

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 6

November 2019



A wonderful and rare sight to behold – a 'gaggle' of Pre-war cars (mainly M types) leaving the Lawrence ferry on the 2019 Pre-War Register of Australia event held at Yamba, NSW from Friday 6 to Monday 9 September. See reports inside. (Photo by Tony Slattery)



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President's Report

The year has flown by and it's November already with Christmas just around the corner. Only some months back I was getting ready to go to the UK to see my mother and, at the time, I was thinking that the trip to the UK would go quickly and I was right as it flew by.

While I was in the UK, I travelled around England with my mother. We went to York as I wanted to go to the National Railway Museum. With all the exhibits and all the steam trains it was fantastic so I, being a model train enthusiast, enjoyed every moment of the visit.

We also went to Wales which has some of the most beautiful scenery I have seen; unfortunately we did not go to northern Wales - maybe next time. I went to one of the local pubs in Wales and had one of the best meals I have ever had, it was Welsh lamb and the best lamb I have ever tasted.

I also went by myself to the Autojumble at Beaulieu in Lord Montague's estate. This is the second time I have been to this event. For a car buff it was just amazing as there were fields of stalls full of car memorabilia.

I purchased lots of MG bits and pieces to add to my collection. The next day I went to Portsmouth to tick another item off my bucket list and that was to go onboard HMS VICTORY. That was a most interesting visit to the ship and I must have banged my head 50 times on the low beams. I actually said to one of the lady tour guides on the ship that they must have been short people in those days. She replied "Yes they were" although she also informed me that one of the crew members was 6 feet 4 inches so he must have had a lot of headaches.

I went onto the deck of HMS VICTORY and asked one of the ladies who was a tour guide as to the location of the spot where Lord Nelson was shot. She told me to look down and, when I did, I saw that I was standing on his brass plaque. I thought that was rude of me so I quickly moved off the plaque to show respect.

They have a life sized statue of him in the museum. He was only a small man. When he came on the deck that fateful day and was shot he was wearing full dress uniform so he would have stood out. It's no wonder he was shot at by the French.

I was also informed by the tour guide that the crew had American sailors onboard as well as four Frenchmen so that was interesting.

At the naval base just outside from VICTORY they had a stage setup with a young lady singing world war 2 songs at which she was pretty good. They had chairs set up and veterans from the D day landings were watching the performance. They all seemed to be having a good time and they obviously were not young men. I was surprised that there were still veterans from D day.

This will be the last magazine for this year so in closing I would like to thank all the volunteers who help make the club run so well at all our events, and also thanks to the committee members who put in the long hours to make everything function so efficiently.

I wish you and your family a safe and happy Christmas and may next year be all that you want it to be.

Safety Fast - Peter May, President

MG INFORMATION

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	Ross Kelly	3352 4151
T TYPE	Peter Rayment	0407 693 947
MOA	Richard Mattea	3325 0409
MOV	Tony Slattery	0407 364 543
MAGNETTE SALOON	David Robinson	3255 9037 (W)

	Name	Phone
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MOC	Bruce Ibbotson	3366 1889
MOB VS MOB	Barry Evans	3425 1695
MUDGEY	Ron Clydesdale	3263 6575
MDF	John Boyce	3345 2530
MO 21, 23, 27	Ken Wasley	0423 15 27 23

Some words from Elaine

Welcome to the final Octagon for 2019. As always, we acknowledge the coming of Christmas in this issue (even though it may seem only yesterday since last Christmas!) This year, though, you will notice that a regular feature of our November issue is missing and that is the traditional Christmas message from our longtime Club Chaplain, Ken Trudgian. Ken has now taken up a full time ministry and so has resigned as Club Chaplain in order to devote all of his time to this commitment. On your behalf, I thank Ken for the many years in which he has supported our Club as Chaplain and helped us through difficult times including conducting the Memorial functions for John Davies and also for Ivan Tighe.

As I write these words, I realise how recently we received our September issue and apologise for the lateness of its arrival. The publishers/printers had the most complex issue ever given to them to put together as it included the very large insert on the proposed Constitution – a necessary inclusion as the current Constitution states that all members must have full information on the proposed changes and also a copy of the final draft of the proposed Constitution. Including these documents in the Octagon mailing is the easiest way of ensuring that these documents do reach all Club members. However, while it made it easy for the Club to meet this obligation, it was not so easy for the workers at the business which does the setup, printing and mailing of the Octagon. Not only did they have to handfold the nearly 800 copies of the document, they had to be handfolded down to A5 size and fitted into the mailing envelope (again by hand!) along with the Octagon. If this did not pose enough difficulty for them, the machine which stiches the Octagon broke down half way through the process and then, to add further to their problems, the sealer for the mailing bags chose to stop working just as they started that task. Thank you, Craig

and Co for a job well done under difficult circumstances.

There are some interesting reports inside for you. I have tried to direct your attention to the Pre-War gathering at Yamba through the photo on the cover. There are two reports of this gathering of MGs and they are from such different perspectives that both are published, each with its own selection of photos, all wonderfully captioned.

Amazingly, I also received two reports of All British Day, both worthy of publication as they complement each other in their content and perspective providing a full overview of the day.

Almost as interesting are reports, one from the Capricorn Chapter and one from the Bundaberg Chapter, which each held an event which had no MG in sight! It's interesting that the fellowship of the members of those Chapters doesn't have to rely upon the company of their vehicles for their enjoyment. Instead they find pleasure in the fellowship of the like-minded people they have befriended through their Chapter and I am sure that MGs featured in their conversations.

Not to be outdone, the Darling Downs Chapter put on a fourday excursion which would have taken a lot of planning which they may be interested in sharing should another other group wish to replicate the event.

Thank you all for your support throughout this year. It's almost scary to say it but the next issue will be the January 2020 one which should have most of the Club dates for the 2020 events in the calendar. Closing date for material for that issue is the always inconvenient one of New Years Eve 2019!

Until next time...Elaine

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 \$4. The goal will continue to be to have something special happening on the first Friday of each month. Your suggestions are welcomed.

Working bees are held at the hillclimb on most Wednesdays and are therefore not listed below. For further information, contact Malcolm Spiden.

(CP) after the name of an event means Competition Points and indicates that the event is pointscoreing for Club trophies. (SP = Social Points) for attendance at car display events such as Motorfest and the Macleans Bridge Display.

Please consult the online calendar for any update and also for Chapter events to which all members are always invited. You will also find that motorsport events promoted by other clubs and also events in regional areas are listed in our online calendar.

JANURARY

17th First Noggin 'n' Natter of 2020 at Clubrooms

FEBRUARY

? Annual dinner and presentation of Club trophies – Date and venue yet to be decided – check the online calendar for the latest information

7th Noggin 'n' Natter at the Clubrooms

7th CAMS Evening of Champions at Easts Leagues Club, Coorparoo

8th Come and try/Test and tune at Mt Cotton hillclimb

16th CAMS EXPO at Beenleigh Showgrounds

21st Noggin 'n' Natter at the Clubrooms

26th Midweek run – see details on Club calendar and weekly email

29th-1st Rd 1 CARRIC / Tighe Cams Hillclimb series Rd 1 (CP)

MARCH

6th Noggin 'n' Natter at the Clubrooms

8th Interclub Motorkhana at Sleeman Centre (CP)

20th Noggin 'n' Natter at the Clubrooms

27th Midweek run – see details on club calendar and weekly email

27th-29th CAMS State Championship races Rd 1 at Morgan Park (CP)

NEW MEMBERS

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

Simon Hutcheson	Glass House Mountains
Peter Healy	Hendra
Adam Leonarduzzi	Mansfield
Stephen Courtice	Innes Park
Ian Cunningham	Brookfield
Ian Silvers	Eli Waters



Bits'n'Pieces



This first item was sent in by Denis Thomas who tells us...

"With the ever increasing traffic problems on the M1, attending early morning starts to midweek runs from the Gold coast is becoming a major problem..."

But now the problems are solved...

While my better half Vicki was overseas in Belgium she came across this solution."



This item is from Andrew Lake, member 1946 –

"I have 1 of 3 2019 UK MGCC Marshal patches in QLD (Sahra & Jim Scott have the others) which we were able to obtain from

a UK marshal now in Qld. I was reading the story in the latest copy, which mentioned how the MGCCQ supplied scorers and timekeepers for Lowood and other events triggering my memory.

MG and the MG Car Clubs across the world have always been closely aligned with motorsport, either as competitors or providing the many officials required to allow a motor racing event to occur. The UK MG Car Club has provided Marshals for race meetings for many years, with MGCC Marshals issued patches to identify them as both race meeting marshals and as club members. The picture is of the 2019 MGCC Marshal's patch, obtained through the flag marshals' network.

MG TYme and Pre-War MG Register Gathering

Commencing in 2010, MG Car Club Canberra has hosted a biennial social event to celebrate the T and Y Types. Known as MG TYme, it has been a successful gathering enjoyed by many MG enthusiasts. An MG TYme event would normally have been planned for 2020, but a decision has recently been made to postpone the next MG TYme until 2021. The reason is that MG Car Club Canberra has agreed to a request to also host the Pre-War MG Register of Australia's biennial rally in 2021. The two events will be run concurrently in 2021.

Both events have similar social-oriented formats, and the Canberra Club hopes that they will have great appeal to all owners of Pre-War, T and Y Type MGs. Canberra is accessible, has ideal venues, and will offer a warm welcome to all visitors. Tentative planning indicates that the events will be run over a long-weekend in early to mid-October 2021. This timing will coincide with Canberra's Floriade festival and the spring weather. So, the message to all pre-56 MG owners is to watch this space, and make sure that you have October 2021 pencilled in your diary.



No matter how hard Jim Heymer works at the midweek working bees at Mt Cotton, he always has his camera with him and takes the time to record the many and varied forms of wildlife that he sees there (even if it means looking into a stack of old tyres – see the Sept issue) but he has excelled himself this time with this wonderful photo of a mother tawny frogmouth and its two babies very happily at home at Mt Cotton.



Another lovely photo from Jim – an elegant waterbird (maybe a stork or a heron or crane? – Birdwatchers please advise!) reflected in the waters of the dam at Mt Cotton.



And, just to show it's not all bird watching at the midweek working bees.... This photo shows the result of some good work recently completed near the finishing line and the entry to the first loop.

The Last Midget



These photos - one of an information sheet and one of the last Midget built - were taken by Matt Spoljarevic of Abingdon Motors on a visit of his to the British Motor Museum.

The visit resulted in his coming home with a great collection of photos which he thought would be of interest to MGCCQ members. He has made these available to us and a selection of these is being included in the Octagon as space allows.

1979 MG Midget 1500

Last of line

Appropriately finished in black, this MG Midget was the last of this model to leave the Abingdon assembly line in November 1979, marking the end of an era that had started fifty years earlier when the first M-type Midget was made.

The modern Midget was introduced in 1961 and was originally a badge-engineered version of the Austin-Healey Sprite, although it outlived its twin by eight years. Until 1974 the Midget used the BMC A-series engine, whose capacity was gradually increased from 948 cc to 1275 cc over the years.

In 1975, however, the 1493 cc Triumph Spitfire engine was fitted and impact-proof plastic bumpers were introduced, both of which proved unpopular with MG enthusiasts. Nevertheless, the new model contributed 73,786 to the resounding production total of 226,440 Midgets made between 1961 and 1979.

The entire final Midget production run was exported to Japan, save for this last car which came directly to the collection.

Engine:
4 cyl, 1493cc

Top speed:
96 mph [154 km/h]

Power:
65 bhp

Coachwork:
two seater sports

Price new:
£3,821

Registration mark:
EOL 733V

Accession number: 1980-174

All British Day - Reports, Results and Photos



Photo by Neil Taylor

1. ALL BRITISH DAY by Gordon Hack

Despite initially cloudy skies it turned out to be a beautiful fine day on Sunday Sept 22nd for the annual All British Day. Cars started streaming into the Saint Joseph's College sports ground at Tennyson from 7am with most club displays and vendors setup ready to go for the public by 9am. As always there was a strong turnout of MGs with at least 26 cars in attendance (see above photo). Most other British marques were well represented with displays of Austin Healey, Mini, Lotus, Jaguar and Triumph as well as British made Fords and Australian made P76s.

