit jacket (Size: S, M, L, XL; Colour: red OR navy)		\$60.00
*Grey Mt Cotton bucket hat - adult (sizes: large OR small) and child (adjustable)		\$15.00
Hillclimb windscreen sticker	Free postage	\$ 2.00
History of the Hill (book and CD)		\$30.00
Brier Thomas photo disc collection –Lowood		\$20.00
Brier Thomas photo disc collection – Mt Cotton		\$20.00
*Brier Thomas photo disc collection : Lakeside 61-66 ; 67-72 ; 73-79 ; 80-89		\$20.00
*Brier Thomas photo disc collection: Surfers Paradise 66-70 ; 71-77 ; 78-86		\$20.00
POSTAGE AND HANDLING		\$10.00
TOTAL PRICE		\$

Please find Cheque / cash for \$.....(Total),

OR please charge to my credit card Visa ☐ Mastercard ☐

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Expiry date/..... Name on card

Signature

			FNQ Chapter Port Douglas Run
			WBC - Early morning run to Gympie Mining Museum. Contact the Martins
21	Friday	P	MGCCQ60 Night Observation Run 10 Last Chance Before Christmas (P)
22	Saturday		Working Bee Mt Cotton
23	Sunday	P	HSCCQ Motorkhana MGCCQ # 5 at Willowbank Driver Training Centre (P)
			DD Chapter Day Run from Warwick contact Bob Marsh
			WBC (Bundy crew) - Early morning run for lunch at Penny Lane. Contact the Simmonds
			WBC - Fish 'n' Chips at Maddigans on the Esplanade
26	Wednesday		Mid Week Run 10
29	Saturday	P	MGCCQ60 TSA Mt Cotton Hillclimb rd 6 (P)
30	Sunday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 6 (P)
DECEMBER			
5	Friday		Noggin and Natter
6	Saturday		HSCCQ Christmas at MGCCQ
			WBC including Bundy Crew - Christmas dinner and party
7	Sunday		MGCCQ60 Christmas party at Clubrooms
			Capricorn Chapter - Christmas Dinner at a Coastal Venue to be revealed
			WBC - BYO BBQ at Burrum Heads
14	Sunday		FNQ Chapter Holloways Beach Breakfast
			WBC - Christmas Party at Dayman's Park, BYO BBQ lunch. Gold coin donation for dessert



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

WIDE BAY CHAPTER ASSEMBLY POINT: FOR HERVEY BAY LOCATION WATER PARK CAR PARK HERVEY BAY, KNOWN AS ALL ABILITIES CAR PARK LOCATED ON THE ESPLANADE 0.5 KMS TO THE EAST OF THE WATERPARK

RESERVE ASSEMBLY POINT IS APEX PARK ANOTHER 0.5 KMS TO THE EAST ON THE LAND SIDE OF THE ESPLANADE ON CNR STEPHENSON STREET

BUNDABERG LOCATION IS PUBLIC CAR PARK AT THE EASTERN END OF QUAY STREET OPPOSITE WALLA STREET

ANY CANCELLATIONS AN E-MAIL WILL BE SENT OUT BY 8.00 AM ON THE RUN MORNING
ATTENDANCE NUMBERS WILL BE NEEDED

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





1957 (April) -- The Editor (still unnamed) apologises that his organisation of the new improved cover 'came apart at the seams' but that they would return to the 'glamour' cover the next edition. The back cover of this issue was used to list the phone numbers of three office bearers some of which can safely be revealed here as being M 5901, U 3969 etc. This brought back memories of my first home phone number which was M 1404 (amazing what sticks in the memory) which resulted in our getting many wrong phone numbers as one of the Brisbane Taxi companies had the phone number B 1404.

(Back cover #3) In the 1957 May issue we find out that the 'good quality cover' plan was abandoned - but the pictured acknowledgement appeared on the back cover - as they were relying on advertising to finance it but the emphasis of importance had changed as the Club had just acquired the lease on 'a large room (roughly 21' x 32') with a windowed veranda some 8' wide along the front of the building ... plus an office and sufficient space for a canteen' to be used as the Clubrooms. With this acquisition, a House Committee was formed and the Clubrooms were open every Friday night. This venue was 620 Wickham St, The Valley.

The magazine continues in this form

until October 1957 when the inner pages are no longer folded and stapled in order to 'obviate (sic) too much mental effort in typing, sorting and collating the "mag"' The December issue reveals the name of the founding Editor as that of member number 18, Frank Taylor. In Jan 1958 members are now advised that the Octagon will be produced by a committee of three which should make the Octagon more 'topical'. Thanks are expressed to Berwick & Co for the use of their Fordigraph 100 and their advice on the setting up of the publication. With this issue, the format reverts to the original with the foolscap pages being folded and centre stapled. The magazine continues then in its original form until at least the July issue but from the Feb 58 issue an Editorial no longer is included.

(Cover #4) Unfortunately a gap in our collection exists after the July issue until the Nov 58 issue which is in a smaller format, professionally printed and numbered Vol 1 No 2. So, the Oct issue was presumably Vol 1 No 1 but were there Aug and Sept issues? Older members, please search on the bookshelves, in your cupboards and under the beds to see if you can find any of these three missing issues as there must be curiosity as to when and how this major change came about. The Editor is once again unnamed but has succeeded in getting paid advertisements within the magazine



to pay for this improved version which also had two photographs in the June issue (Vol 1 No 9) BUT the last of this format is Vol 1 No 10 published three months later as the Sept 59 issue. The delay is attributed to a drop in advertising revenue.

(Cover #5) Sadly, we now have another gap in the collection with the next issue being March 1960, the volume numbering having obviously been abandoned along with the professional printing. It is back to consisting of a professionally printed cover with foolscap pages folded inside and stapled. The good news is that the pages are no longer printed on a spirit duplicator but on an ink one such as the very popular Roneo. The Editor again is anonymous, possibly a good thing as the tone of the Letter to the Editor complaining about an article in the previous Octagon was far from happy. The writer complains at being referred to as the person with the 'chrome-plated smile', something which he took as a personal affront. This is all softened by his 'PS - No hard feelings really!' As there is nothing in the Sept 59 issue to provoke this letter, there is obviously at least one issue published between Sept 59 and March 60 which we don't have.

The format for the Octagon then remains the same until the Jan/Feb 62 issue. Frequency of issue is uncertain as we

don't appear to have all issues if they were published monthly and there is no numbering system to assist. News of interest in the Oct 60 issue is that a lease has been signed with Mr Porter for the use of some of his property at Tingalpa. Mr D Heather is named at the person responsible for suggesting this property for Club use for gymkhanas as the previous venue at the Aspley Show Grounds had become unsuitable. Another point of interest in the July 62 issue is an entry on the Library which was being assembled and how its growth was being hampered by the 'credit squeeze'. We also have the Editor named in the Oct 61 issue as Mrs E A Hunter.

(Cover #6) The first of this format is the Jan/Feb 62 issue. The Editor (Brian Tebble) advises that 'the job of Editor will be relinquished at short notice to anyone who is sure he can improve on the present' and thanks Ritchie Greenlaw for the design of the new cover. Sadly, that cover lasted only until the April issue. The big news in the April issue is that the Club has now purchased its own duplicating machine and so has 'for the first time, written, compiled and printed this magazine themselves', a claim which may have been disputed by earlier Editors.

(Cover #7) Now with the new ink duplicator, the Club prints its own cover as

well as the contents and this cover - or very minor variants of it - are used from July 62 until July 63. Meanwhile the Editor in the Oct/Nov 62 issue says that this will be his/her second last issue. By March 63, there is an Editorial Committee consisting of Kerry Horgan, Brian Tebble, Iain Corness, Vince Appleby and Ian Sanker.

(Cover #8) There is then another gap until April 1964 which featured Brian Tebble's TD on the cover.

(Cover #9) This cover was used for the May 64 and Mar 65 issues. An item of interest in the May 64 issue was that the Club was organising with CAMS to hold a drag meeting. The Mar 65 issue shows that I have started my Octagon career as a member of the Committee and that Richard Johnson had had an excellent start to his motor racing career with a first place at Lakeside! How did we know??

(Cover #10) There was some experimentation with covers in this era and, going back in time, this one was used for the Aug 64 and Nov 64 issues.

(Cover #11) May 65 and Jun/July 65 featured this geometric design. This was also an era when part of my responsibility was typing the stencils to be used on the ink duplicator. With typing being high on the list of my 'non-skills' I can still remember the frequency - and frustration - of the time spent waiting for the correction fluid (with somewhat resembled red nail polish in texture, colour and lack of desire to set quickly) to dry. Thank heavens for these modern things called computers as all the errors I have so far made in typing up this article have been easily corrected by using the 'back' key.

I discovered a sympathy with previous Octagon typists as the whole magazine had to be mocked up before typing could be commenced as the first and last pages (e.g. pages 1 and 20) had to be typed on the same stencil, then 2 and 19, 3 and 18 etc ... and this had to be done with the stencil on its side and squashed into the long carriage of

the manual typewriter. Any illustrations had to be drawn - or almost etched - into the stencil material. This method, coupled with my lack of drawing ability, resulted in some 'interesting' additions to the articles.

The ink duplicator was then used to run off the copies with great care having to be taken to avoid having some pages printed upside down ... a very easy error to make. The magazines were then collated by a "follow the leader" around the table procession of helpers. Stapling was abandoned long before this as we must have acknowledged it as being too hard and so these are all looseleaf issues.

(Cover #12) This was a one-off cover and I well remember why! A young engaged couple - David Monroe and Jenny Brandt - offered to design and screen print the cover. The result was very impressive but sadly so was the amount of ink/paint needed to print it and this was exceeded only by the time it took to dry.

After that experiment there was a return to the 'safety' of the previous design which was then used for a number of issues up to March 66. However, the design wasn't totally abandoned and was used again for the July 66 issue but this time without either screen printing or colour and the impact was lost.

This was what I probably believed would be my last issue as Editor, not knowing that I would have a second - and much longer - period of service forty years on.