It's always inspiring to see so many lovingly cared for classic vehicles in one place especially as you see so few vehicles from earlier eras on the roads these days. The Mini club display was particularly well thought out with an early model Mini on a stage surrounded by luggage like the famous publicity photos of the late 1950s.

To top the day off the winner of the Best Sports Car and Best of British categories was a 1962 MGA owned by Trevor Jones of MGCCQ while the best competition vehicle category was won by Ross Kelly, also of MGCCQ, for his 1933 MG K3.

All funds this year were donated to the QIMR Berghofer Medical Research Institute to aid in the fight against cancer, infectious diseases and chronic disorders.

2. ALL BRITISH DAY by Max Johnson

The rain teased us on Saturday and again on Sunday but did not arrive.

Again, we had that wide variety of British classics that we have had in past years but always something new turns up to surprise us. This year it was that magnificent polished aluminium 1925 Vauxhall but there were other little gems like the beautiful little red Austin 7.

The Healeys, Triumphs, MGs and Morgans were all there in great numbers. The Rovers and Land Rovers filled their space to capacity.

The 'Field of Dreams' was, again, filled with an array of British Thoroughbreds including the Rolls Royce Phantom V used for the Queen in Australia. Aston Martin numbers were up on past years and, of course, the McLaren was there again.

The display of a sectioned working Imp engine/transmission for a second year was another highlight of the day. It would be good if we could get more interesting displays like this.

The steam roller could not be there due to the dry weather and fire risk, but Ian did bring his truck.

Numbers were on par with last year with just over 600 vehicles attending with motorcycle numbers increasing over past years. We introduced a new category, 'Best Off Road Vehicle'. The variety and high standard of vehicles increases each year which places more workload on our judges whom we never have enough of.

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



ALL BRITISH DAY – BRISBANE WINNERS CIRCLE - 2019



SHARE THE PASSION

Category	Owner	Vehicle
Best Vintage & Veteran	Robert Lovell	1925 Vauxhall 23.60
Best Classic Vehicle – Pre 1981	Richard Coles	1970 Ford Cortina GT
Best Classic Vehicle – Post 1980	Jonathan McLeod	1993 Jaguar XJ220
Best Sports Car	Trevor Jones	1962 MG A
Best Motorcycle	Jim Allen	1954 BSA Bantam D1
Best Commercial Vehicle	Peter & Margaret Needer	1955 Austin Series 3 Truck
Best British Thoroughbred	Sir Henry Royce Foundation	1967 Rolls Royce Phantom V
Best Competition Vehicle	Ross Kelly	1933 MG K3
Best Off Road Vehicle	G & K Wallis	1059 Series II Land Rover
Peoples Choice	Joanne Mindinton	1977 Triumph Stag
Owners Choice	Colin Galley	Bristol 408 Mk 2
Best of British	Trevor Jones	1962 MG A
Best Club Display	Jaguar Drivers Club Qld	



The following photos of the six of the trophy winners were taken by Mark Buchanan of Leaded Magazine and we thank him for photos of such high quality. No captions have been added as you should quickly work out who won what by consulting with the table above. The names 'Ross Kelly' and 'Trevor Jones' are very familiar to members of MGCCQ. Congratulations to Trevor for winning both the Best Sports Car and Best of British trophies and to Ross for winning the new Best Competition Vehicle category.

**AN OVERVIEW OF JUST A FRACTION OF THE NUMBER OF CARS ON DISPLAY –
PHOTOS BY NEIL TAYLOR, JOHN SEED, MARK BUCHANAN AND ELAINE HAMILTON.**



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The Gathering of the Faithful

– by David Miles



For the past 24 years the MG Car Club of Wagga Wagga has hosted and promoted a mainly social weekend which has become known as the GOF, "Gathering of the Faithful". This small (by national standards) club is assisted by sponsorship from local business and the event attracts participants from Victoria, ACT, NSW, South Australia and, more recently, Queensland. Social events are the order of the day, the only competitive aspect being the Concours event. Having been aware of the GOF for some time, Ian Fettes's call to partake this year aroused my interest somewhat, and Meryl and I decided to "take the plunge."

This year attracted 77 entrants.

Following the attendance at the 2019 National Meeting by some Magnette enthusiasts from southern states, Ian Fettes took the opportunity to plan a trip to

Wagga Wagga, NSW for the Wagga MG Car Clubs annual "Gathering of the Faithful" over the second week in September. The stars aligned sufficiently for Meryl and I ('58 ZB Magnette), George Diggles ('57 ZB Magnette) and, of course, Ian & Karen Fettes ('55 ZA Magnette) with passenger Dianne Davies to meet up at the BP Blacksoil for the journey south.

The first adventure was to travel the just opened Second Toowoomba Range Crossing, it having opened only two days before! An excellent piece of road which will, no doubt, save lots of time and fuel, not to mention noise and congestion in Toowoomba.

Ian had wisely planned for a leisurely 3 day, 2 night trip with numerous fuel, sightseeing and meal stops to keep car, driver and passenger stress levels at a minimum,



and for us to enjoy the traditional Thursday evening Magnosteers' BBQ at the Motel in Wagga Wagga. A late breakfast at the CSIRO radio telescope broke the journey on day 2, whilst the open door of Mark Nugent Coach builder on our walk to dinner in Dubbo, revealing the unmistakable bonnet of an E-type Jaguar, had us drawn across the road in record time! A lovely, very friendly fellow who willingly showed us around his Aladdin's cave.

On Day 3 we took time to visit the Temora Air Museum and the pristine, flyable "War Birds" on display. We also took advantage of the mezzanine overlooking the workshop where much restoration and maintenance was taking place. Our trio arrived at the City Park Motel in plenty of time to buy supplies and to prepare for the BBQ.

Thirteen "Z" series Magnostes and one Mk 3 were in attendance, and there was much "Magnoste" talk as contact was made with those who had previously been just names

in books or on email, all cut a little short by a chilly breeze which drove us all back to our rooms for a well-earned sleep.

Saturday morning was another opportunity for some exploring of Wagga, and our Queensland group elected to visit the Wagga RAAF Heritage centre (which, unfortunately, was closed) but the excellent, open air aircraft display was accessible and featured very nicely liveried aircraft included F111, Canberra, Meteor, Mirage and Vampire.

Friday afternoon saw the first official GOF function, a free afternoon tea in Collins Park with tea, coffee and various cakes and slices on hand to enjoy whilst making new friends and catching up with the old (friends).

The Mercure Hotel, just a short stroll from our motel, provided an excellent buffet for the Noggin 'N' Natter, another opportunity to meet and greet on the Friday.

The GOF proper began at 10.00am Saturday, with registration at the Cross St car park, and judging of the cars for the only competitive event (Concours) from 11.00am.

After lunch, a 100km drive to The Rock Village and back provided some spectacular vistas of green and gold fields of canola and, I think, lucerne. The local CWA provided afternoon tea in a local church hall – lots of country grade cakes, sandwiches etc. to enjoy. The more formal GOF dinner saw us back to the Mercure Hotel for the Saturday evening and another excellent meal.

All good things must come to an end, however, and a chilly start to Sunday morning found us again at the Cross St. car park where the local Rotary club provided breakfast, followed by the presentation of trophies. The Miles Magnette won the Magnette class in the concours, much to the surprise of yours truly – one can never tell what most impresses the judges – originality seemed to be the main criterion this time.

And so began the homeward journey. Having had the pleasure of meeting up with Darryl and Jane Purvis from the Sunshine Coast MG Car Club, we were pleased that they joined us for the journey home. Darryl

and Jane have a much modified ZA, and so our little convoy grew to four. Darryl and Jane had made this trip on seven occasions, so were a valuable addition to our group. Overnighting at Gilgandra and Goondiwindi, we all safely made it home early afternoon on Tuesday.

Thanks go to Ian and Karen for the overall planning of the adventure, as well as to all involved whose company and assistance was most appreciated. The MG Car Club of Wagga Wagga put on a very friendly and relaxed event, a credit to a Club which has, I am told, just 34 members!



MG SICKNESS

PART 4

by David Hall



Ian Bryant had started the Wide Bay Chapter a few years earlier and we enjoyed going out on runs both in the TD and the MGB. We got to meet some lovely people with similar interests to ourselves and of course as with all car clubs we went to many places we have never seen before.

As I stated before when I was a teenager I had always had a soft spot for the MGA roadster and would have loved to have the opportunity to restore one. We spotted one in the Unique Car Magazine and it was in the hinterland of the Gold Coast. We drove down to check it out and the owner came to an agreeable price and we brought it home. It was a South African Car with solid wheels but that did not bother me as I quite liked the look of the car as it was. It had been painted in a MGA Coupe Colour Mineral Blue which suited the Chamois seats and interior although the paintwork was in need of some attention.

We then decided to strip it all down to bare metal and gave it a coat of Mineral Blue Two pack paint plus a lot of new chrome work some mechanical work even though

nothing too major was found to be wrong with the old girl. This was my first attempt at performing my own respray and we were pretty happy with the way it turned out. The whole trouble is when you put all this time and effort in to restoring these cars it becomes hard to part with them!

After rebuilding the Blue MGA roadster, it was quite appropriate that we look around for a nice MGA Coupe as they have the most beautiful body lines of all MGs. I think most will agree they are a very nice car.

We came across our MGA 1600 Coupe for sale in Port Fairy in Victoria. The photos looked fine and after a few phone calls we decided to take a drive with our Falcon Wagon and the heavy duty tandem trailer that Bruce, Lyn's late husband, had used for carrying fuel and maintenance equipment to job sites. They were Earthmoving Contractors.



When we got to Port Fairy down on the Great Ocean Road we managed to find the unit where the car was living and, after an inspection, we decided to buy it. She needed more work than we had thought as the photos shown had been taken years

earlier; however, the outside paint was very nice and as far as everything else went we could tidy her up.

The Purchase went ahead and the next day she was loaded onto the trailer ready for the long trip home to Hervey Bay. We decided to stop in Colac for some lunch and a break. As we were driving out of the town Bang Slap Slap - a flat tyre on the trailer! Well we pulled around the next corner to the left



David & Lyn at the 2016 Wondai Show & Shine with the People's Choice Award for best classic sports car pre 1966.

and there was a group of workers standing outside their workshop admiring the car. It wasn't long before they came over to have a closer look. Lyn took the opportunity to ask if they had a floor jack that I could use and the boss got his workmates to get a jack and change the tyre. We decided there and then that we needed to buy a new set of tyres so it was off to the Tyre Works to buy 5 new tyres.

The joys we had on that trip and the looks and comments about this little red car! It certainly got a lot of attention and we were really happy to get it home to Hervey Bay safely.

We did a lot of work on the Coupe and managed take it to Toowoomba for our first National Meeting in 2013. We had a great time there and subsequently won a first prize in our class which I might say was a great effort as we did not have a clue on what to expect at this level of competition.

PRESS RELEASE FROM MG MOTOR AUSTRALIA

Electric dreams: MG Motor Australia unveils ZS EV offer

- MG ZS EV pre-sale offer of \$46,990 for the first 100 pre-sale models
- First flagship retail space owned by MG Motor Australia officially opens its doors
- MG Motor's national dealer network rises to 47 with 203.8% YoY sales growth

Sydney, Australia, 1 November 2019: MG Motor Australia has announced a special offer for the first 100 depositors on its highly anticipated all-electric SUV, the MG ZS EV. The exclusive pre-launch offer is now available via dealers at a highly competitive \$46,990.1.

The announcement was made at the unveiling of Sydney City MG, the marque's first flagship metro dealership. The new 1,100sqm two-level showroom is located in Alexandria's coveted automotive hub, promising to deliver a trusted and convenient sales experience for the brand's



expanding customer base.