(Cover #13) The July 67 issue was the first of many to feature this cover. It was also the first of many many many to feature Joan Appleby's name amongst those responsible for it. Finally, the pages are once again stapled together.

To read more from these issues and for later ones, go to the Club Magazine page of the website, step back in time and enjoy the journey.

CHAPTER Chatter

CAPRICORN CHAPTER

By Gurney T Clamp, Ian Wilhelmsen & Phil White.

Sat 20 July -- MANY PEAKS / UBOBO with ULYSSES MOTOR BIKE CLUB

With a cold westerly breeze blowing down Yeppoon's main street, the coastal members Jim & Sandra Armstrong, Martin & Narrelle Adamson, Ian & Rosemary Carleton, Gurney & Gloria Clamp, Lisa-Marie Dean and Chris Spencer, found it difficult to get out of their MGs and do the usual meet and greet at 7 am at a cold Beaman Park. After a short chat it was back in the warmth of the MGs and off to Rockhampton to meet the central group of Garth Barnes, Stuart & Ada Clark, Terry Dwyer and Anne Burbidge, Robbie & Gary Galloway, John Hinton & Debbie Jury, Rosco James, Ian Wilhelmsen with traveling partner & guest Shane Thomas and Emu Park's Rodger Warne and Phylis Davies who were all waiting outside their MG's soaking up the sunshine at Kershaw Gardens.

This was the forerunner to a beautiful day in glorious sunshine. After everyone was advised of the new Poker run rules the combined group departed a half an hour behind schedule to find members of the Ulysses Motor Bike Club anxiously waiting for us at the Southside Tourist Information Centre. We were joined by Robert & Yvonne Holbeck in their MG and bike club

members, Steve & Margaret Sagnol, Gary & Linda Kerr, Gary & Sue Mc Laughlan, Robert & Jennie Higlett, Keith Wright, Frank Hagaman, Clive & Bill Rand, Laurie Archer, Rick Yates and Graham Kavanagh on a mixture of Harley Davidsons and Hondas. On arrival at Calliope's Bunting Park we found Biloela members Brian & Glenis Russell wondering where we were. John Hinton experienced fuel pump problems which Doctor Terry was able to repair.

After morning tea and welcome addresses from Ulysses member Robert Holbeck and MGs Gurney Clamp both clubs headed off to Ubobo and Many Peaks, enjoying the many twist and turns, ups and downs that this mountain range road always provides. Members took advantage of the much appreciated short break at Ubobo before heading off to Many Peaks for another short break that included a thirst quencher from the popular Many Peaks Pub, only to find on arrival that there were only a couple of locals outside the pub with only one barman serving, which suited us. Within a few minutes the peaceful country sounds, outside the pub, was broken by the arrival of the Gladstone Cruisers in a large variety of heritage vehicles which added to the delight of the days outing for our male members.

After a drink and viewing all the cars it was back



to Ubobo for lunch provided by the members of the Ubobo Progress association in their shed, with Neville a member who was born and bred in Ubobo giving us all on a brief history of the district.



Sunday 3 August - Katie EMMERT "BEST WISHES TOUR"

After a bit of confusion and changes to the travelling arrangements in one of our rare afternoon tours all turned out well, with a number of members making their way to Garth & Leslie Barnes' property either in their MG or their everyday use vehicle. The organized time of arrival at the entrance to the Barnes's was a bit behind schedule so we found that we all had to use Garth's air strip to access his large shed he uses to house his private aircraft. On arrival we found that there were a number of Jo & Katie's close friends along with Leslie Barnes' parents all busy setting up for the afternoon and nights entertainment.

When everyone got familiarized with the location of the important parts of Garth's shed and facilities along with the number of miniature

aircraft, American number plates and some great aircraft photos, it was announced that we had to make our way to the neighbour's lagoon in whatever vehicles we could find a seat. On arrival at the lagoon we found that Jo and Katie and Garth had prepared a spot on the banks of the lagoon to launch the 2 outriggers, one similar to that Katie will be using in the World Titles in Rio and another that had foot controls to operate the rudders. As guests lined up on the lagoon bank waiting to see Katie in action, Mum Jo pointed out all the required safety requirements and the best way to operate an outrigger specially outlining the importance of always leaning to the left. After this volunteers were called to challenge Katie in an outrigger on the waters of the lagoon. Gurney stripped off into a pair of Garth Barnes shorts and in his own singlet and comfortably boarded the outrigger and headed out onto the cold waters of the Lagoon.

After a getting to know how to operate the outrigger the race was on, with Gurney off to a good start stroking madly while Katie was easily doing what she does best and gradually pulling away. When Gurney decided to apply more effort he found himself all of a sudden in the water after making the mistake of leaning to the right. Much to everyone's surprise he was able to re-enter the craft with not too much of a problem but found it full of lagoon water. Next up was experienced canoeist Ian Wilhelmsen who appeared to be at home in the outrigger as did David Tempest.

On return to the Barnes's property we enjoyed the warmth of the open fire and a drink before enjoying a BBQ dinner cooked by Mark Emmert that guests enjoyed. With the gas heater providing warmth in the shed, after dinner games began with volunteers invited to participate in a Celebrity heads game, with guests finding out that, for a short period of time, they were famous like Kylie Minogue, Don Bradman, Marilyn Munro or Neil Armstrong, This was followed by guests enjoying the large variety of deserts that were donated by several guest.

Jo, Katie, Garth and Leslie Barnes all thanked those made themselves available to attend and for their kind donations



Sat 9 August - Special Event – Leinster Place by Ian Wilhelmsen : Assistant Coordinator

Beautiful sunshine greeted four MGs and one Mazda MX5 when they arrived at the aged care facility, Leinster Place, on Saturday morning. Garth Barnes, Bob Holbeck, Terry Dwyer, Rosco James and Ian Wilhelmsen and their trusty steeds were keen to go and take some clients of Leinster Place for a spin. The innovative design of Leinster Place offers residents the privacy and independence of single room accommodation, with lifestyle enhancing features such as: extensive gardens, recreational area, lounge areas and intimate dining settings. The design has attempted to replicate a normal streetscape with the accommodation clusters of 15 residents giving the appearance of individual houses, although each is discreetly linked. One of the houses has been purposely designed as a 15 place secure dementia centre. We were greeted by Debbie Biles and taken on a tour of the facilities which were very impressive. Lovely gardens with chooks wandering about help to give the facility a homely atmosphere.

The residents, however, were champing at the bit to go for a drive, so we headed back to the cars and took some excited people for a quick spin. When we arrived back, there was another group ready and raring to go. Eventually with everyone happy and content after their drive, we headed back inside for a delicious morning tea. Rose Swaddling, a local councillor, gave a short speech welcoming us and thanking us for our time. Trust me it was no hardship and to see the smiles and laughter on our passengers' faces made the event totally worthwhile. I mentioned to Debbie that I, for one, would be happy to do this again. I think I can safely say that the

others feel exactly the same way. Thanks Garth, Bob, Terry and Rosco for taking the time to add some cheer to the lives of those suffering from dementia. Well done lads.



Sunday 17 August - Run to Glenmore Homestead

The weather predictions prior to Sunday's run had not been favourable, but Sunday dawned with a magnificent clear sky and a crisp freshness in the air that suggested that the run may be one of the best yet. In fact that turned out to be the case. Ian Wilhelmsen was joined by Garth and Lesley Barnes, Phil and Pam White and Brian and Glenis Russell at the junction of Yepoon and Norman Roads and then the group proceeded to meet the Yepoon crew at Artillery Road, Jim and Sandra Armstrong and Sandra's mum, Stuart and Ada Clark, Ian and Rosemary Carleton and Phil Henry being the coast crew. A pleasant drive via Greenlakes Road and the highway saw the combined group arrive at the Caves Pub and settle in for some good natured banter and a few cool liquid refreshments.

As the sun began to set, we reluctantly left the Caves and headed to our final destination for the run, the Glenmore Homestead. Unfortunately on the way, a wallaby decided to make a run (or should that be a hop) for it across Belmont Road and collected the rear of Garth and Lesley Barnes' MGF. Luckily the damage was relatively minor.

On arrival at Glenmore, we met Gary and Robbie Galloway then settled in with some

Brooklands Books

ESSENTIAL MANUALS/HANDBOOKS and PARTS CATALOGUES for ALL MG OWNERS and DRIVERS

- MG GENERAL BOOKS
- PARTS CATALOGUES
- OWNERS HANDBOOKS
- RESTORATION/PERFORMANCE
- WORKSHOP MANUALS

Excellent range of manuals-parts catalogues-handbooks etc. held for Jaguar-Triumph-Rover

MG

A-MG29GP	MG GOLD PORTFOLIO 1929-39	\$33.95
A-MGC36GP	MG TA & TC GOLD PORTFOLIO 1936-49	\$33.95
A-MGD49GP	MG TD & TF GOLD PORTFOLIO 1949-55	\$33.95
A-MGA55GP	MG MGA & TWIN CAM GOLD PORTFOLIO 1955-62	\$33.95
A-MGAM61GP	MG MIDGET GOLD PORTFOLIO 1961-79	\$33.95
A-MGB62	MG MGB ROADSTERS 1962-80	\$23.90
A-MGB62GP	MG MGB, MGC & V8 GOLD PORTFOLIO 1962-80	\$33.95
A-MGV8X1	MGC & MGB GT V8 LIMITED EDITION	\$23.90
A-MGFPP	MGF & TF PERFORMANCE PORTFOLIO 1995-2005	\$29.90
A-MGRT49	ROAD & TRACK ON MG SPORTS CARS 1949-61	\$23.90
A-MGRT62	ROAD & TRACK ON MG SPORTS CARS 1962-80	\$23.90