Peter Ciao, CEO, MG Motor Australia, said: "Sydney City MG provides us with a critical touch point in a metro area and an opportunity to gain better insights into and have closer, direct proximity to our customer. This important milestone will enable MG to continue to test, learn and evolve products and services that appeal to our customer base which includes our first ever electric vehicle, the ZS EV, now available to order in Australia, with a pre-sale pricing offer of \$46,990.1."

MG's future looks electric

The new MG ZS EV is an all-electric evolution of the marque's best-selling compact SUV, the MG ZS, featuring pioneering technology derived from parent company, SAIC Motor.

Behyad Jafari, CEO of the Electric Vehicle Council, attended the launch of Sydney City MG, commenting: "MG Motor is an iconic brand, so it's highly spirited to see the marque continue to innovate and offer such a practical, affordable electric SUV into the Australian market. The MG ZS EV comes at the perfect time, as we continue on our mission to accelerate the electrification of road transport for a sustainable and prosperous Australia."

Due to arrive in 2020, the ZS EV is highly practical, with large boot space, 8" colour touchscreen, integrated Apple CarPlay, Android Auto, six-speaker surround sound audio, and satellite navigation. The model also features the model's desirable Panoramic Stargazer Sunroof, one of the largest in the segment.

Ensuring they will never be left out of charge, ZS EV customers can also enjoy an impressive driving range of up to 262 kilometres from a single charge², and benefit from the vehicle's three driving modes, Eco, Normal and Sport, allowing the car to adapt to their everyday driving needs.

Powered by a 44.5kWh, water-cooled, lithium-ion battery, the ZS EV delivers 353Nm of instant torque and 105kW of power. Charging up for the next adventure can be done in just 40 minutes from a 50kW rapid charging point (to 80%), while owners can fully charge their vehicles in seven hours with a standard 7kW charger unit.

The MG ZS EV will benefit from a 7-year / 160,000km new vehicle and 7-year battery warranty, giving customers total peace of mind.

A celebrated heritage

"We entered the market in 2016 and since that time have been committed to delivering

an affordable and value packed product, providing customers another value packed choice in the passenger car segment. Our continued investment in the Australian market is a testament to the positive customer reception our vehicles have had, and we're delighted to now deliver on our vision of launching our first marque owned dealership," Peter Ciao continued.

Offering customers choice, value, and a competitive product range, MG Motor now has doors open at 47 dealerships nationwide. Since 1924, the marque has set global land speed records, seen continuous innovation, developed a much-admired product range, and today sees sustained growth on the foundations of this rich heritage. The new flagship showroom is a celebration of the modern marque, with a nod to its history, adjacent to displays of how MG is building cars for the future. The state-of-the-art showroom features a dedicated space to showcase the future of electric and the pioneering new ZS EV, with an eye-catching digital wall retelling the story of the innovative new model.

Kim Nguyen, Sydney City MG Dealer Principal, said: "Sydney City MG is the first retail space owned directly by MG Motor Australia, delivering an innovative approach to vehicle retailing. Alexandria was the location of the marque's first outpost here, so in addition to the area presenting tremendous opportunity as an automotive hub, it's also hugely poignant for the brand's heritage."

Sydney City MG will offer customers the full range of vehicles, including the stylish MG3 Auto, the compact MG ZS SUV, as well as the new MG HS, due to arrive later this year.

2019 has been a year of outstanding growth for MG Motor in Australia, with year-to-date sales up 203.8%³. The brand continues to forge its own path, backed by industry leading 7-year unlimited kilometre warranty and 7-year roadside assistance.

Doors are now open at the MG Sydney City showroom.



There is a saying that 'every picture tells a story' and this photo by Tony Slattery of Bill Fuller in his M type with the huge smoke cloud of smoke from the bushfire in the background illustrates the following two stories of the MG Pre War Register of Australia National Rally 2019 at Yamba, NSW - Friday 6th – Monday 9th September.

What better way to spend a long weekend than at a gathering of some “Proper with a capital P” MGs and their not-so-proper owners?

Organised by the irrepressible Murray Arundel and Robbie Bayliss of the Gold Coast MG Car Club with President Peter Johnston as Master of Ceremonies (and bolstered by the invaluable last-minute assistance of our very own Ross Kelly), the event enjoyed magnificent weather with temperatures in the early twenties. This was in stark contrast with the 2017 event which featured wall-to-wall rain. The Angourie Resort is an excellent venue with good accommodation and dining and the efficient staff looked after us right to the end – see later.

Musings on the 2019 PreWar MG meeting at Yamba

report and photos
from Ross Letten

Saturday was the day for the street display with the main street of Maclean closed off to traffic and occupied by 42 “Proper” MGs.

The old saying goes that “beauty is in the eye of the beholder” and this is particularly apposite in the case of Abingdon’s pre-war offerings. My own eye is drawn to the Triple-M cars, mostly two seaters, that possess beautiful proportions and that look “just right” from an engineering perspective.

I know that Tony (Slattery) has provided Elaine with some photos and commentary about some of the cars attending so I won’t duplicate those. Ed: See the selection of photos that follow these reports.)

Boring technical stuff about PA1209 - recommend skipping

As for my own weekend, I arrived with the wholly unrealistic expectation that the somewhat “vague” (i.e. three inches free movement at the wheel rim) steering would miraculously cure itself since the last outing. This of course turned out to be illusory and somewhat limited our excursions over the weekend.

Subsequent inspection on our return home showed that wear over the years in the tapered spline connection between the Marles Weller rocker shaft and the drop link had resulted in insufficient end thrust and hence sloppiness even when the castellated nut was fully secured. Also emerging was the fact that a previous owner, presumably because spare parts were difficult to come by in South Africa at the time, had fitted a track rod end in place of the correct drag link end which was of different design and with the spring loading acting in the opposite direction. With the help of Barry Walker in the UK and, in exchange for a few shekels, this has since been rectified.

I personally don't find the PA a relaxing vehicle to drive. Even with the steering sloppiness eliminated, the crash gearbox and back-to-front gearshift gate demand constant awareness. And, of course, the cable brakes, abetted by the ridiculous proximity of the steering column, the brake pedal and the throttle pedal in relation to the owner's clodhopper feet, result in leisurely retardation rather than serious braking.

But on the other hand there is nothing quite like looking along the bonnet of a beautiful thoroughbred accompanied by the distinctive melodious clatter of the single overhead camshaft Triple-M motor on a clear road on a beautiful day.

Ross Kelly was also a bit tentative about the performance of his beautiful K3 and so we drove together on an attenuated version of the 107km long Tour d'Clarence out to the iconic Brushgrove Pub on the Sunday. A glorious drive.

And Monday turned out to be a day of high drama. The lunch venue was the delightful Ulmarra hotel but we had only just arrived there and started ordering when we were told that uncontrolled bush fires were approaching the Angourie Resort and that the police were controlling road access. Further, if we needed to rescue goods and chattels from our rooms, we needed to get back post-haste.

In the end everything turned out well thanks to the highly efficient relocation of our accommodation to the nearby Blue Dolphin resort by the Angourie staff – apparently Angourie was vacated within one hour of the alarm going off. The gala dinner was also relocated to the Yamba Golf and Country Club and a very adequate emergency meal prepared for us by the staff there despite them being on fire alert. The presentations and farewells were understandably muted given the circumstances and there was some concern about the fate of the Angourie Resort. Happily subsequent reports confirmed that the property came through unscathed.





**MG PRE-WAR REGISTER of AUSTRALIA NATIONAL RALLY 2019 – YAMBA, NSW
Friday 6th – Monday 9th September
by George Diggles**

Again Murray Arundell, Rob Baylis and Ross Kelly organised their second rally for 'Pre War' MGs to gather at the Angourie Rainforest Retreat for the bi-annual rally, hopefully to avoid the rainy period experienced during October 2017.

Little did they know then of the pending disaster that could have happened!!

Murray, Rob, Ross and the Gold Coast MG Car Club put on another well organised memorable weekend, starting with Registration at the Resort on Friday afternoon at the Poolside Pergola & Bar area and a 'noggin and natter' following that night, where we were provided with a huge smorgasbord of delicious food and were entertained by the talented Elliot Baylis with his music and singing, while catching up with fellow enthusiasts from all over Australia as well as special guests from Germany and New Zealand.

Saturday morning early we all attended to the closed main street of Maclean - River Street where the shops had been plastered

with fliers about the display, courtesy of the Gold Coast members who had previously distributed them during earlier visits.

With all the Pre War models lined up in their groups, from M type Midgets to SA Saloons, all looking immaculate it was a very impressive sight, a special attraction was the genuine racing K3 no. 004 now owned and meticulously detailed by Ross Kelly, Norm Goodall, Peter Tighe and Jeff Newey. The sound of this car was music to the ears of all attendees including the many locals! As well as the 'pre war' cars the early post war sports cars had a special area and 4 TCs were displayed, with an added attraction of the immaculately restored 'to original' Jeff Newey TC, chassis no. 489 in black with green trim and the equally immaculate black TC of Phil and Marta Redhead, chassis no 486, in black with red. This was the first time these two cars had been together since in the Abingdon-on-Thames MG Factory in 1946!

After patronising the shops and cafes of River Street from 8am until 1pm the MG groups dispersed to the local attractions or enjoyed a lazy afternoon at the Resort socialising, or cleaning and polishing.

Saturday night we were gathered in the

Resorts 'Bangalow Room' for another very enjoyable, well catered buffet dinner, with excellent food and excellent music provided again by Elliot and his talented young group of musicians, playing the tunes we all remember - suitable for our age group, which enticed a number of our ladies (and a couple of enthusiastic gentlemen) to the dance floor.

The more staid gentlemen gathered in small groups and sat drinking at the tables and most probably were talking car stuff.

Sunday was the 'Tour d' Clarence' day, again a very well thought out scenic route around the edges of the magnificent Clarence River and further into the hinterland to the edge of Grafton, including two crossings by ferry (always interesting avoiding 'bottoming out' the exhausts). Lunch was again at the quaint Brushgrove Pub where the many MGs and a sprinkling of visiting 'hot rods' filled the adjacent park area to the delight of the many patrons at a very crowded venue. The Pub lunches were again very satisfying and the leisurely return journey to Yamba very scenic along the rather narrow and bumpy (in places) roads.

An interesting and unusual sight while travelling north beside the River was the sight of a couple of converted crop-duster aircraft sweeping down and scooping up water from the surface of the River, a rather risky manoeuvre for sure, these aircraft then headed east to the National Park south of Angourie to attempt to slow the progress of a threatening bushfire which was heading north towards the Resort.

Sunday evening was the traditional 'free night' so various registers could arrange for a casual meeting at a local restaurant to get together. The 'SWV' and the 'T Type' people (thanks to the organisation of popular TA driver Ross Harris) all met at the Sassafras Pizza Restaurant at Yamba that as usual turned on a very good value pizza meal with many varieties of pizzas that seemed to just keep coming, making sure we were all left satisfied.

This restaurant is so very popular with locals

and tourists that the continuous noise made it very hard to hear one's partner speak and the friendly banter between the two adjoining tables – SWV/ T types was almost a shouting match, but very enjoyable.

Monday morning dawned with the smell of smoke as the bushfire was starting to let its presence be felt due to the southerly breeze but the final tour of the weekend commenced. Your author and Karen had to leave to head back to Brisbane in the TC as I had to prepare the Magnette for the trip south to the 'Gathering of the Faithful' at Wagga Wagga leaving early on the Tuesday and that's another story! (*Ed: you'll find it on page 15*)

The reports I have received about Monday's adventures outline the drama following our departure. The run went very well until they arrived at the proposed lunch stop at the historical Ulmurra Hotel on the east bank of the beautiful Clarence River. The view east from the hotel showed the bushfire was over the containment lines and heading right for Angourie. It was then that word got to them that they had to evacuate the Resort, causing a mass exodus to the north to contend with fire trucks and other emergency vehicles racing along with sirens wailing!

The sky was full of smoke and embers as well as aircraft roaring overhead including a 707 pouring fire retardant chemicals over the fire. Finally they arrived back at the Resort, having to get through two roadblocks as well, to hurriedly pack and leave.

The Angourie Resort had organised an alternate place to stay, the Blue Dolphin Motel, also owned by them, so all was not lost.

That left the Gold Coast Club to organise another venue for the final Gala Dinner that night with only a few hours notice and, to their credit, the efforts of Murray, Rob and Peter Johnston resulted in the Yamba Golf Club accepting the challenge after the local Bowls Club had to decline as it was being used as an evacuation centre! So with the

help of the Golf Club, who deserved much praise for their hospitality, the dinner went on with only a few less participants who had chosen to leave for home.

Two years ago the event was washed out with rain, this year was fire, so Pre War

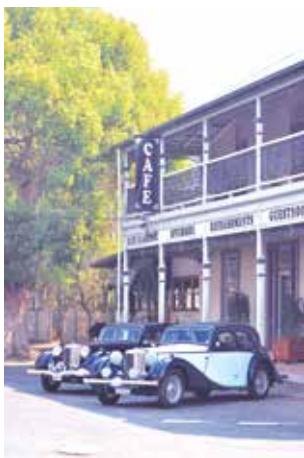
Rallies are not short of adventure. The next event is in two years in Canberra so that could be another one.

Thanks to the dedication of Murray, Rob and Ross for all their efforts in organising another memorable weekend.

A SELECTION OF PHOTOS TAKEN OVER THE WEEKEND BY TONY SLATTERY



MG SA leads a convoy of PreWar MGs over the 1906 Bascule Bridge at Maclean.



The Duchess and Stanley at Ulmarra Hotel.



MG One and a Quarter Litre Tourer at the Lawrence Ferry on the Clarence River.



The Duchess, owned by MGCCQ member Ellen Wilson, arrives at Ulmarra Hotel.



The largest MG ever with the smallest MG ever made.



If every picture tells a story, what was this one?

October Midweek Run

OCTOBER MIDWEEK RUN by Jeff Heslewood; Photos by Neil Taylor

The October midweek run was organised by Denis Thomas and he once again treated us to the best value seafood lunch you will ever get. However, I get the feeling that I have been “conned” into writing this report due to an unfortunate injury to Denis. The day before the run, he slipped off a paver and broke his ankle. This somehow meant that he was unable to write the report. Now Denis has some odd habits but I don’t believe that he writes with his feet.

Back to the run. We met at the Upper Coomera Recreation Centre for the usual 9:30 departure, with Denis being “supported” by wife Vicki and friends John and Issy from Melbourne. It was another well attended run with 41 participants in 21 cars including 12 MGs.

It was another stunning day as we drove through some surprisingly green countryside to Bochow Park at Natural Bridge for our morning tea stop and the usual social chit chat. After rounding up the troops we continued on through Chillingham, Tyalgum and Murwillumbah, then through the canefields and on to Bilambil before arriving

at our lunch destination at the Tweed Heads Maritime Museum Park. The drive through the Numinbah Valley and Gold Coast/Tweed Heads Hinterland remains one of the most enjoyable drives regardless of how many times we have done it, with the combination of good driving roads and fantastic scenery. Unfortunately David & Meryl Miles experienced a fuel pump issue with their MGBGT and did not make it to lunch, but the RACQ returned them safely to Brisbane.

Shortly after arriving at Tweed Heads, our lunch packs were delivered. Most had ordered the cold seafood which consisted of 12 large king prawns, 3 oysters & a Moreton Bay bug. The hot packs were fish and chips and calamari. Everything was fresh and tasty and great value at \$15 per head.

Thanks to Denis for organising possibly our most popular day run, and to Vicki for taking over much of the work on the day. As we headed for home, a few unkind people were heard to say “poor Vicki having to put up with Denis in a moon boot for 8 weeks”.

(Ed: Those who take the time to look closely at the photos will note Mr Moonboot amongst the group, albeit in a quiet and unobtrusive way.)



Participants were:

Denis & Vicki Thomas	Honda
John & Issy Dalton	Honda
Trevor & Ann Mills	MG6
Jeff & Pat Heslewood	Subaru
Dennis & Diana Kelly	MX5
Ray & Sue Edwards & Di Davies	Mitsubishi
Gary Lawrence & Mick Gibson	Mgbgt
Errol & Wendy Hoger	MG3
Alex Cairney	MG6
David & Meryl Miles	MGBT
John Davidson	MGBT
Neil & Margaret Taylor	MGF
Brian Cranley & Kep Coughlan	Fiat 124
Allan & Joyce Tebbutt	Audi
Lloyd & Karen Thomson	MGB
Neil & Jenny Summerson	Mercedes
Barry Lutwyche	MGB
Jan Burke	MGB
Jeff & Rosemary Turner	Volvo 242
Ross & Shez Letten	MGB
Ian & Mary Bennie	MGB
Peter & Sandy Richards	Jaguar Mk2



September Midweek Run

SEPTEMBER MID WEEK RUN by Alex Cairney

The Wednesday 25 Sept run commenced with the group consisting of 20 cars including 10 MGs assembling at Pine Rivers Park on a beautiful sunny Spring morning.

The run went past Lake Samsonvale to a pre-arranged meeting with another group of 5 cars including 3 more MGs at Lakeside Raceway where Morning tea was taken at the amenities of "The Pitstop Cafe" and the vibe of the track was a topic of conversation of the group many of whom had raced there.

The group then went North through Narangba, Melba, Wamuran, Caboolture, Beachmere, Ningi and Godwin Beach to lunch at The Sandstone Point Hotel overlooking Bribie Island Passage with Bribie Island in the Background.



Cars and Occupants 25 September Mid-Week Run

Alex Cairney	MGB
Brian & Di Purvis	MG TF
Lloyd & Karen Thomson	MGB
John & Pat Walker	MGA
Shaun & Phyllis Rankin	MGB GT
Jan Burke	MGB
Barry Lutwyche	MGB
Dino & Margaret Mattea	MGA
Allan & Joyce Tebbut	MGB
Ross & Shez Lette	MGTD
Bruce Bayliss & John Loth	Peugeot 208
Errol & Wendy Hoger	Ford Territory
Aubrey Ross & Merv Sumpter	Z4
Colin Fox	Austin A40
Jeff & Pat Heslewood	Subaru
Dennis & Diana Kelly	Mazda MX5
Brian Cranley & Kep Coughlan	Fiat Arbarth
D & K Horgan	Lamborghini
Bruce Mutch & Ken	Forester
Mike Garratty & Kay Hawley	Honda Integra

Lakeside Attendees

Dennis Thomas	MGB
Gary & Dawn Lawrence	MGB GT
Vern & Elaine Hamilton	MGB GT
Greg & Rhonda Hannant	BMW
Neil & Kate Rosso	BMW





A FAMILY'S LEGENDARY M.G. 1936-2019

by Tony Slattery



Back in 1936, Jean Maitland (pictured above in centre) was presented with a rather special MG from her father, in appreciation of the joy he felt for the grandchildren she had provided for him. Jean was quite the spirited driver and used the car in regular “fast jaunts” across the English countryside. These drives and the car became the source of many family stories that have been carried through the generations since 1936.

The car itself is quite unique – the only MG TA Airline Coupe ever built, and this has meant the car has a known history, as MG enthusiasts have “kept an eye” on its journeys over the years. There were other Airline Coupes (48 in fact), built on PA, PB and NA chassis, but only one TA.

Jean treasured the car, but by 1961 (25 years) it was then a very old and no longer practical car and was sold to Edward Lines. Over the following decades it moved through a few owners, as well as traversing the Atlantic Ocean to reside in the USA and then Switzerland. In 2012 it made its longest journey and went to new owners in Australia.

Back in 2014, one of Jean’s own Grand Children, Fiona Leathart, was visiting family

in Australia and tried to organise a visit to see the legendary car of her Grandmother. Sadly it did not work out.

In 2019 Fiona again planned an Australian visit and on the 16th October she was introduced to “Grace”, the family legend. After a long discussion on the journeys and owners of Grace since 1961, Fiona was invited to steer the car while it was carefully outside the private motor museum at Cooloom. After a quick briefing on the controls and a pull on the starter, Fiona had the honour of driving around the car park in her Grandmother’s pride and joy.

Fiona’s husband Peter captured the event for the rest of the family back in the UK with a video camera, while Fiona just smiled and smiled. It was a magic experience to see the emotions in the shared experience.

To some, it’s just a car, but to family in the UK it’s a connection to their ancestry and a time long lost.

Ed) Following their visit, Fiona and Peter sent two messages of thanks to Col Schiller and Tony Slattery - their words are reproduced here.

To Col...

"We were delighted to meet you and we thank you so much for the time you took to see us when we visited Grace. We were delighted to see her, of course, but also your own collection of beautiful cars.

It was 'a dream come true' to be able to drive Grace as well even if it was just round the yard. In fact, that was the first time I have ever driven an old classic car.

We were pleased to have been able to meet Tony as well and we were very fortunate that all our plans worked out.

Thank you so much again for your kindness in helping to arrange the visit.

We wish the foundation success in the future.

With best regards,
Fiona & Peter



To Tony...

"We thank you so much for sparing the time to meet us at Frank Carroll's and we were delighted to meet you too.

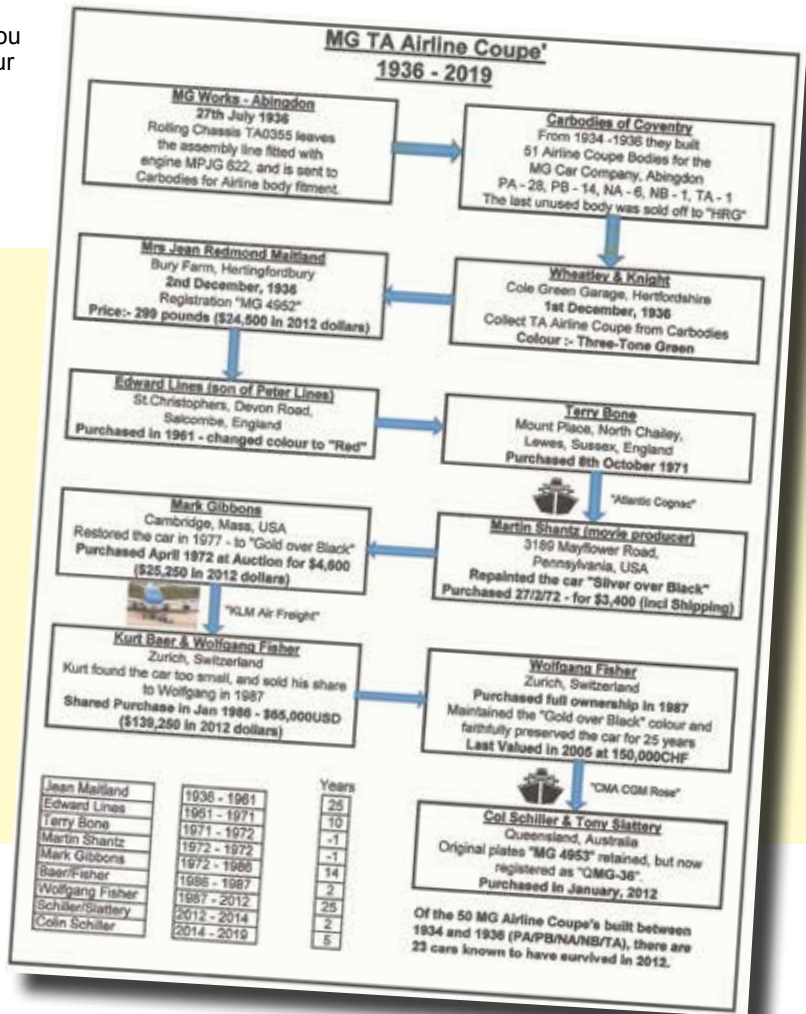
Having failed to see her (Grace) 5 years ago it was such a thrill to have succeeded this time and to have 'the icing on the cake' by being able to drive her as well. Thank you so much for that.