RESTORATION / PERFORMANCE

A-MGSMR	RESTORING SPRITES & MIDGETS - ENTHUSIAST'S GUIDE	\$39.95
A-MGBPC	PRACTICAL CLASSICS ON MGB RESTORATION	\$23.90
A-MGAMPC	PRACTICAL CLASSICS ON MIDGET & SPRITE RESTORATION	\$23.90
A-MGTR	MG T SERIES RESTORATION GUIDE	\$37.50
A-MGAR	MGA RESTORATION GUIDE (SOFTCOVER)	\$37.50
A-MGAR/HC	MGA RESTORATION GUIDE (HARDCOVER)	\$37.50

WORKSHOP MANUALS

B-MG21WH	MG MIDGET TC INSTRUCTION MANUAL	\$34.90
B-MG25WP	M TYPE TO TF1500 TUNING & MAINTENANCE BY BLOWER	\$89.90
B-MG225WH	MG MIDGET TD & TF	AKD580A \$47.50
B-MG31WH	MG MGA 1500, 1600 & MK 2 S/C	AKD600D \$47.50
B-MG32WH	MG MGA 1500, 1600 & MK 2 H/C	AKD600D \$55.00
B-MG41WB	MG MGA TWIN CAM	AKD926B \$39.95
B-MG42GBWH	MG MGA & MGB & GT 1955-68 (G/BOX)	OWM955 \$19.95
B-A20WH	MG MIDGET MK1, 2 & 3 AND SPRITE	AKD4021 \$49.90
B-MG49WH	MG MIDGET 1500	AKD4071B \$47.50
B-MG58GBWH	MG SPRITE & MIDGET 1, 2 & 3, 1500 (G/BOX)	OWN745 \$19.95
B-MG64WH	MG MGB & MGB GT	AKD3259 & AKD4957 \$59.50
B-MG66WH	MG MGB GT V8 SUPPLEMENT	AKD8468 \$25.95
B-MG68GBWH	MG MGB & GT 1968-81 (G/BOX)	OWM935 \$19.95
B-MG88WH	MG MGC	AKD7133/2 \$39.95

PARTS CATALOGUES

B-MG30PH	MG MGA 1500 S/C	AKD1055 \$49.95
B-MG305PH	MG MGA 1500 H/C	AKD1055 \$55.00
B-MG69PH	MGB TOURER & GT - SEPT. 76on	AKD0037 \$33.95

OWNERS' HANDBOOKS

B-MG265HH	MG MIDGET TD	AKD588A \$15.95
B-MG26HH	MG MIDGET TF & TF 1500	AKD598G \$15.95
B-MG300HH	MG MGA 1500	AKD1172C \$15.95
B-MG39HH	MG MGA 1600	AKD1958A \$15.95
B-MG40HH	MG MGA 1600 MK 2	AKD879 \$15.95
B-MG42HB	MG MGA TWIN CAM	AKD879B \$15.95
B-MG43HB	MG MGA TWIN CAM 3 RD EDITION	AKD7596 \$15.95
B-MG36HH	MG MIDGET MK 3 (GB 1967-74)	AKM3229 \$15.95
B-MG60HH	MG MIDGET MK 3 (PUB 78)	AKD7883 \$15.95
B-MG64HH	MG MIDGET MK 3 (US 1967-72)	AKM3436 \$15.95
B-MG61HH	MG MIDGET MK 3 (US 76)	AKM4386 \$15.95
B-MG62HH	MG MIDGET MK 3 (US 79)	AKD3900C \$15.95
B-MG73HH	MG MGB TOURER (PUB 65)	AKD3900J \$15.95
B-MG74HH	MG MGB TOURER & GT (PUB 69)	AKD7598 \$15.95
B-MG76HH	MG MGB TOURER & GT (PUB 74)	AKM3661 \$15.95
B-MG77HH	MG MGB TOURER & GT (PUB 76)	AKD8423 \$15.95
B-MG78HH	MG MGB GT V8	AKD7059B \$15.95
B-MG793HH	MG MGB TOURER & GT (US 68)	AKD7881 \$15.95
B-MG795HH	MG MGB TOURER & GT (US 71)	AKD8155 \$15.95
B-MG797HH	MG MGB TOURER & GT (US 73)	AKM3286 \$15.95
B-MG799HH	MG MGB TOURER (US 75)	AKM8098 \$15.95
B-MG85HH	MG MGB (US 79)	CAKD4034L \$15.95
B-MG82HH	MG MGB TOURER & GT TUNING (PUB 76)	AKD4034 \$15.95
B-MG84HH	MG MGB 1800 TUNING	AKD4887B \$15.95
B-MG90HH	MG MGC	

Available from automotive book outlets or direct from Australian Agents for Brooklands Books...

RENNIKS PUBLICATIONS PTY LTD

Incorporating: Brooklands Books, Ellery Repair Manuals

Unit 3 37-39 Green Street Banksmeadow NSW 2019 Australia

Tel: (02) 9695 7055 Fax: (02) 9695 7355 Email: info@renniks.com Website: www.renniks.com



more refreshments and awaited the arrival of our fellow guests for the evening, a busload of German tourists. We had to be on our best behaviour as they outnumbered us 19 to 17! After their arrival, George Birkbeck, our host, took the combined group on a tour of the homestead and our new friends were able to gaze at the Southern Cross in the night sky, something they don't see in the northern hemisphere.

The good Aussie meal of corned meat and white sauce, cabbage, carrots, beans and spuds was cooked to perfection (I guess George has had a bit of experience doing this by now) and I guess the guests from overseas enjoyed it as well judging by the number who went up for seconds and thirds. I spoke to the tour guide who said they love the home cooked meal as opposed to the plastic meals served up by many of the resorts they had visited. Their schedule was pretty frantic in that they were on Fraser Island in the morning then were off to the Whitsundays on Monday morning.

Before we could partake of the damper and billy tea though, we had to earn our supper by doing a bush dance called the "Drongo" which is sort of like a vertical musical chairs. It was a great way to mix with our German friends and judging by the laughter coming from everyone, a raging success. Rosemary Carleton was in my group and ensured that every bloke had a chance to be the drongo so no one felt left out.

After we had settled down after the dancing , the damper and billy tea was most welcome accompanied by the beautiful strains of a violin played by a lovely young lady. The winners of

the poker run were the Armstrongs with three sixes but I'm afraid a precedent may have been set as yours truly forgot to bring the prize so Sandra has requested her favourite drop. All too soon though the time had come to call it a night and we said our farewells and drove off in the rather chilly night air. Many thanks must go to the Birkbecks for having such a facility available and to the crew who attended. Once again it was a most memorable outing. See you on the next run.

Apologies were received from Gurney and Gloria Clamp, Tom and Kathy O'Dea, Rodger Warne, Jo and Katie Emmert, Harry Haug, Terry Dwyer, Robert and Yvonne Holbeck, Brian and Christine McKendry.

Sat 23 Aug - Max & Noeline Johnson visit

Saturday 23rd. August gave some of our members to once again meet members from the MG Car Club when Max (Club rooms) & Noeline (National meetings) rolled into Yeppoon with their caravan in tow on their way back home after a tour in the gulf country.

As was arranged, Capricorn chapter members Phil Henry, Don Madden, Harry Haug, George Ganter, Rosco James, Gloria & Gurney Clamp met Max & Noeline at Yeppoon's tourist information centre car park at 9.30 a.m. for morning tea so that members could purchase a coffee from the popular coffee van. Much to the surprise of the locals the coffee failed to materialize and Noeline was called on to boil the kettle in their caravan which more than satisfied everyone's cravings and thirst.



CHAPTER Chatter

DARLING DOWNS CHAPTER

by Gary Lawrence, DD Chapter Coordinator

The past couple of months have been very busy for our Chapter.

In addition to our usual mid-week and monthly social runs which are always enjoyable, we had the added bonus of the Jumpers and Jazz Festival in Warwick and the MGCCQ Concours in Brisbane to give us even more opportunity to clean the cobwebs out of our much loved cars. Our annual DD Chapter Tour, this time to Northern NSW, once again has proven to be a popular event with a group of 10 cars lining up for a week of socialising, MG driving and relaxing ...will Yamba ever be the same!! The answer to that will be found in the soon to be published 'What happens on tour should stay on tour – DD Chapter visits NSW'

As we move into the latter part of 2014 and welcome back the warmer weather, breakfast runs will be back on the agenda along with much awaited open top touring.

Monthly Run 29 June 2014

After a beautiful week of mild winter weather leading up to the weekend, some overnight rain on Saturday and cold south westerlies in the southern states guaranteed a very chilly start to our Sunday monthly run in June.

Despite the cold and windy conditions 8 cars and 14 brave and well rugged-up MG enthusiasts gathered at the Toowoomba Information Centre for a run to our lunch venue at Bunnyconnellen Olive Grove & Vineyard.

We did this same run in June 2013 (exactly 12 months ago); however, given the popularity on that occasion and as a number of our members missed that run, we decided to give it another go.

With five MGB Roadsters, two MGB GTs, and one MGA Roadster, we headed west through Toowoomba onto the black soil plains of Gowrie Junction. For those of us in the Roadsters who had had made the brave, and perhaps foolhardy, decision to opt for open top touring, our beanies, gloves, scarves and heavy jackets struggled to keep the chilly air from reminding us that winter is cold on the Downs.



We basically had the roads to ourselves as we continued our run through the rolling hills around Boodua to our morning tea stop at Bottle Tree Park in Goombungee.Thank goodness, a chance to wrap cold hands around a cup of hot coffee!!

As we enjoyed our hot coffee, lamented the cool weather and discussed Ben Cain's starting problems (his GT's problems that is), I felt somewhat chastened as two brave souls in lycra cycled past heading into the cold south-westerly head wind.

We headed west from Goombungee to our lunch venue, Bunnyconnellen Olive Grove and Vineyard, climbing through winding roads and leaving behind the black soil plains and rolling countryside.

A lookout on the western approach to Haden presented us with a photo opportunity as well as the chance to appreciate this section of the Great Dividing Range at an elevation of 740 metres.