Even now when I look back at all the photos and the video I can hardly believe it happened! I felt so proud to be at the wheel of my Grandmother's car.

You (Tony) and Col have clearly done a marvellous job of restoring Grace to concours condition.

Many thanks to you and Col for all your kindness.

With best wishes,
Fiona & Peter"



CHAPTER Chatter

BUNDABERG CHAPTER

Run to Imperial Bar, 29 September by Dave Cook

As Jacqui's trip to the Bunya Mountains was cancelled due to lack of participants we had not had a run since the 25th of August until this one.

We had a turnout of 9 cars with Teena coming in her Hyundai and, as Selwyn's Mercedes was not behaving, he and Sue came in their other car. The rest of us were in our usual cars - 3 MGBs, 2 MGFs and 2 MX5s. We met as usual at the Quay St car park. I asked Eric to lead as I was not sure of some of the short cuts.

We arrived at Rosedale with no mishaps and had an enjoyable morning tea with the usual banter. I suggested we have more social interaction which was well received, so we are having the first Bundy Crew Noggin & Natter on the 30th of October.

I then took over the lead and continued on to the Imperial Bar and Restaurant on the Fingerboard Rd which has been constructed on a cattle property. It was the first time there for the whole group apart from Jenny and me.

The service was a bit slow but the meals were very well received and not expensive.

After many more important problems were solved we all wandered off home.

A very enjoyable day with good company.

Rocky Point Outing 4 to 14 October by Eric Beckman

Well we all gathered our caravans/motor homes and of course Ray and Jacqui took their trailerable house boat and did they get some looks as they moved into the camping grounds!

What a great few days beside the banks of Baffle Creek. Lots of talking around the camp fire about what we are doing in the future. Rodger and Phyllis were seen paddling around the creek in their kayaks at times over the days.

David had a fishing rod in the water. One day after drowning a few prawns he came up from the river with the rod in two pieces. It was reported by David it was caused by a large fish which he let go. There were a lot of rocks in that part of the river.

For entertainment, time was spent watching Steve and Tracey - mainly Steve - learn how to use their new caravan. What's this for? and how does this work? - We all had lots of helpful hints, Great Fun.

Janelle, Jenny and Tracy were also throwing some silver balls around the camp area. Not sure what they were up to and a number of board games were played over the days



and, of course, a few nibbles and drinks were consumed.

We all enjoyed the few days away thanks to everybody's company and a great camping spot.

Participants were - Eric & Janelle, David & Jenny, Ray & Jacqui , Rodger & Phyllis , Steve & Tracy, Ian & Tracey



NOGGIN 'N' NATTER, 20 OCTOBER – Report by Dave and Jenny Cook

After discussion with a few members of our Chapter we decided to have a Noggin & Natter to discuss the Chapter's future runs and finances. It was decided to have it at our house in Burnett Head. We had 20 members attend at around 11am and the last left at around 5pm. The feedback is that it was a great success and will be held every few months in next year's calendar.

As expected, many topics were discussed along with a few tipples; I believe we all got to know each other a little better - at least Jenny and I did!



MGCCQ 2019 Calendar

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



The following abbreviations are used for Chapter names:

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

NOVEMBER		
1&2/11/2019		CAMS State Championship races Rd 4 at Morgan Park (P) organised by MGCCQ
1/11/2019	CAP	Tsuruya Japanese Restaurant
1/11/2019	MGCCQ	Noggin 'n' Natter at the clubrooms
2/11/2019	MGCCQ	Invitation to Laidley District State School fete
3/11/2019	DDC	Ad Hoc event
3/11/2019		Motor Neurone Disease Car Rally
9/11/2019	DDC	Ad hoc event
9/11/2019	HRCC	Noosa Summer Challenge Hillclimb
10/11/2019	WHI	Covered in Chrome
13/11/2019	DDC	Mid-week Lunch Run
15/11/2019	MGCCQ	Noggin 'n' Natter at the clubrooms
17/11/2019	CAP	Breakfast at the Coast
17/11/2019		HSCCQ Event - Come and try motorkhana and khanacross (CP)
23/11/2019	BUN	Run to Mary Valley Rattler
24/11/2019	DDC	monthly Run
27/11/2019	MGCCQ	Mid week Christmas run organised by Brian Ponting
28/11/2019		GEAR day at Lakeside
30/11/2019	MGCCQ	Mt Cotton Hillclimb Series Rd 6 (CP - Competition Points)
DECEMBER		
2/12/2019	BUN	Planning Day Alexander Park
6/12/2019	CAP	Christmas Party
6/12/2019	MGCCQ	Noggin 'n' Natter and presentation of Hillclimb series awards
8/12/2019	BUN	Christmas Party
8/12/2019	WHI	Covered in Chrome
8/12/2019	MGCCQ	Christmas get together at the Clubrooms
8/12/2019		Clubrooms close for the Christmas break
14/12/2019	FNQ	Day Run - Christmas Lunch
JANUARY		
17/01/2020		Clubrooms reopen with the first Noggin 'n' Natter of 2020



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MGA: The Revolutionary MG

Author: KNOWLES, DAVID

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The MGA truly marked a revolution in MG sports car design, with its appearance quite unlike any previous production car from the celebrated British marque. Entering production in the summer of 1955, it broke with the time-honoured tradition of narrow-gutted, flat-sides, upright styling, with the distinctive large grille, exposed headlamps, separate wings and sharply cut-off tail that had serviced the majority of MG sports cars for well over thirty years. Many die-hard MG enthusiasts of the time were understandably outraged, but the decision to break with tradition proved to be a good one: over 100,000 cars were produced over the model's seven-year lifetime. This book, from celebrated author David Knowles covers: the circumstances that led to the momentous decision to make such a fundamental design change; the production, publicity and evolution of each and every MGA variant from launch in 1955 to the end of production in 1962, with specification tables for each model; profiles of the people who had crucial roles in the development of the MGA and finally, the largely untold story of overseas assembly in Australia, Ireland, Mexico and South Africa.

AUTHOR:

David Knowles has been researching and writing about British cars for well over a quarter of a century. In that time, he has been lucky enough to meet and befriend many of the key people who were crucial to the design, development and manufacture of the great MG and Triumph sports cars. David Knowles is by profession a Chartered Civil Engineer. He is currently working on a sister volume to this one: MGB - The Superlative MG.

200 colour and 300 b/w photographs

CHAPTER Chatter

CAPRICORN CHAPTER

RUN REPORT – Cawarral Car Show & Music at Bell Park – By Gary Kunst

Despite this run being organised at short notice, it was well supported. We all met up at the turn off to Cawarral and, once satisfied everyone was accounted for, we headed into Cawarral for the annual State School car show. Following a wander around the grounds looking at the cars on display we headed over to the Tree House Tavern for a refreshing drink and some interesting conversation. Then we headed off to Emu Park where we were able to park our cars inside Bell Park where they received a lot of admiration from the people attending the Father's day music day in the park.

The day in the park was put on by the Emu Park Lions Club and a group of musicians who call themselves Friends, Old Farts

and Finger Pickers. It was a very enjoyable afternoon with all proceeds going to prostate cancer research. Jo Emmert ran a Father's Day lucky ticket which was won by Neville Funch and a poker run which was won by yours truly.

All in all, it was an enjoyable and casual day with some members joining and leaving at random times. It was good to once again see Rosco James who has not been well. Our thanks to his son and daughter in-law for bringing him down to join in with us.

Attendees on the day were: Phil Henry, Gary Kunst, Jo Emmert and her Japanese and Chinese students (Saki & Fuhua) who were staying with her, Katie Emmert, Tom & Janelle Coe, Gurney & Gloria Clamp, Ian Wilhelmsen, Neville & Barbara Funch, Daryl & Joy Penridge, Ian Hamilton, Ian Henderson & Chrissy Johnson, John Rowe



& friend Glen News, and Rosco James.

RUN REPORT – Myella Farmstay 21-22 September.

Welcome cool and cloudy skies greeted 5 MGs, one Austin-Healey Sprite and their 10 owners at the duckponds on Gladstone Road. Missing on the day were Gary and Julie Kunst, Gary having been afflicted with a terrible lurgy. But before we could set off a bloke rolled up in a 4WD with news that he has a 1970 MGBGT for sale. It's Brunswick Blue and he's asking \$15K. All enquiries to the Emergency Run Organiser and I'll pass on his contact details.

That business dealt with, the group toddled off to Mt Hay Tourist Park on the Capricorn Highway for some BYO morning tea, a stroll around the area and perhaps a little retail therapy. Then it was on to the Baralaba Hotel for lunch including a couple of light beers and a chat with the locals. Myella

Farmstay is only a hop, step and a small jump down the road and soon we were there. Proprietor Lynn welcomed us with some history of the family property and instructions on how to best enjoy ourselves, and soon we were all checked in and ready.

Despite it not being quite cocktail hour, it seemed only natural to get the bikkies, cheese and nibbles out along with a cooling libation or five. Then it was time for a ride on the farm bus with Lynn's partner Carl providing the commentary and family friend Neil driving, as we made our way to the back paddock to watch a sensational sunset and listen to Carl describe farm life as it involves cattle and farm dogs.

Then it was time to dress for dinner – no, not really – which was a traditional country meal of corned beef with white sauce and veggies, followed by steamed pudding, custard and ice cream, all of which was demolished in short order. Lynn's parents,



Peter and Olive, joined us all, so it was very much a family affair with Peter reciting some bush poetry while the tame kangaroos were hopping about and the banter flying thick and fast. Then off to bed and all slept very soundly.

Sunday saw a couple of early risers, but most waited for the agreed start time of 8 am and a big brekkie prepared by Neil and Lynn with sausages (farm beef), bacon and eggs and all the usual accompaniments. Jo Emmert continued her poker and lucky number games from the previous day (with one number chosen by one of the two pet galahs on the property). There were far too many winners to list but the chocolates were spread on the table for all to share. After the obligatory photo shoots with the cars it was time to head off. A short petrol stop in Wowan was followed soon after by a pause at Dululu to buy oranges and mandarins, then on to Mt Morgan for coffee and cake (or pie) before heading for home.

All agreed it was a wonderful way to spend a couple of days and so Myella is on the list for next year. The hospitality by the family is first class, the fun is abundant and the surroundings extremely restful. They can accommodate up to 70 people so bigger numbers will not be problem. Highly recommended.

Participants on the run were:
Jim and Sandra Armstrong (MGA)

John Rowe (MGA)
Martin and Narelle Adamson (MGB)
Jo and Katie Emmert (MGB)
Tom and Narelle Coe (Austin-Healey Sprite Mk1)
Phil Henry (MG Midget)

RUN REPORT – Mt Archer & The Caves Hotel 6th October 2019 by Gary Kunst

Well, we couldn't have asked for better weather for a drive in the MGs and this was substantiated by the number of cars and people that turned up for the run. We had a total of 33 people, 15 MGs, 1 Bug Eyed Sprite, 1 Bentley, and 1 MX5 making a total of 18 cars which is a magnificent effort for our MG Chapter.

Following a short catch up at the Oaks, the coastal members headed off to Mount Archer where we met up with the Rockhampton members and enjoyed a BYO morning tea, great conversation and a scenic walk around the elevated walkways that provide great views over Rockhampton and surrounding districts.

Our next move was back down the mountain and out to The Caves Hotel where we were treated to a great meal and more time enjoying one another's company. Jo ran the rusty door prize which was won by Rosco James with Gary Kunst getting second prize. The poker run was won by Phil & Margaret Henry with second prize going to





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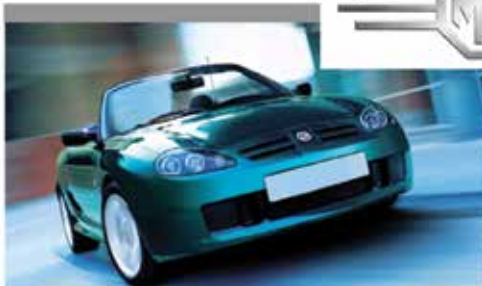
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Rick & Michele Taylor. Michele donated the prize back for a redraw and the winner was Margaret Henry who also donated the prize back for redraw. The prize clock eventually went to Neville & Barbara Funch. I'm sure it now hangs proudly in Neville's shed.