Haden is an interesting rural town approximately 50 kilometres north of Toowoomba. At the turn of the 20th century it was a thriving town with numerous pubs and stores. The surrounding countryside supported a strong dairy farming industry. With the rapid increase in technology and the decline of the dairy industry in Queensland due to deregulation, the population has declined significantly. Only a handful of farms continue to operate in the area, with the majority of farmers turning to cattle and crop production.

Bunnyconnellen is one the old farms that has adapted to a new industry as a Cellar Door. Its rustic setting and welcoming fireplace is the perfect way to spend a Sunday afternoon. The food was first class and our hosts, Peter and Janie Simmonds, made us very welcome. The return trip took us down from the 'high country' back to the rolling plains of Meringandan and Highfields, concluding at the Mt Kynoch Lookout on the northern outskirts of Toowoomba after a very enjoyable day.

Participants: Ron & Judy Gillis, Tony & Leigh Wright, Andrew & Susan Willesden, John & Marg

Boland, Jim Carstens, Ben Cain, Steve Ingerson, Delia Morey, Gary & Janis Lawrence



MG SPARE PARTS & SERVICES PTY LTD



HERITAGE TR PARTS HERITAGE MINI PARTS
97-103 VICTORIA STREET SMITHFIELD NSW 2164
Phone 02 9609 3988 Fax 02 9609 3955
Email mgspareparts@gmail.com
www.mgspareparts.com.au

TO OBTAIN THIS OFFER YOU MUST QUOTE THIS CODE **311014**

		INCLUDES GST
030273Z	WHEEL BEARING KIT REAR 1 SIDE MGA B1 Z	\$ 40.70
080017	VAVLE INLET MGA 1500/1600	\$ 9.90
080074	OIL PUMP ZA ZB	\$198.00
010174	OIL PUMP MGA MGB 3 BRG	\$107.80
080130	GRILLE PIPING MGA	\$ 13.20
080322	DRIVING LAMP 5.5" CLEAR LENS MGA TD TF Z	\$165.00
080322A	FOG LAMP CLEAR FLUTED LENS MGA TD TF Z	\$165.00
200003	RADIATOR HOSE TOP MGA MGB bottom some Premium Q	\$ 13.20
090707+9KIT	FRONT WHEEL BEARING KIT + 2 SEALS	\$ 34.65
	TO SUIT MGTD TF MGA ZA ZB PREMIUM QUALITY	
	KIT FOR CAR SET 4 PREMIUM BEARINGS + 2 SEALS	

SEE OUR WEBSITE FOR MORE GREAT SPECIALS AND WHEN ORDERING ONLINE RECEIVE A 5% DISCOUNT ON ORDERS OVER \$50.00 PLUS THE FREIGHT DEAL AS BELOW.

INVOICES OVER \$500 TO BRISBANE, GOLD COAST, SUNSHINE COAST. (METRO ONLY) MELBOURNE, GEELONG, BENDIGO, CANBERRA, SYDNEY, NEWCASTLE, MAITLAND, WAGGA WAGGA & RIVERINA WILL BE SHIPPED AT A SUBSIDISED FREIGHT & INSURANCE RATE AND INVOICES OVER \$1000.00 WILL BE SHIPPED FREIGHT & INSURANCE FREE TO THOSE SAME LOCATIONS.

THE ABOVE OFFER EXCLUDES BODY SHELLS AND WHEELS AND HARD TOPS.

NO TRADE, OWNERS ONLY 1 CAR SET PER CUSTOMER, PRICES INCLUDE GST. WHILE STOCKS LAST OR 31.10.2014. E & OE

We didn't quite match the number who attended Leyburn, but we certainly had a very good roll up of 17 for today's lunch at the Greenmount Hotel.

It was a nice surprise to see David & Meryl Miles who travelled from Brisbane to join us; a great day for a drive in the country to get away from the 'big smoke' for a while and enjoy some country hospitality.

We also welcomed back Brian & June, slightly jet lagged from their trip abroad.

I think we all enjoyed the company and the delicious (but a bit big) meals. Mind you not many plates went back to the kitchen with leftovers.

Participants: Gary Lawrence; Roz & Trevor King; Bob & Mavis Marsh; David & Meryl Miles; Ron & Judy Gillis; Marilyn & Phil O'Brien; Greg & Beth Newey; John & Marg Boland; Brian & June Phillips.



Jumpers & Jazz Festival Warwick 20 July 2014

Our Local MG Car Club Chapter recently became involved with Warwick's quirky "Jumpers and Jazz" Festival which is a celebration of winter in Warwick, by invitation of Warwick tourism & Events (the Council's tourism promotions group).

On Sunday July 20, historic Warwick's CBD became the perfect backdrop for vintage, veteran

and classic cars to rally. In all we had some 120 vehicles, including 13 from our Chapter, which was a great representation of the marque. This year we were joined by the Historic Motorcycle Club, with about 30 bikes adding to the display.

The main street was blocked off on both sides so we were able to display the vehicles really well. Those who participated were June and Brian Philips, Bob Marsh, John McLean, Phil and Marilyn O'Brien, Ross McDonald (Caloundra), Graeme Collins, John and Betty Gosper, Delia Morey, Greg and Beth Newey, Rob and Fay Wickham, and Tony and Leigh Wright.

We were pleased to have David Miles with his beautifully presented Magnette. There were MGs ranging from the TC, TF, MGA and MGB and also with our group were an Austin Healey and TR7.

We gathered at the football oval before proceeding up Palmerin Street for the display. It was so pleasing that at such an early hour there were hundreds of people waiting to look at the vehicles, some 2,000 in all and the crowds continued all day until the cars began to move out at approximately 3pm.

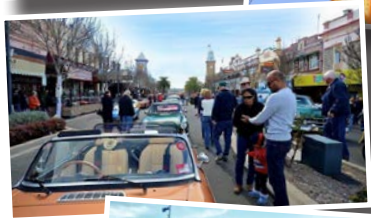
There was a festive atmosphere in the street, with shops open and sidewalk cafes operating all day and Jazz bands like the Blue Violets, Natalie de Jager, Tinderbox Spark, jazz pianist Jeff Usher and the always entertaining Memphis Mooovers, playing in cafes and roaming the street playing music to create a just-right Sunday vibe.

The trees, some 100 plus, were dressed for winter in knitted and textile jumpers, many within the optional "Zen" theme. People let their imaginations run wild. Artistic groups from interstate and overseas vie for recognition in the many sections of the textile artworks competition. In its 11th year, the 10 day event continues to grow strongly.

The car display creates an alternate interest for those not so artistically inclined – our group's presence was greatly appreciated by the organisers.

Participants: June and Brian Philips, Bob Marsh, John McLean, Phil and Marilyn O'Brien, Ross

McDonald (Caloundra), Graeme Collins, John and Betty Gosper, Delia Morey, Greg and Beth Newey, Rob and Fay Wickham, and Tony and Leigh Wright, David Miles.



Monthly Run 27 July 2014

There is something very civilised about starting a MG run at 10.00 am on a cool winter's morning.

Our monthly run commenced at Allora with morning tea and the usual rounds of lively conversation and storytelling. Our destination on this occasion was Warwick which gave us another opportunity to enjoy the Jumpers and Jazz Festival following the car display of the previous weekend.

In beautiful winter sunshine, ten cars departed Allora for a pleasant and meandering drive through the countryside that borders the Condamine River and Glengallan Creek arriving at Leslie Dam for a short stopover and photo opportunity.

Of course, as we all know there is no such thing as a short stopover when you are on an MG run!!

Leslie Dam has a colourful history as a popular

facility for fishing sailing and skiing with many camping areas dotted around its shoreline. The lookout adjacent to the dam wall gives a great view of the dam as well as a great photo backdrop. From Leslie Dam we looped back into Warwick along the Inglewood road to our lunch venue, the Condamine Club.

After a great feed, appropriate refreshments and even more lively conversation, the Jumpers and Jazz markets, the stalls and the jazz music became the focus of our attention, before the Toowoomba group hit the road to home.

Unfortunately, on the run back to Toowoomba, Ron and Judy Gillis' MGB decided to spit its oil onto the highway. What at first looked like a major breakdown turned out to be a split seal on the new oil filter Ron had fitted the previous day. The worst part of the experience was the almost 4 hour wait for the tow truck!!

Participants: Bob & Mavis Marsh, Ron & Judy Gillis, Kev & Sylvia Johns, Phil & Marilyn O'Brien, Trish & Ron Potter, Brian & June Phillips, Rhonda & Lester Brosnan, Rob & Fay Wickham, Greg & Beth Newey, Ian & Rosalie.



MGCCQ Concours 03 August 2014

Our numbers may have been small but those who did attend the Concours certainly appreciated the atmosphere of the day and also the success that some of them achieved. Tony and Leigh Wright, Ben Cain, Tom Armstrong, Jim Carstens and Delia Morey enjoyed the day at the MG Concours and helped celebrate 60 years of MGCCQ and 90 years of MG.

It was great to see Ben take out Class Z with his

race-tuned MGB GT and Tony and Leigh Wright grab the People's Choice award for the day with their immaculate red MGA.

Who knows, we may see the Wright's MGA as a Concours entrant next year!!



Lunch Run 13 August 2014

This month's mid-week lunch run was to the ever popular Bull & Barley Inn at Cambooya. We always enjoy our gatherings here as the atmosphere is convivial and the meals are good and plentiful. I would like to congratulate the young waitress (waitperson) and the cook Barley Hotel, for the excellent work they did catering for our group and the rest of the visitors to the establishment. It was a big ask for the two of them, but they kept the food and drinks coming along very well.

There were 17 in our group today (still not quite the 19 we had at Leyburn), and once again we all enjoyed getting together for our usual chat.

A note for Ben though: bring your hearing aids!! It was good to see him there, along with John and Jane, who have been absent from our gatherings for a while.

Participants: John McLean & Jane Heferen; Ben Cain; Bob & Mavis Marsh; Janis & Gary Lawrence; Helen Good fellow & Del Jensen; John & Marg Boland; Greg & Beth Newey; Brian & June Phillips; Ron & Judy Gillis.



As an ongoing concession to the cool winter weather we had a later than usual 0930 start for our August monthly run. I expected by that time the sun would be shining and inviting the roadster drivers in our group to indulge in some open top touring. However the great weather gods had other ideas as the rain that had started the previous day continued, and looked like calling a halt to our MG day out.

As if by magic, the rain eased and gave us the opportunity to get out of our cars for a run briefing and a quick catch up before heading off to our destination for the day, the Queensland Auto Museum at Hampton, about 30 km north of Toowoomba on the road to Crows Nest. The morning tea stop at the Hampton Rest Area reminded us that winter was still here as the cool breeze mixed with light rain found its way through hastily donned jumpers and beanies. The final leg of the drive to our destination proved rather interesting as the overnight rain turned the 3 km of gravel access road into a slightly boggy and slippery adventure.

The Museum itself was very interesting with an extensive collection of vehicles and memorabilia. Seeing an MG Magnette amongst the vehicles certainly grabbed our attention. An hour and a half spent exploring the museum was followed by a run back to Toowoomba for lunch at the Highfields Community Sporting Club.

Despite the wet and cool conditions it was a very enjoyable run.

Participants: Tony & Leigh Wright, Jim Carstens, Helen Goodfellow with her son Ian & grandchildren Noah & Imogen, Lester & Rhonda Brosnan, Shane & Wayne Baker, Rob Fraser, Gary & Janis Lawrence



Northern NSW Tour, 25 to 31 August 2014

Our annual Chapter tour this year took us into north-east NSW with overnight stays in Murwillumbah (2 nights), Yamba (3 nights) and Tenterfield (1 night).

Tour participants were Rob & Narelle Fraser (MGB Roadster), John & Marg Boland (MGB Roadster), Phil & Marilyn O'Brien (TR7), Ron & Judy Gillis (MGB Roadster), Brian & June Phillips (MGB GT), Barry Lutwyche & Jan Burke (MGB Roadster), Kevin & Cheryl Jacques (Modern BMW), Guy & Pam West (MR2), Bob & Mavis Marsh (Modern Falcon), Gary & Janis Lawrence (MGB Roadster).

Despite the concerns of inclement weather we were greeted with a sunny but rather cool day for the first day of week-long tour to Northern NSW. With 20 registered participants we were looking forward to some great sports car friendly roads and the social aspects that come with these events.

Wyaralong Dam was our tour group rendezvous point for day one, with tour participants starting from their respective home bases in Toowoomba, Warwick and Brisbane. The run through to the dam was uneventful except for the Toowoomba group who had a slight navigational issue when heading for the Ipswich Boonah Road exit off the Cunningham Highway at Yamanto.

Anticipating the exit to the left, and definitely not wanting to miss it, our tour leader (who shall remain nameless), exited followed by another four MGs. Suddenly we were confronted with a number of very surprised Queensland Transport traffic inspectors... yes we had exited into the truck inspection site rather than the Boonah exit which is a mere 700 metres further on.

Somehow I think we brightened the Transport Inspectors' day, while creating the first entry into things that happen on tour should stay on tourbut didn't!!

After morning tea at Wyaralong Dam which provided the ideal opportunity for all tour participants to exchange greetings and share a coffee, we hit the road for our overnight

destination of Murwillumbah.

Passing through Beaudesert, Canungra and Mt Nathan and then onto the Nerang Murwillumbah Rd, we skirted Hinze Dam as we travelled down through the beautiful Numinbah Valley for our next stop... lunch at Natural Bridge in Springbrook National Park.

Crossing into NSW for the final leg to Murwillumbah, the winding roads and the stunning countryside continued to keep us entertained. This is a really magnificent area for combining beautiful scenery with terrific sports-car roads.

A couple of the cars were demonstrating some minor electrical issues so the talents of Rob Fraser and his trusty multi-meter were put to the test. The indicator problem with the O'Brien's TR7 was traced to the hazard light switch while the non-functioning horn on the Boland's MGB was traced to 'driver input'. John the horn button is on the indicator stalk not in the centre of the steering wheel.... entry no2 into things that happen on tour should stay on tourbut didn't Phil and Marilyn O'Brien organised a great day run for us, leading us into the winding roads to the north and east of Murwillumbah, passing through the environs of Tumbulgum and Terranora. After stopping at Kingscliff for morning tea we continued on through Pottsville, Mooball (lunch stop) and Stokers Siding back to Murwillumbah.

It was at the lunch that Barry Lutwyche, attempting to perform an act of chivalry for his travelling companion Jan Burke, dexterously unfurled the tablecloth from his picnic hamper and in the process, ejected two pottery coffee cups in a graceful arc into the air and towards an ignominious fate on the concrete floor of the rest area picnic shelter. The thought was there but something was lacking in the execution... ah well off to Vinnies tomorrow to invest in some replacements, but in the meantime make do with some paper cups 'borrowed' from the local café and become entry no3 into things that happen on tour should stay on tourbut didn't. With Yamba as our destination for day 3, the extensive rain band along the north and

central coasts of NSW that was threatening to destabilise our tour had not been an issue. As we approached Bangalow the first signs of rain hit us, the heavens had opened, and we spent the next two hours travelling in torrential rain on the Pacific Highway. Fortunately we all arrived safely at our home for the next three days, the Blue Dolphin Resort at Yamba. Yamba dawned with clear skies showing almost no evidence of the torrential rain we had experienced the previous day and night. A planned quiet day for exploring the environs of Yamba, we travelled south to Angourie for sight-seeing visited the Yamba lighthouse and lunched at the Yamba Hotel perched high on the hill overlooking the ocean. Dinner for the night was a self-catered BBQ. This type of activity is excellent for socialising and imbibing.

Day 5 and another beautiful sunny day in Yamba!!

Planned as a do your own thing day, a few headed for Iluka, some wandered the streets of Yamba and some headed for a spot of fishing, finishing the day with another self-catered BBQ. We were greeted with another sunny morning as we prepared to leave Yamba, heading for Tenterfield, our last overnight stop on the tour. We followed the Clarence River through Maclean, crossing by ferry to Lawrence, then south to Grafton before heading west on the Gwydir Highway towards Glen Innes and Tenterfield

We all enjoyed the Gwydir's tight and twisting alignment through the Washpool and Gibraltar Range National Parks,

Time to leave Tenterfield and head for home!! Exiting the motel our tour leader (who shall remain nameless again) suffered a moment of navigational ineptitude and turned right instead of left.. Entry no 4 into things that happen on tour should stay on tourbut didn't.

Following the New England Highway from NSW into Queensland we travelled through the Granite Belt to Warwick for morning tea and then on to the final leg of the tour into Toowoomba. Gary Lawrence (Tour Leader)





Fine-tuning British sports cars

Modern Classic Cars offer a world-class range of superbly engineered components to enhance the driving of your

MGB • GT • RV8 • SPRITE • MIDGET • MGC • T SERIES •



Suspension and brake upgrades , 5-speed gearbox conversions , Wheels , Power steering , Ignition , Cooling , Engine conversions , Complete car builds

The Australian home of **FRONTLINE**
Developments

www.modernclassiccars.com.au

CHAPTER Chatter

FAR NORTH QLD CHAPTER

report and photos by John and Cherie Franson

29 June 2014 - Inter Club Sports Day

Participants: FNQ MG Chapter (hosts this year), FNQ Restorers Club, All American Car Club Cairns, Top of the State Hot Rods and Cairns Historic Car Club.

The annual Inter Club Sports Day is scheduled for the last weekend in June, and this year was hosted by the MG FNQ Chapter, for the first time, due to us winning the Ashes last year. This is a Picnic Day that is run each year and was held at the spacious Goomboora Park, west Cairns on a perfect winter's day.



Basically it is a fun couple of hours, where a number of Cairns and District Car Club members and their families, young and old, get together for a picnic lunch/BBQ and includes some novelty competitions, with the winners crowned after compiling the tally of the various events. There were four games including Knock'em down oil cans, Rolling tyres, Wheel slalom and a timed event involving removing and replacing Nuts on a Rim.

The result was a great turnout from all Clubs with the usual ribbing of each other in the way of makes and models, not to mention performance on and off the games course which could have involved some cheating by a few we believe. Overall winner, based on count back and ratio of participants versus scores, was Top of the State Hot Rods taking home the Ashes, congratulations for the 2014 win.

Interclub sports day (left) and outside the Garradunga Hotel



13 July 2014 - Garradunga Hotel Lunch Run

Participants: Tony Basham – PA, Alan Wardlaw – MGB, John and Annette Collet – MGA, John and Cherie Fransen – Midget, Brendon Hammersley and family friend – MGB, June Hammersley and family friend – MX, John and Helen Honan – MG Mark II
Roland Nancarrow and Sam – Austin Healey

There was a good turn up on this morning, although the weather was looking dubious, so with Westcourt DFO car park as the departure point our plan was a leisurely cruise southward to a seaside suburb east of Innisfail. There is a really nice Café at Flying Fish Point that took our phone ahead booking for our first refreshment stop, the view overlooking the Beach at this time of the morning being magical. Then there was an inland drive somewhat 'off the beaten track', through cane fields, across cane train lines which includes roads that were not 'exactly sealed'. Even though the drive was on dirt road, it was not too bad, as there had been recent rain to compact it a little and therefore not too dusty either. Lunch was pub meals at the Garradunga Hotel which even had a hitching rail at the front for passing horse travellers, although today we were the only horse powered transportation, being more the mechanical kind. We took a terrific group photo at the front of the Hotel, might end up on their website, if they have one?

Always trying to support various local watering holes, this venue was no exception. Being a 'tad' remote, no doubt our decent size group of fourteen would have been bigger than they might have been used to in one sitting. Following lunch we returned to Cairns with full bellies via a new route re-joining the highway at Miriwinini; however, Brendon's white MGB starting having some electrical issues, which nearly required the services of a tow truck, but somehow he managed to limp home unaided but with the support of the convoy following behind, just in case he didn't make it.