Thanks everyone for supporting the chapter and making our runs such a success.

Attendees on the day were: Phil & Margaret Henry, Gary Kunst, Jo Emmert and friend Kim, Tom & Janelle Coe, Neville & Barbara Funch, Clare Lynam, Martin & Narelle Adamson, Rae & Jack Cowie, Jim & Sandra Armstrong, John Rowe, Laurie Chetter & Beth Dunlop, Ian Wilhelmsen, Gordon Kelsey, Ian & Judy Hamilton, Rodney Blair, Glyn Blair, Gurney & Gloria Clamp, Bob & Yvonne Holbeck, Rick & Michele Taylor, Rosco James and his granddaughter Tysha Summers.

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RUN REPORT – Keppel Island Trip 20th October 2019 – by Gary Kunst

What a beautiful day in Keppel Bay. Everyone arrived on time to catch the ferry across to Great Keppel Island so off we went in fine spirits. Some were a bit nervous about sea sickness, but to their delight this was not a problem.

On arrival we all gathered at the Hideaway Resort and secured a couple of tables with a magnificent view out over the water to the surrounding islands. Once settled, refreshed with a cool beverage and our time table for the day established, most people took the opportunity to take a swim in the crystal clear waters of Keppel Island.

Then back to our base for a delightful lunch and a complimentary drink. Well, you know what happens after that, all the old farts were getting sleepy so off to a quiet shady place in the resort gardens for a nap. Once we were all sparked up again, there were walks along the beach and things to see on the island.

Some took to the water again while the remainder enjoyed the facilities at the resort while we waited for the ferry to take us back home. We were on the late ferry as the bookings for the day were very high, but that enabled us to enjoy a great sunset and a cool trip across Keppel Bay to the Marina.

That ended a great day in a very beautiful part of the Capricorn Coast.

I would like to thank Phil Henry for doing the bookings for us and for negotiating a reduced price for the ferry and meal package. I should also note that while Phil didn't bring his wife Margaret, he did bring a little mate who kept getting in front of the cameras in all sorts of situations. I'm sure the little Elf enjoyed the day as much as the rest of us!



Attendees on the day were: Phil Henry, Gary & Julie Kunst, Rae & Jack Cowie, Jim & Sandra Armstrong, Ian Wilhelmsen, Ian

& Judy Hamilton, Gurney & Gloria Clamp as well as Gurneys cousin Florence from Sydney,



CHAPTER Chatter

DARLING DOWNS CHAPTER

Lunch Run 11 September

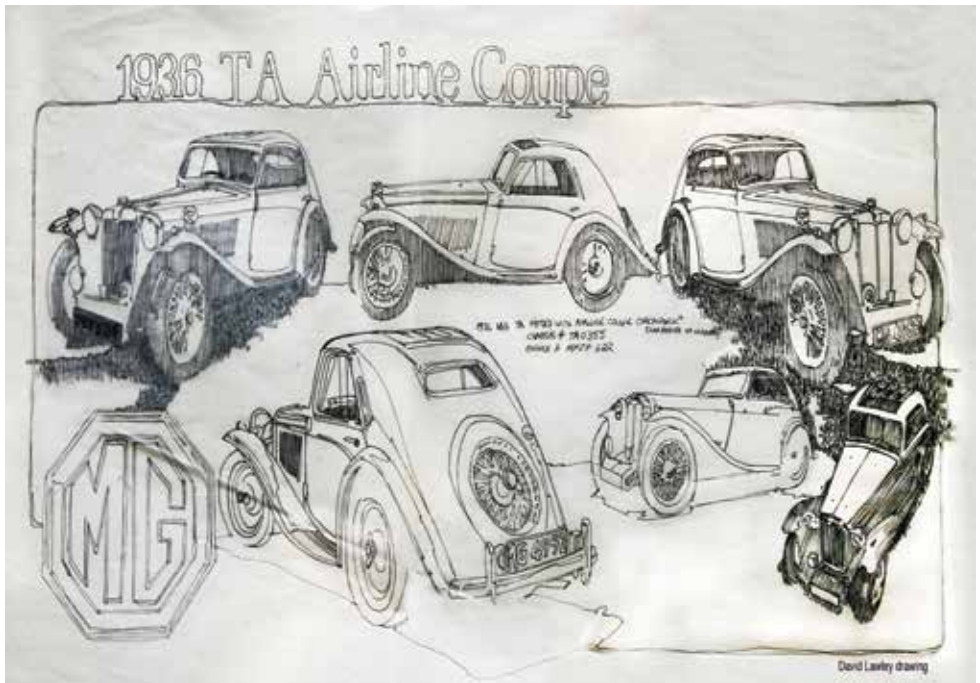
The Meringandan Hotel was once again a wonderful destination for the monthly lunch get together of Darling Downs Chapter members. Six couples and one loner headed for Meringandan, a popular spot because of the large servings and quality of food and atmosphere.

It was great to welcome back Dennis and Imelda Logan after their 10 weeks away and Lauren and Steve Ingerson in their MGA. There was plenty of time for relaxed catch up, including discussions about the upcoming overnight run to Canungra in October.

Participants:

Phil & Marilyn O'Brien - Toyota GT 86
Rob & Narelle Fraser - Toyota
Ron & Judy Gillis - MGB
Gary Lawrence - MGB GT V8
Lauren & Steve Ingerson - MGA
Dennis & Imelda Logan - Mercedes
Gene & Faye Lucas - MGTD





The story of this car is on pages 30-32: these sketches of the car were made by David Lawley.

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Monthly Run 29 September

A fine, almost clear day greeted 10 shiny examples of English motoring for our monthly Sunday run, organised by Marilyn and Phil O'Brien. After weeks of dust and smoke, it was nice to see some light showers work to clear the air. We were joined along the way by Greg Newey in his MGBGT.

Warwick and Toowoomba members met at Apex Park in Allora. After greetings and Koala spotting, we left the highway for interesting and quiet back roads. This allowed for close up viewing of Scottish Highland cattle and wallabies (a bit too close) as they grazed unperturbed on the verges of the road as we motored by.

Crossing the New England Highway, we passed through the sleepy villages of Hendon, Wheatvale and Sandy Creek, arriving at Lesley Dam for fresh scones, jam and cream prepared by Marilyn earlier that morning. Suitably refreshed, a short walk to the dam wall revealed what 5% capacity really looks like ... not much.

Cycle events saw us re-routed to go unimpeded via Warwick outskirts and Junabee to Killarney's watering hole. Passing the Warwick airstrip keen

navigators spotted several gliders struggling to gain elevation. In fact, one must have had engine failure as he was being towed.

Killarney Hotel supplied reasonably priced generous portioned meals. Surprisingly members had not exhausted conversation over morning tea and much more banter continued over lunch. The return trip was not via Yangan due to possible road closures (bikes) but straight to Warwick, where members departed the convoy for home.

Participants:

Phil & Marilyn O'Brien - Triumph TR7
 Graham Hickson - MGB GT
 Gary & Janis Lawrence - MGB GT
 Brian & June Phillips - MGB GT
 Greg Newey - MGB GT
 Ian & Jennifer Roberts - MGB
 Denis & Imelda Logan - MGB
 Cheryl Francis & Frank - MGB
 Delia Morey & Alesha - MGB
 Ron & Judy Gillis - MGB
 Gene & Faye Lucas - MGTD

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Tamborine, was the destination for our overnight run in October. It is a couple of years now since the Darling Downs Chapter embarked on an overnight run so 2019 became the year for us to get back to our extended tours.

Local participants, Ron and Judy Gillis, Denis and Imelda Logan, Rob and Narelle Fraser, Gene and Faye Lucas, Brian and June Phillips together with Gary and Janis Lawrence met at the Toowoomba Visitor Information Centre for an 0830 departure.

Traversing rural roads through Gatton, Laidley and Grandchester into Rosewood we enjoyed our first morning tea at Johnstone Park where Barry Lutwyche and Jan Burke joined us for the tour. One of the attractions of our Rosewood stop was

a Pie Van, which, as it turned out, was the purveyor of wonderful pies with mushy peas - all I can say is yum yum!

Leaving Rosewood, we travelled through rolling countryside passing some interesting historical attractions such the Dixon Baseline survey marker and the well-known Harrisville Pub on the way to our Canungra home for the next three nights.

The obligatory happy Hour was soon upon us and of course we had to honour the tradition before heading to the Canungra Hotel for dinner.

Day two was a short run to O'Reillys Resort on the Lamington Plateau. 37 km of winding, narrow, uphill road with a number of hairpin turns, an MG driver's delight of course, and



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a very rough section close to the resort soon convinced us that short in distance does not necessarily equate to short in time.

Fortunately, we arrived intact with only a couple of minor issues. Thanks to the rough section, the speedo in Gary & Janis' recently acquired BGT V8 stopped working and Brian Phillips suffered the ignominy of finding his horn in his lap, or at least the button from it anyway.

O'Reilly's Resort, steeped in the history of its founder Bernard O'Rielly who in 1937 discovered the crash site of the Airlines of Australia Stinson aircraft, now appears very tired and in need of refurbishment. That said the treetop walk with its suspension bridges is certainly worth visiting.

Happy Hour (again!!) and a self-catered barbeque at the Motel rounded out the day.

Day three we headed up the 'Goat Track', another section of steep winding road with wonderful MG curves, to North Tamborine

for breakfast at the Mountain Brew Café. Following a wander around Gallery Walk and its many art and craft type shops - well shall we say the ladies wandered while the men found a shady spot to sit and wait - we headed to Beechmont through the Guanaba Valley and Maudsland. Yes, and we encountered more steep and winding roads (no complaints from the drivers!!) with some stunning views back over the Gold Coast skyline and Advancetown Dam.

We stopped at Rosin's Lookout for smoko only to discover we had a couple of mechanical issues. Brian and June in the GT had a flat battery and Rob and Narelle's Mini Cooper S was heading to the same place with the generator light glowing brightly, an obvious no charge situation. Both made it back to Canungra where both issues were rectified, Brian with a new battery and Rob with a borrowed charger breathing extra life into the cells. I do have a recollection of Rob and Narelle quietly chanting, I hope it gets us home tomorrow, I hope it gets us home tomorrow!!



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The drive through Beechmont highlighted the intensity of the recent bushfires in the rugged country around Canungra. The burnt out remains of Binna Burra Lodge were clearly visible from Roisin's Lookout along with the brown scarring in the tree lines, indicative of the path of the fire.

Day four and it was time to head home. We basically retraced our forward route stopping at Johnstone Park in Rosewood for smoko and to farewell Barry and Jan for their run to Brisbane while the rest of the group headed for Toowoomba.

And yes, the Pie Van was there again and yes some did indulge again in pies and mushy peas!

Apparently, Rob and Narelle's chanting paid dividends as the Mini made a successful return to Toowoomba without a functioning generator; Gary has since repaired the speedo in his BGT V8 the problem being nothing more serious than a loose connection; however, the current fate of Brian's horn is unknown.

Monthly Run 27 October

A weather forecast of 35 degrees for the Lockyer Valley on Sunday, didn't deter 11 members gathering at Mt Kynoch for the September run. This run, organised by Michael & Marilyn Keating, would take us down the range to Esk via Lake Perseverance. Our first stop was at the Eastern Spillway, where we were able to see some water, at least, in the Lake. It is such a shame that the very dry conditions that are being experienced at present were evident on the hillsides where many of the native trees had died. It was soon time to move on and head for Esk, through the back roads to connect with the Esk Hampton Road. This road is an MG Owner's delight, perfect for trying out the cornering manoeuvres on the

downhill run. After an hour and a quarter, we arrived in Esk where we had a planned our morning tea stop. Although some members had a problem distinguishing their right side from their left, we were soon gathered under the picnic shelters enjoying a much-needed cuppa.

Lunch was beckoning, so it was off again along the Gatton Esk Road, then turning off to follow quieter roads through the township of Coominya and the small village of Mt Tarampa before arriving at the Tarampa Hotel for lunch. By this time, the effects of the heat were well and truly showing, so a visit to the bar for a cold drink was the first thought on everyone's mind. Gene and Faye Lucas were unable to participate in the morning run to lunch, but joined us at the Hotel. Unfortunately, there was some problem with the air conditioning so we had to make do with a gentle breeze from the fans. After an enjoyable lunch, lots of chit chat and trying to solve the world's problems, members returned home at their own convenience. A good day was had by all.

Participants included Glen & Bev Hadfield, Michael & Marilyn Keating, Gaye Hawkshaw and friend Liz, Darryl & Yvonne Bell, Owen Douglas and mate Ken, Ron & Judy Gillis, Glen & Liz McKone, Cheryl & Frank Francis, Brian & June Phillips, Danny & Toni Gillis, Gary & Janis Lawrence, Gene & Faye Lucas.



CHAPTER Chatter

FAR NORTH QUEENSLAND CHAPTER



FNQ Run – Ellis Beach, Mossman onto Daintree Village - Story by Patty Ingram/Photos by Fiona Halloran

Our September run began at Ellis Beach Cafe with 16 for coffee and cake. Full credit to both John and Cherie for organising such perfect weather for our run. The sea was blue and sparkling as we drove along the scenic Captain Cook Highway (Cairns' answer to Victoria's Great Ocean Road but not nearly as cold). A couple of observant ladies saw the two resident crocodiles sunning themselves on the sandbar in the Mowbray River as we whizzed past. We re-grouped just north of Mossman, opposite the old stone Church for a head count. With everyone accounted for, we continued on to the Daintree Village Hotel overlooking the Daintree River, for a lovely lunch and drinks.

Returning home, caffeine called and we stopped at Temptations Cafe in Mossman. A



few went on for a nanna nap while the ten stayers enjoyed their coffee.. We left Kay and Harvey in Mossman as they travelled

home to Mareeba via Mt Molloy. The rest of us returned via the Cook Highway.

Participants were:

TDs - Kay and Harvey, Yanti and Bols
MGBs - Fiona and Kim, Maureen and Barry, Lyn and Wayne, Helen and John
Sprites – Pauline and Graham, Patty and Bob

Sunday 11 August 2019 2019 Annual Cairns Swap Meet, Car Bike and Truck Show

Although not a gazetted FNQ MG Chapter event, a number of members participated in this year's Swap Meet and Car Show held at the showgrounds. Organised to bring likeminded enthusiasts together, those with a bit to sell as well as show off their well loved machines to the general public, all whilst raising money for two well deserving charities. Congratulations to everyone who displayed their cars on the day, it was an impressive presentation of the local contingent of British vehicles.



Saturday 24 August 2019 -- Tablelands Run - Yungaburra / Malanda

Participants: Tony and Yanti - Green TD, John and Cherie - Red Midget, Brendon and June - White MGB, Kim and Fiona - Grey MX5, Graham and Pauline - Maroon Daimler, John and Helen - Mustard MGB, Wayne and Lynn - Red MGB, David and Val - White MGB, Harvey and Kay – Green TD

the corners. A few joined the group during the trip, choosing to depart from the north via the Kuranda range.

We arrived at the township of Yungaburra around 10am where the favourite Market for locals and visitors alike was well underway, some having a browse through the arts, crafts and food stalls and others choosing a coffee and a chat at Quincan Cottage Café.

We met on the southside at Gordonvale for a 9am departure, then travelled up the famous Gillies Range Road (a 56km hill climb, with the highway known for its 263 corners and 800 m elevation change in only 19 km of road). It's a great challenging drive, more suited for the driver, than some passengers who might not be so keen on all

We drove on through the scenic Tablelands from 11:30am heading to Malanda Dairy Centre for lunch but unfortunately the centre was closed for upgrading, so the Malanda Pub at the other end of the street was fortunate enough to have our company and meal dollars today.



Great weather, company and a chance for some to drive with the top down in the sunshine.

**MGCCQ - FNQ Chapter
Sat/Sun 19-20 October 2019 -- Annual
Tour de Cassowary 2019 - Innisfail and
Mission Beach**

Participants – Tony B Green PA, Rod Red MGB V8, John and Cherie Red Midget, Kim and Fiona White MGB, Brendon and June Red Austin Healey, Graham and Pauline Red Ferrari, Bob and Patty Red MGA, David and Val White MGB, Allan Red MGB

A much anticipated weekend, held in FNQ, is the annual Tour de Cassowary - an event for Classic Cars 30 years or older which includes a car display, time trial, observation run, then Concours d'Elegance, followed by a presentation dinner. The second day is a fun Regatta drive to look around the local area before participants head home.

Most headed down late Friday afternoon to stay at Mission Beach, a lovely seaside village overlooking Dunk Island and, after settling in, we enjoyed dinner together. Saturday morning after breakfast the group travelled back to Innisfail for a startup car display in the river front park, for both competitors and locals to have a look, then some instructions were given for Stage 1 Observation run trip Innisfail to Mena

Creek. Mena Creek was our lunch stop, then the afternoon included the Time trial to north Mission Beach via Kurrimine Beach, where you had to pick up a bauble from the bar staff or risk having to perform a solo dance. Main tip however was 'don't run over any Cassowaries!' Good tip! Interestingly enough to say, on the final Regatta day out of Mission Beach, a Chapter Member saw one of the big birds with chick in tow roadside; however she was the only one who saw it, so we are not sure whether she was still recovering from the night's before bevies, chuckle.

Time trial completed, the end to the day consisted of a Concours held on the front lawn of Castaways Resort overlooking the beach, so everyone had to give their cars a spit and polish to get rid of the day's dust. There was a beautiful presentation of all sorts of motor cars including the day's judge showing his rebuilt 1904 FN originally from Belgium - chassis was a gate found on a station and the engine and sundry ran the shearing shed. It was a gorgeous afternoon overlooking the water, what a great location. Dinner and awards concluded the evening.

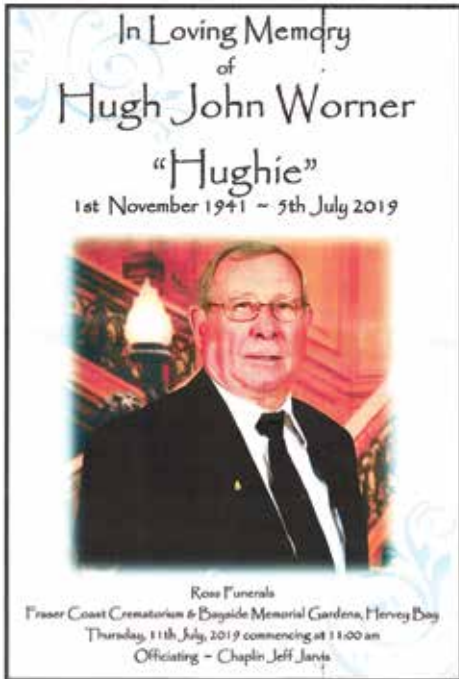
After a lazy breakfast the next day we were off on the road again heading home, but not before dropping into Tully - well known for having the highest rainfall in Australia – where we had pics taken in front of the famous golden gum boot. Great weekend, fun times, healthy competition, terrific.



CHAPTER Chatter

WIDE BAY CHAPTER

VALE – by David Hall and Lyn Hayward



Hugh John Worner - 1st November 1941-5th July 2019 # Q 4918 Wide Bay Chapter MGCCQ

Hughie was a great member of our chapter. He and his lovely wife Betty came on very many runs with us over the years they were members. We will miss him very much.

Hugh was just 17 when he joined the Australian Air Force. His love of aircraft flying and how they all worked intrigued him. He became an Aircraft Engineer and served his country in Vietnam for quite a period of time. His squadron was known

as the Wombats flying helicopters into very dangerous situations in a back up role for the ground troops and saving lives on many occasions.

He loved anything mechanical and although he and Betty joined our MG Car Club, Hughie loved Jaguars. In fact he was restoring a 420 Jaguar for the whole time he was a member. There was always a nice story of the Jag. The last run he came to was the Pioneer Day at Brooweena and he was telling us it was nearly finished. "Just a little paintwork on the bonnet and she will be probably right for the next run." We were all looking forward to that day.

Hughie will be missed by all the members of our Wide Bay Chapter and it was such a pleasure to know him. We enjoyed his company on so many occasions whether on runs or at our Noggin and Natters.

Our condolences go to Betty and their Family. May you rest in peace, our mate Hughie.

Thursday 11th July 2019 Hugh Worner's Funeral Service. We were saddened by Hugh's sudden passing.

Most members didn't know he was palliative with cancer and he was bravely fighting a tough battle. He was always happy and never complained.

Unfortunately he was taken by an unexpected heart problem leaving his wife Betty devastated as Hugh was her world.

Members attended his service forming a guard of honour with their cars, John Carroll's Mark 11 Jag first in line as Hugh's Jaguar was his passion.

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Saturday 7th September Riverfest River Heads

Many Wide Bay Chapter members came to our home in River Heads and we arrived at the Local Riverfest in procession. It was very nice to see Pauline Keightley MGCCQ 2527 one of our long time members arrive in her beautiful new car – a Studebaker Avanti. The MGB was getting too hard for her to get into and so she has sold it to one of our other members Jim Vanderkyl.

We all had a great time at the Riverfest; one of the highlights for us was the Photographic Display by one of our members Peter Dore with some wonderful photos of the beautiful area where we live.

Thanks to all the members who supported the Wide Bay Chapter at Riverfest, River Heads.



Wednesday 9th October run ending at The Orchid House in the Botanic Gardens Urangan.

A large group assembled at our meeting place for a tour of the countryside taking in River Heads and the new Boat Ramp. It was very busy there as the Barge was about ready to start loading for the trip to Fraser Island.

We arrived at our destination which was the Botanical Gardens at Urangan. After Morning tea we made a tour of the new Orchid House where the Orchids were all in full bloom, a wonderful display and free to the public to enjoy at this time of the year.

The atmosphere was very calming on our busy lives - the well kept gardens are a credit to our local council who strive to make all the parks within our shire the very best they can be for the enjoyment of all, especially our MGCC, as we certainly do check them out.



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We stayed around and had lunch at the Orchid House which was very nice and relaxing before heading for home in our little red MGB.



7th August 2019 Arkarra Tea Gardens

Always a nice morning out when we head to Arkarra Tea Gardens at Dundowran Beach.

We had 32 Members attend and all enjoyed the morning tea in the Tropical surroundings after a nice run through the Hervey Bay countryside in our cars.



Saturday 3rd August 2019 Hervey Bay Whale Festival Parade. With the Whales arriving to the pristine waters of Hervey Bay it is only fitting that we should celebrate with a weekend of Fun and Friendship not forgetting the Whale Festival Twilight Parade down the Esplanade from Scarness to the Water park at Pialba.

Wide Bay Chapter members had 5 cars in the Parade to carry the Deputy Mayor Darren Everard and our Local Member of Parliament Ted Sorrensen. Both had a good time waving to the crowd and enjoying the lovely evening.

Our MGB got a little hot under the bonnet as MGs are not known for travelling for long distances at snails' pace. Safety Fast is our logo after all. No damage though we may need to fit an electric fan to the front of the Radiator to make sure that doesn't happen again. Thanks to Rod for bringing the Ferrari, Peter the Cobra, John his E type Jag and Bill, his lovely old Essex.

We all had a great time and look forward to our next run together.



Sunday 20th October 2019

We assembled at Anzac Park Maryborough for a 9.00 am start. The run was partly organised by John and Roo who led us to Wook koo Park for our morning tea break.

We all settled down to a nice morning tea when new member Sylvia Collins said you know we have an artist in our chapter. She went on to tell everyone how Diane Carruthers was one of the principal artists who had made many of the sculptures throughout this lovely little park. What a great achievement Diane!