3 August and 10 August 2014

Innisfail Car Show and Cairns Swap Meet Car, Bike and Truck Show

Neither of the above events were FNQ

MG Chapter scheduled however definitely worth a mention, as a number of members attended with one in particular having great results. Tony Boland won the 50's car section in Innisfail as well as taking a swag of class awards at the Cairns Meet including the Best of the Show. Congratulations to Tony and his Green TD.



Inspecting Tony's TD, At Ellis Beach

17 August 2014 - High Falls Farm Restaurant (impromptu run)

For a last minute organised run and after a week of cloudy and rainy weather we still had seven cars turn up today, excellent. The skies cleared during our trip and it was a great scenic drive for our Sunday lunch run up to High Falls Restaurant and Fruit Farm in the Whyanbeel Valley north of Mossman. Departure today was from Ellis Beach Café at 11am and off we went, travelling up the coastal highway past Port Douglas and Mossman, then through the cane fields (that they were burning off) to the Restaurant at High Falls Farm. The timber deck area overlooks the clear sparkling Whyanbeel River which winds through this lush tropical rainforest setting and with the sound of native birds in the background. Very relaxing.

23, 24 and 25 August 2014 - Cooktown Weekend

Participants: Tony Basham – MG PA, Annette and John ('tutu') Collet – MGA, June and Brendon Hammersley – MGB, Kim and Fiona Halloran – MX5, Alan Wardlaw – MGB, Patty and Bob Ingram – MGA, Nicky Clarke and Tony – Audi, Maureen and Steve Girardi – MGB, Roland Nancarrow and Sam – Austin Healey, Cherie and John Fransen – Midget, Pauline and Graham Hepburn – Isuzu D-Max (support vehicle)

This weekend was 'locked in' to the itinerary first thing in the year and so with the anticipation by the time it came around we were all really looking forward to it. Some were able to spare Sat, Sun and Mon (1 day to, 1 day exploring and 1 day return), however not everyone could do all three days but did Sat and Sun at least and it was a great weekend regardless of which option each chose. The more the merrier, so leaving at 9.30am from Tjabukai, Smithfield saw 11 cars departing.

Travelling north up the highway, we turned west onto the 'Rex' towards Julatten, morning tea at Mt Molloy and then a hamburger lunch at the Palmer River Roadhouse, literally in the middle of nowhere. Taking this inland passage instead of up through the Daintree meant no river crossings and unsealed roads, so virtually trouble free cruising along straight sealed stretches towards Cooktown, with a few noisy cattle grids to bump over now and again. There was a lot of stock along the way, some parts not being fenced, so we had to slow to allow for crossing bovines and keep an eye on the odd wallaby/kangaroo that appeared near the watering holes and munching on scarce green patches that dotted the landscape. Problem was the wallabies look so much like the ant mounds, it was hard to tell the difference.

The Lion's Den Hotel was our next stop - a drive along that section without pausing for refreshment at this legendary establishment would have been undignified. The Hotel was built in 1875 and is surrounded by 100 year old mango trees. It is a landmark building made of iron and timber, famous for its reputation

of having quirky decorations and the walls adorned with visitors' verses and signatures. Coming away there was one little green car with a flat tyre, but nothing a rubber mallet, one driver and two onlookers couldn't fix in a matter of minutes.

On the last stretch to Cooktown, we arrived into town by mid afternoon to our Accommodation, where, sitting back, drinks and dinner were on the cards, as well as discussion by the lads on how best to approach the tyre situation, so that repairs could be done and not tempt fate by returning to Cairns eventually without a spare. 'Many hands made light work, and the Indians let the Chief get on with the task.'



High Falls

Sunday, after breakfast, a group photo opportunity was planned for the steep Grassy Hill Lookout and Lighthouse. Grassy Hill was the site of Lieutenant James Cook landing in 1770 and Cooktown was eventually established in 1873 accommodating the Palmer River gold rush, to become a thriving port by the 1880s. The hardwood constructed Light was built in 1886. Unfortunately not everyone was present for the picture, some having to make an early start home, however we managed to take up most of the road in front, getting a few good shots of cars and members. (No, the mark on the bitumen in the foreground was not leaking MG oil, chuckle)

The balance of the day was spent exploring the Museum, the waterfront, walking the main street and visiting the historic cemetery. Fish and chips for lunch overlooking the water and dinner at the Cooktown 'legendary' Top Pub

made it all in all another good day, although must say boy they get some wind in Cooktown - strong enough to 'blow a chip from a hungry seagull'!

The leisurely return trip to Cairns on Sunday started with a fuel stop at Lakelands, past the eerie Black Mountain and then finally lunch at Mareeba, where everyone bid each other adieu before heading down the Kuranda range.

A few things to mention from our epic journey. Thanks go to the Hepburns who brought the DMAX support vehicle for our run North and then they had fun 4WDing back home on the Daintree coastal track. Also we agree things happen in threes, one flat tyre, one damaged number plate by a slippery sleeper in the car

park and you guessed it, one of the moderns locked their keys in, don't we love a visit from the RACQ.

Finishing on an interesting fact – Tony Basham drove in his 1934 PA from Cairns to Cooktown Saturday, returned Sunday, overnighted in Cairns, only to continue with a scheduled trip to Canberra, then onto Melbourne and Adelaide.... my how that little green car and its passenger can travel!

More photos from this trip can viewed on our Facebook page which is at <https://www.facebook.com/pages/MG-Car-Club-of-Queensland-FNQ-Chapter/486164621452312> or available by putting in the search terms - MGCCQ Far North Queensland Chapter Facebook - or similar.



Midget on dirt, Drinks at the Lions Den, Lions Den Hotel, Cooktown Lighthouse, Cooktown Museum,



CHAPTER Chatter

WIDE BAY CHAPTER

Report by Darrell Martin; photos by Darrell Martin and Kelly Southgate ("Bundy Crew")

6 July 2014

Aahh ... the best laid plans ... and so it was on a few occasions in the Wide Bay Chapter these last couple of months. So let's start off with the listed lunch on 6 July for the Bundy Crew. Umm, no, perhaps not ... circumstances worked against it and it just didn't happen.

So, let's move right along to the Hervey Bay Mob's much anticipated Coffee Run on 9 July. We all knew this would be a beauty, hosted by Margaret and Peter Elson. An early start, an interesting drive and some nice snacks and good coffee to finish it all off. Tempted by such a good time 22 people in 14 cars fronted for the fun ... heading into the cool morning chasing the Elson's gold MGF at a brisk pace. Graham and Chris Scott's TD was close behind it with David Carter's Eruption Red MGF in close pursuit. Whoops, I have just been informed that it is actually called "Volcano Red". Anyway, after this were the Elwell-Gavins, the Gardeners, the Rouses, the Mills, a pair of Bundesens, Christina Adams, Keith McKavanagh, John London, Tony Gubbins, Neil Honey and Darrell Martin.

You may recall that I started mumbling about "the best laid plans" ... ! Our coffee destination was a delightful spot at River Heads, looking out over the pristine waters with rolling green hills in the background. Except that our confirmed booking just did not work out. You really had to be there, but the looks on the faces of the eager group when they saw the Coffee Shop locked up tight was

a sight to behold. And unfortunately I just can't remember the range of jokes that came pouring out. All was not lost though, as a quick conference resulted in the group finishing up at the Boat Club for its promised Coffee and Cake. Altogether a fun, and memorable, morning delightfully saved by the Elsons.



13 July 2014

The Hervey Bay mob then had to cool its heels for four days before its next run on 13 July ... a slightly longer drive for a country lunch. I seem to remember something about "the best laid plans ...". But this minor hiccup was brilliantly disguised (well, almost) under the title of "Mystery Run". It had been planned to motor north from the Bay to a small, remote, charming little country pub, off the beaten track and at the end of a small road. On reflection, its promise of a roast meal at minimal cost seemed just too good to be true ... and that destination was cancelled at the last moment when the hotel's kitchen renovations were not finished. So if you can't go North ... go South.

After stopping at a quiet little park in Burrum Heads for morning tea our 9 cars headed south down the pretty Mungar Road to the Hideaway Hotel at Tiaro. Mark Rouse is still talking about the "\$10 Special Menu" as the roast chicken he ordered turned out to be half a large chicken with vegies and chips piled extremely high on a very large plate. Seems you can get a good roast at a reasonable price! Others on this run included Jan Rouse, Sharyn and Ray Sires, Ros and John London, Sonja and David Carter, Dave Roberts, Christina Adams and her friend Noreen, Liz and Bill Manns, and Jackie and Darrell Martin with their granddaughter Sarah Hughes .

It was during this trip that one of our restorers was talking about using Velcro to secure some under dash wiring until he found out how much it cost ... he then decided it was a ripoff!



20 July 2014

The next run for our Chapter involved the Bundy Crew, just one week later on 20 July, to celebrate Bastille Day in style.

Led by Kelly and David Southgate, 6 cars set off for a surprise brunch, only a few kilometres away across the river.

David has written ...

"A distractive route was taken to keep participants guessing at the destination of this secret brunch destination.

All was revealed when we arrived at a newly opened cafe in North Bundy called Oodies, run by two sisters. On arrival we found the facility almost full and buzzing with patrons enjoying hearty and flavoursome breakfasts. After a leisurely feed, enjoyed by all, we set off towards Childers taking a left turn near Cordalba and enjoying winding, and hilly, roads through some beautiful countryside to arrive at Vintners Secret Winery near Childers to celebrate Bastille Day.

All our club members dressed up in a French theme and enjoyed the food, wine and music for several hours. Settling back in the winery garden setting was a real treat and everyone enjoyed a relaxing time and interesting conversations.

A highlight was Kelly being awarded the best dressed female; however, all our group were outstanding with their costumes. Participants were the Southgates, Beckmans, Jude O'Donoghue, Muttons, Nolls, Johnsons and Gables."

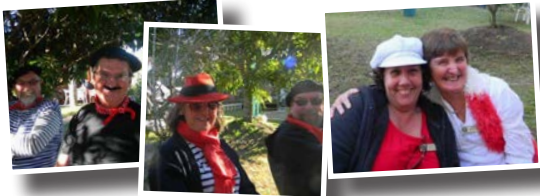
I should mention that this winery is also a favourite of the Hervey Bay Mob!

3 August 2014

Our next outing was a combined run with both the Bundy Crew and the Hervey Bay Mob joining together for morning tea and lunch at Maryborough . Once again, David Southgate has written for us ...

"Great weather greeted 6 cars & 11 people for the drive to Maryborough to meet the Hervey Bay Mob with 5 cars & 10 people at Queens Park for morning tea.

Leaving Bundy were David & Kelly, Judy, Sel and Sue, Leigh and Jacki, Steve and Teena with Bill and Cheryl forced to make alternate arrangements due to being blocked in by the Cane2Coral fun run. We agreed to meet Bill and Cheryl at Mammino's



Ice Cream at Childers and amazingly enough we all turned up at the same intersection in Childers at exactly the same time!

As a group we had a relaxed trip to Queens Park and enjoyed meeting the Hervey Bay mob. The Carters, Honeys, Elsons, Carrolls, Adams/Gilhooley came along to join us.

After a leisurely morning tea we headed off to Teddington Weir following David and Sonya. The best laid plans ... there was an initial hold up when David and Kelly, followed by Leigh and Jacki, followed a white MGB which they thought was David and Sonya's car. Same model car, same colour, different number plate ... it was Dave Roberts who was not going to the weir.

We enjoyed a great drive through the weir and back to Muddy Waters Cafe for a delicious lunch. The food and service at Muddy Waters Cafe was great and everyone enjoyed themselves.

The Bundy crew then had a nice trip back to Bundy after having a relaxed day with good company and friendship with the Hervey Bay Mob".

9-10 August 1770

Now this was something a little different! A promise from our run leader for us to "live out your fantasy, be it "Lawrence of Arabia" or "Tarzan & Jane", or whatever ..." quickly brought together eight cars for a long trip away to Agnes Water and the township of 1770.

Peter May and Joy Batchelor were the first to sign up, followed by the Manns, Peakers, Martins, Roberts, Carters, Grays and Worlands. Of course we were all intrigued by the concept of "Glamping", staying in ensuited, air conditioned tents ... the Tree Tops Chalets at the Agnes Water Beach Caravan Park.

The happy group proceeded via Childers and Bundaberg, stopping at the Tiny Tea House at Rosedale for lunch. A quick (ish) feed was followed by the dash to Agnes Waters in time for happy hour and a booking for the courtesy bus to take us to and from dinner (apart from a few hardy souls who walked home).

The following morning it was a trip to the Markets and a drive to the lookout high above 1770 before heading back south. Naturally the trip home was uneventful, apart from a quick stop to examine a large flat section which had developed on one car's rear tyre.

It was a wonderful weekend thanks to Sonja and David's organisation. Perhaps the only "best laid plans" moment came from photos of a certain white MGB GT on its first post restoration run. It seems that most of these photos showed light glistening from a rather large (embarrassingly large) oil patch under the car every time it stopped. While a very wise person has suggested that "oil is cheap", the leaks have now been repaired and the photos tastefully edited!



19 August 2014

The Hervey Bay Mob's next outing was an "Around the Block" coffee run to the Pavilion at Urangan on Tuesday 19th August. Again, a little different but moving the day for a mid-week run was intended to add variety and provide opportunities for those who may have regular commitments on Wednesdays. Organised and led by Barbara and John Shield, it was only a short run (drive) as we needed to be at the Pavilion early as it also had another group booking for that morning. A dozen cars fronted for this quick jaunt and, as usual, lots of tall tales were told. I am still unsure about one person who said that his wife had bet him a thousand dollars that he couldn't build a car out of spaghetti. But, as he said, you should have seen her face when he drove pasta.

24 August 2014

A large "Thank You" must go to Joan and Des See for the organisation and conduct of our annual Barefoot Bowls morning at the Urangan Bowls Club. Ten cars assembled for this event ... driving the length of the Esplanade before winding into the

RENOVO AUSTRALIA

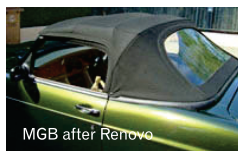


Breathe New Life into Your Convertible Top



Whether your fabric or vinyl soft-top is new or old, keep it protected from the elements and looking great with Renovo's range of convertible car care products.

10% discount for MGCCQ members on quoting promotional code 85pmdc.



www.renovoaustralia.com.au
renovo@bigpond.com

ITE VALVES

Custom Valves – any size, shape, stem diameter, collet groove position or length you require.

Automotive - Commercial - Industrial - Marine

and

LIDDLE'S CYLINDER HEAD ENGINEERING

Cylinder head repairs and reconditioning

Contact Peter on (07) 3297 5157 | PO Box 4900, Springfield Q 4300



Bowls Club for a slapup breakfast.

After having the rules explained (and the need to ensure correct bias) the group leapt to the green, eager to do battle for the chocolates on offer. It is a great pity that the Octagon doesn't include videos as some of the bowling was just ... well .. shall we say "unbelievable". It was obvious that the lesson on bias had not taken hold in some, and the force of the bowling was akin to a ten pin lane for others. The excuse that "I thought you were supposed to get it in the gutter" also just did not wash! No names are being given here to protect my health.

I should add though that among the happy bowlers there were some exceptional performances.

Again, thanks Joan and Des for a fun morning.

24 August 2014

This Bundy Mob run to Buxton was led by Jacqui Mutton who has written ...

"On Sunday 24th August, 12 happy MG'ers headed off on a lovely sunny day run to Buxton, and those who could had tops down. We meandered down the Bundaberg Ring Road and onto the Isis Highway before driving into the thriving village of Cordalba where we stopped at the pub for morning tea on the deck.

After refreshments we headed off to Buxton via the little hamlet of Horton, again driving through beautiful scenery. Though having a BBQ was listed if you wanted to, most of us chickened out not knowing what the weather would do. Most therefore brought pre-made lunches except for one couple who threw their pork chop on the BBQ and watched us salivate as the aroma wafted through the air! And if that was not enough another couple (won't mention any names) did a run up to the shop and came back with fish & chips. Our sandwiches suddenly didn't quite taste so good!

Unfortunately the weather started to close in on us and so it was hoods up and home. Even though

we didn't get to wander along the foreshore a lovely day was had by all".

30 August 2014

To finish off this two month period the Hervey Bay Mob repeated last year's run to Biggenden for the Annual Swap Meet.

After meeting up in Howard, a former mining township to the west of Hervey Bay, seven cars headed straight to Childers and then on to Biggenden for morning tea. On this run the Elsons had their GT out for its second major run while the Manns floated serenely on in their V12 XJS convertible. Stewart and Raelene Riddell told us about their V6 Capri being imported from England and Jan and Mark Rouse updated us on the restoration of their Jubilee MGB GT. Warren Innes took Margaret off for a quiet birthday celebration elsewhere and Christina and Noreen listened politely to the ongoing repartee.

Morning tea over, the group moved on to the Swap Meet, examined the huge range of new and old cars on display, looked at the invaluable (to some) items on sale and wondered at the amount of tyre smoke produced in some demonstrations. Then it was time for lunch at the nearby Grand Hotel! Mark Rouse seems to have a knack for ordering gargantuan meals! This time he ordered a "B Big Burger" and was absolutely wide eyed ... and a little overawed when it arrived.

In fact, all the meals were large and all plates left clean.

It was yet another fun day for the Chapter where every run results in a different group of people coming together. And it was fun combing through the myriad of assorted shapes and sizes of new and used mufflers. In fact, it left me quite exhausted! Safe driving all ...

Competition Corner



CLUB EVENTS JULY AND AUGUST by Ace Reporter

QMC ROUND 4

The final round this year for the championship as well as round 3 for MGCCQ club activities was held on 13th July. Thirteen tests were held on the day and it was good to see several junior drivers running. The tests were Spiro Slalom, Double Kidney, Reverse Spiro Slalom, Dollar, Forward and Reverse Slalom, Nought and Crosses, Historic Straight Slalom, Crazy Square, Straight Slalom, Plumb Crazy, Gate Slalom, Reverse Lazy 8, and Lazy 8.

2010 State Champion Keith Butcher won this round with 5 times State Champion Noel Caplet winning the Queensland Championships (overall) as well as the Queensland Motorkhana Series (based on a handicap system) for this year. MG members running on the day were Brant Rayment (class DF), Alan McConnell (DR) and Malcolm Spiden (BR).



TSA/SR AUTOMOTIVE HILL CLIMB SERIES ROUND3



July can be cold. Thus Saturday and Sunday of round 3 were fine and cold with 13 runs able to be held over the weekend. A new Class record in the Hyundai X3 series saw the existing record lowered six times while Neil Lewis became the 23rd member of the Under 40 Second Club when he recorded a 39.97 time on Sunday.

REGULARITY

In the Regularity class where drivers nominate a

time and drive to their time we witnessed several class lead changes. Drivers lose points for being either quicker or slower than their nominated time, not as easy as it seems. After the first run Shaun Rankin (MGBGT) and Denis Cotton (Porsche 924 Targa) were without loss before Shaun was ahead by himself being 2 points down from Flavio Paggiaro (MGBGT V8, 6 points down) until their 5th run where Flavio was ahead from Brendan Merrick (Nissan 180 SX, 10 down), Shaun (11 down), Stephen Callaghan (MGB with a loss of 19) and Denis. Flavio Paggiaro held his lead to finish with a loss of 8 points from Brendan Merrick (16 points), Shaun Rankin (18 points), Stephen Callaghan (20 points) and Denis Cotton (58 points).



Flavio Paggiaro, current joint leader in the Regularity class and winner of the Best MG 2001cc and over.

HISTORIC CLASSES

Paul Shergold won the Group N class in his Ford Cortina (52.94 seconds) from Peter Gilbert (Cortina, 56.51) and the 903 cc Hillman Imp of Ron Duffield with a best time of 61.56 secs. Class winners in other Historic groups were Barry Smith (Group K, Ford V8 Special, 54.71), Vern Hamilton (Group Q, Elfin 623, 45.03), Steve Purdy (Group S, MG Midget, 51.26) and Geoff Cohen (Group V, Malmark Elfin, 53.04 secs).



Paul Shergold, winner Group N and Daniel Zeiner - winner of P&I cars up to 1600cc

SEDAN CARS

As seems the norm this year in the Production and Invited Cars up to 1600 cc class Daniel Zeimer and Gary O'Mullane were very close all weekend. On Saturday Daniel (white Toyota Corolla, 55.29) was just 0.03 second ahead of Gary (red Toyota Corolla,

55.32). This gap lengthened to 0.3 second (55.02 to 55.32 sec) for Daniel to win the class from Gary with the Suzuki Swift GTi of Peter Rekers third with a best time of 57.06 seconds. The larger engine capacity class went to Harry Doling (Toyota Soarer, 48.30) from Ryan Reid (Mazda 3 MPS) after a spin on first run then a best run of 50.31, followed by Bill McCollum (Holden Commodore, 52.74), Peter Salmon (Alfa Romeo Giulietta turbo, 53.02) David Jackson (Mazda RX7, 59.15) with Lindsay Derriman (Toyota Vienta) in a time of 59.96. Matthew Klass was the fastest in the Modified Production 2001cc and over in his Mazda RX7 (51.07 secs) from David Jones (Suzuki Swift GTi, 52.12) then Jonathon Jones (Datsun 1200 Ute, 55.08).



Cameron Stean - winner AWD class and PRC Rally cars winner - Ray Evans

The All Wheel drive Forced Induction class saw Cameron Stean (Mitsubishi Lancer turbo) win the class but not until his final climb when he ran a 46.77 time. Nathan Wagland (Nissan GTR33) was in the class lead up to run 11 with a 48.05 then recorded a time which was equalled by Cameron (both on 47.46) only to see Cameron take the win. Then Don Exton (Ford Laser TX3 turbo) equal Nathan's time on the final run with a 47.35, making it a tie for second place -- extraordinary. Watching this action was Annika Exton (Ford Laser TX3 turbo) with a best run of 59.68 seconds. The class record in the Hyundai X3 class of 55.14 seconds set in February was lowered 6 times by Mark Pryor firstly to 54.50 then 53.90, 53.43, 53.39, 53.27 and to the new mark of 52.79. Fellow class competitors Ross McAndrew (56.64) with Gloria McAndrew (59.88 secs) were second and third. Ray Evans won the PRC Rally Cars in his Escort (53.26) from James Dragona (Hyundai Excel, 59.71). Dave Sidery took the Improved Production 1601 to 2000cc class with a best run of 50.20 seconds in his VW Beetle, while the 2001cc and over saw Piers Harex (BMW E30) win in 47.92 from Troy McGrogan (Mitsubishi Lancer in 49.25 secs). Piers encountered some electrical problem which cut the engine and stalling the Bimmer on track usually on the way back up the hill to the finish line. It was believed to be sourced to the tachometer on

Saturday and was believed to be rectified only for the issue to reappear on Sunday.

The Sports Sedans up to 2000 cc class went to Tyson Cowie (Escort) who recorded a 47.13 time to secure the win from Jeffrey Bird (Morris Mini, 47.65) and Daryl Morton (Morris Cooper S, 47.80). Never far apart over the weekend Jeff was trailing Daryl by 0.02 (47.98 to 48.00 by run 10) before run 12 where Jeffrey claimed second spot with a 47.65 run to Daryl's best time of 47.80 secs).

In Sports Sedans 2001cc and over we watched quite a tussle between David Malone (Torana GTR XU1), Alex Daniels and Jeff Daniels both in the Escort turbo. Firstly Jeff (48.91) was ahead from David (49.03) and Alex (50.05), next run saw Alex (47.20) from David (47.61) and Jeff (47.63). With run four, the order was David (47.19), Alex (47.20), Jeff (47.34). At close of competition on Saturday evening Alex (46.37) was ahead with Jeff (47.02) and David (47.12). Sunday David claimed the class with best times of 46.06 then 45.67 with Alex closing with a 46.29 run then 45.74 and Jeff in third with a 47.01 sec time. Roger Bartlett (Escort turbo) was next with a 64.21 run and using a new gearbox configuration.

SPORTS CARS



Brad Stratton - Marque Sports and Darren Billington - Superkart winner up to 1600cc

Brad Stratton Mazda won the Marque Sports cars up to 1600cc in his MX5 with a 52.42 run with Berenice Stratton recording a 56.61 time in the Mazda MX5. John Price took the 1601 to 2000 cc class in his MGB (50.28) with Peter Andrews (MGF, 52.44 secs) next, whilst Simon Rhodes was quickest in the over 2 litre class in his Triumph TR7 V8 with a best time of 47.98 seconds.

The Clubman Sports Cars went to Brian Pettit (Westfield Clubman, 44.83) until a suspect left front ball joint ceased his enjoyment for the day with Jason McGarry (Caterham Super 7) next with a personal best time of 48.39 secs.

Chris Johns won the Sports Cars (Open) up to 2000cc in his JFR Suzuki Cappuccino (47.46) whilst Shaun Marshall took the over 2 litre class in his RCR SLR (47.68) and Jeffrey Graham (Mazda MX5, 49.09).

FORMULA CARS

Darren Billington won the Superkarts class in his

Arrow K2 (249 ccs engine) with a time of 44.74 whilst the Formula Libre up to 1300 cc class went to Neil Lewis (DBF, 39.97) from David Homer (Group A Special, 42.53), Paul Van Wijk (Zip GP, 45.77), David Quelch (Honda Black Arrow, 53.03) and Nathan Quelch (Honda Black Arrow, 55.85).
TOP SIX

Neil Lewis took this shootout in 40.56 from Darren Billington (45.77), Vern Hamilton (46.16), David Malone (46.21), Alex Daniels (46.24) and David Homer (51.40).

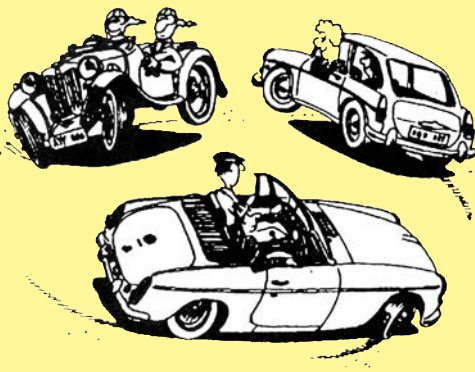
Best MG awards: up to 1600 Steve Purdy; 1601 to 2000 John Price; 2001 and Over Flavio Paggiaro
The 5th and 6th rounds of the TSA/SR Automotive hillclimb series are on 5/6 October and 28/29 November. A Come 'N' Try with Test 'N' Tune will be held on Sunday 19 October, 2 weeks before the Australian Hillclimb Championship which will be held on 1/2 November at Ringwood, Newcastle.



MIDNIGHT TO DAWN

Sunday morning 29 July at 12.01 a small group assembled at the clubrooms for a brief explanation of the style of route instructions before they ventured into the dark. Always attempting to give runners something different or challenging to make the run interesting, the director provided square reference, tulip instructions, compass directions as well as traditional intersection instructions. Rain in the early evening of Saturday cleared well before the Sunday morning; however, fog then

descended, making the morning a little murky. The route went via Forest Lake past the Greenbank Military Camp, Camira to the Redbank area then under the Cunningham Highway and through the centre of Ipswich. This was followed by a visit to Blacksoil then back through West Ipswich, Silkstone to Redbank Plains. Springfield Central was next en route to North Maclean to Jimboomba down to Veresdale and head North to Logan Village with a short detour to Yatala to finish at the BP Stapylton. (Ed: Sorry, but no results have been supplied.)



AUGUST NIGHT OBSERVATION RUN

The instructions were to travel along Ipswich Road to Chardons Corner then down Villa Road to find the Queensland Blind Cricket Club, follow Park Road to Fairfield Road and past the Queensland Tennis Centre. After rejoining Fairfield Road the route followed Sherwood Road, Oxley Road to divert under Ipswich Motorway to the Queensland Police Academy before the Wacol Industrial Area. Over Ipswich Motorway to Wacol Station Road past the Correctional Centre onto Jijaws Road then Bullockhead Street over the Centenary Motorway to the Seventeen Mile Rocks area using Cliveden, Blackheath, Howard Streets to join Sherwood Road and return to the clubrooms

On the run were Chris McMahon/ Brian Krieger (Nissan Xtrail), Peter Stringfellow/Daphne Stringfellow (4WD), Michael Galletly/Stephanie Black (Subaru), Don Webster/Bernie Pereira (MGTD), Malcolm Spiden (MGBGT). Next runs are on 10 October set by BSOC (more information on bscc.asn.au website) then the traditional fun Murder Mystery on Friday 21 November with clues to solve the mystery in the Observation run.

MG AUTOMOTIVE

Sports Car Specialists

FOR ALL YOUR SERVICE REPAIRS & SPARE PARTS FOR YOUR MG

*With 34 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

SPECIALS
FOR MG CAR CLUB
MEMBERS

New Electronic Dist MGB	\$357.50
Alloy Rocker Cover MGA/MGB	\$110.00
H4 Head Lamp with Bulb MGB	\$66 pr
Mud Flap with Logo MGB	\$33 pr
Battery Master Switch MGB	\$16.95
H/Duty Floor Mats MGB	\$59.50 pr
Radiator Shroud MGB	\$85.00
Radiator Shroud MGA	\$85.00

Prices valid this issue or until current stocks run out

3889 9652

Email: mgautomotive@gmail.com

Unit 3/20 Kenworth Place Brendale Q 4500

MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Raymond

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

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

Please submit your contributions to the Editor
GPO Box 1847 Brisbane 4001
or by email to vprojects@internode.on.net

Race Meetings