We moved along, driving to Biggenden where we once again checked out Alan Cunningham's collection which were enjoyed very much. The collection of old Douglas Motor Bikes must be one of the largest in the world. Narelle's doll collection was growing in size and she has very limited space to display them to their advantage.

Lunch was calling and the Grand Hotel was the choice as the Commercial has now closed its doors. There we met up with some more of our members that made a total of 32 people for our meals together at the Hotel.

After lunch we decided to take the better road home via Childers and an Ice Cream at Mammino's would be a nice idea so some stopped and we enjoyed another get together before heading to home.



Well, three parties in the one day made us all very happy indeed; however, there was one member who couldn't stop smiling all day. You may ask why! Well Keven who has been looking around for a nice MG had the opportunity to purchase a certain MGC Roadster from Ellen Wilson. He is absolutely beside himself - what a great outcome for all!

We had a great run to Biggenden.



Friday the 25th October our last Noggin and Natter for the year.

Keven didn't miss another opportunity to do a show and tell about his new MGC for those that missed its first outing.

30 members showed up and all had plenty to eat with the BBQ going and, with all the foods that the ladies brought along, it was a very nice evening.



CHAPTER Chatter

WHITSUNDAYS CHAPTER

13th October 2019 – Participation in “Covered in Chrome” followed by local rally and morning tea at Bucasia – Compiled by Roger Green.

With Bathurst Super Cars running we knew it was a big ask for large numbers to turn up for our scheduled October Rally but it's pleasing to record ten people gathered between 7 and 7.30 am for Covered in Chrome at the Mackay Harbour prior to the start of our Rally at approximately 8.30am. The “run sheet” had the cars meandering through Slade Point to the Lambert's Beach Lookout where we were immediately set upon by 2 lovely lady cyclists who admired our marvellous MGs and wanted their photos taken with them. We obliged, of course, after all what could possibly go wrong as we were effectively under “close supervision” by spouses, and they were very happy souls as they rode off.

We continued our journey after 10 minutes admiring the vista from the Lookout including mackerel and dolphin sightings

and continued our drive through the streets of Lambert's Beach and Slade Point. What's this!? There's those two lovely ladies again. 'Beep-beep' I go as we pass and they madly wave to the MG convoy as it continued on its way through Andergrove and Beaconsfield to Bucasia Road where it's a straight run to Bucasia Beach and the cafe on The Esplanade.

After lining up the MGs in a row we quickly ensconced ourselves under the sail for a welcome cuppa and tucker. Conversations were quickly struck-up, tea and coffees soon arrived and a 'big bit' later and a hurry-up from the “Sergeant at Arms”, the food arrived - better late than never. After a couple of hours of 'chewing the fat' we started to go our own ways after saying we must do it all again sometime soon. Attendees included Richard & Lynn Collier (MGA MKII); John & Sue Evetts (MGB GT) Roger & Lesley Green (MG Rover RV8); Jim & Lorna Forrest (MG F); Bob Evetts (MGB) and Joy Murphy (MG F).





**25th October
2019 – Bi-
monthly
Dinner Mackay
Harbour – by
Richard Collier**

An agreed deliverable from recent Chapter meetings was the scheduling of bi-monthly Chapter dinners at local clubs, a local version of "Noggin "n"

Natter". As they say in racing parlance, the event has been run and won. The first bi-monthly Chapter dinner gathering was held at the Lighthouse Restaurant, Mackay Harbour Marina Precinct. Nine attendees supported the dinner and included Richard Collier (MGA MKII); Roger & Lesley Green (MGV8 Rover); Jim & Lorna Forest (MG F); John & Sue Evetts (day drive) and Col

& Fay Robinson (MG Y), with apologies from six other invitees who indicated conflicting commitments. The group met up at the Mount Pleasant carpark adjacent to KFC from 1800hrs, with a departure of 1815hrs for the Mackay Marina via North Mackay. Upon arrival at the harbour, the cars were strategically parked to allow ongoing security checks from the dining area and their presence in turn generated some positive feedback comments from patrons. Orders were placed individually for "Fish in the Box" style meals and while waiting for respective order numbers to be called, small group conversations were struck-up with topics ranging from upcoming car maintenance, the last outing and highly recommended local destinations for inclusion in future outings. Judging by the feedback and level of dialogue, a good time was had by all and ideas garnished for planning of future outings. Note to self – lighting candle power considerably reduced in comparison to modern cars and needs to be considered when planning night operations.

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Competition Corner



CLUB EVENTS SEPTEMBER OCTOBER

CARRIC TIGHE CAMS HILLCLIMB SERIES Round 5; report by Ace Reporter, photos by Peter Buchanan and Ian Colley



Another warm weekend at Mount Cotton with a new club class record to Geoff Cohen.

REGULARITY

There were eight runners in the Regularity class which was won by Lindsay Derriman (Toyota Camry) with the loss of 6 points from Chris Lake (Toyota 86, down 8 points). Lindsay and Chris were on the same points until their second last run when Chris lost 2 points to Lindsay's total. Next was Shaun Rankin (MGBGT, minus 13 points) followed by Denis Cotton (Porsche 914, 18 points). On run 8 Denis, Robert Martin (Daihatsu Handi) and Don Webster (MGTD) were all on minus 17 points and all in fourth place. However Robert finished with a score of minus 19, with Don on minus 25 points. Chrystellee Semple (Ford Falcon) finished with a loss of 32 points followed by Geoff Messer (MGB) with a total of 37 points.

SEDAN CARS

Road Registered **1601 to 2000 cc** class went to Don Milliner (Triumph Dolomite Sprint, 51.18) from Christopher Balhatchet (Renault Clio, 51.81), Shawn Sheather

(Peugeot 206 GTi, 53.26), Richard Marken (Peugeot 205 GTi, 54.57) and Murray Gauld (Hillman Minx, 60.97). Don recorded 51.81 on his first run with 51.62 on run 4, 51.28 (run 7), 51.26 (run 8) and 51.18 on his final climb. Christopher's times improved over the meeting with a 53.07 on his first run, then 52.78 (run 2), 52.72 (run 3), 52.60 (run 4), 52.09 (run 6), 51.97 (run 7) with a 51.81 on run 9. Matthew McGrath took the **over 2 litre class** with a 51.08 time in his Ford Fiesta turbo.

PRC Rally Cars class went to Ferris Lee (BMW 316ti) with a 50.30 second time which is 0.54 seconds outside the class record of 49.36 seconds set by Dean Tighe (Nissan Pulsar PRC rally car) in the March meeting in 1994.

Sebastian Black was quickest in the **AllWheel Drive Forced Induction** cars with a best run of 45.85 seconds in his Subaru WRX turbo with Luca Sanders recording a 53.72 run in his Subaru WRX turbo.

Waco Hamlin (Honda Civic) was quickest in the **Improved Production class up to 1600 cc** with a 52.37 time from Nathan Skelly (Hyundai Excel, 54.69) and Grahame Rumballe (Volkswagen Golf Mk 1, 55.93). Waco recorded 55.10, 53.29, 52.70, 52.51 and 52.37 on his Sunday runs with Nathan improving his times from 60.20 seconds on his first run with 58.05, 57.64, 57.10, 56.92, 55.87, 55.67, and 54.69 in consecutive runs over the weekend.

The **1601 to 2 litre class** went to Danny Mischok (Ford Escort, 46.66 seconds) from Dave Sidery (Volkswagen Beetle, 49.40) and David Smith (Honda Civic, 50.23). David Smith (50.65 and 50.23) was ahead of Dave Sidery (50.80, 50.55 and 50.22) until the fourth run on Saturday with Dave Sidery times on Sunday being 50.13, 50.10, and 49.40. The **2001cc and over class**

went to Ken Graham (Datsun 1600 SSS, 46.26), with Pauline Graham next (Datsun 1600 SSS, 46.75) ahead of Terry Scharf (Nissan Skyline turbo, 50.66) and Aaron Langford (54.56 seconds) in his Hyundai Accent turbo.

Mark Pryor was quickest in the **Circuit Excel class** with a best run of 51.53 with Gloria McAndrew recording a best run of 57.37 seconds.

Modified Production Cars up to 2 litres

went to Phillip Dalton (Honda Integra, 48.08) from Noel Dore (Volkswagen Beetle, 53.03), Greg Cameron (Hyundai Excel, 53.04) and Karl Reinke (Hyundai Excel, 57.71) and Jo Reinke (Hyundai Excel, 62.22). Noel set his fastest time on run 4 on Saturday whilst Greg's fastest time, just 0.01 seconds slower was set on run 6 on Sunday.

The **2001cc and over class** went to Brendan Merrick (Datsun 120Y, 49.33) with Jonathon Anable (BMW 325i, 49.57) second. Brendan set his quickest run on his second run whilst Jonathon recorded his on his fifth run.

The Sports Sedans up to 2000 cc class was won by Ross Mackay (Ford Escort Mk 1, 46.90) from Daryl Morton (Morris Cooper S, 49.31) and Jason Martell (Ford Escort Mk 11, 49.59). Jason encountered a problem on his first run when the Kill switch did kill the electricity! However he had claimed the lead on the second run with a 49.59, his first sub 50 second run, to be ahead of Darryl on 50.80 seconds. Darryl was ahead on the third run with a 49.31 second time from Jason who on his fourth run had an oil leak onto the exhaust pipe leaving a telltale smoke trail. On Sunday morning Ross Mackay was the fastest to claim the class with a 46.90 seconds run. Scott Anable was fastest in the **over 2000 cc class** with a best run of 45.82 seconds in his BMW 325i turbo from Robert Souter (Datsun Sunny turbo, 46.57), Glenn Anable (BMW 2002 turbo, 46.62), Doug Anable (BMW E30 325i turo, 46.69) and Roger Bartlett (Ford Escort

turbo, 61.58). Glenn was ahead on the first run with a 48.10 time from Robert (49.10) Scott (52.46) and Roger (71.30). However Scott claimed the lead on the second run with a 47.13 from Robert (47.20), Glenn (481.0), Roger (62.19) and Doug (79.14). After the last run on Saturday the order was Scott (45.82), Robert (46.83), Glenn (47.02), Doug (49.83), Roger (62.19). This order remained until the seventh run with Scott (45.82), Glenn (46.62), Robert (46.83), Doug (46.91), Roger (61.58). Run eight gave the final places with Scott (45.82), Robert (46.57), Glenn (46.62), Doug (46.91) then 46.69), Roger (61.58).

FORMULA CARS

Class wins went to Stephen Edwards (Silverline 125 Shifter, 49.25) in the **Superkarts class** with Gary Goulding (Vector TF 94, 49.10) taking the **Formula Ford class**.

Formula Libre Up to 1300 class was won by Jim Milliner (OMS 2000M, 39.45) followed by David Quelch (Honda DPQ Special, 41.06), Paul van Wijk (OMS Hornet, 41.38), Doug Daniels (Nu Tec, 44.60), Jay Masten (Empire 1, 45.54) with Jeff Daniels (Nu Tec, 46.61).

At the conclusion of the runs on Saturday Jim had set his fastest time for the event (39.45), from David (41.45), Paul (41.55), Jay (47.16), and Jeff (47.85). On Sunday David set his 41.06 on run six, Paul recorded 41.51 on his seventh and eight runs and 41.38 on his final run, Doug recorded 45.13 then 45.54, Jay (46.58, 46.15, 45.54) with Jeff a best run of 46.61 seconds. Jay Matsen has the ex Chris Johns Empire 1 with a Suzuki GSXR 1000 engine and gained useful experience on this, his first run in the car. David Quelch (Honda DPQ Special), now with Pirelli Ultrasoft zero tyres, recorded a Personal Best time. He reported the Pirellis are a slightly taller tyre so he needed to change the sizes of the gears and the final drive in Motec. David stated he can feel the tyres working and needs to have confidence in

the tyre as the car has lost its understeer.

Dean Amos was the fastest in the **1301cc and over class** with a 36.94 second time in his Gould GR55B from Warwick Hutchinson (OMS 28 RPV03 turbo, 38.70), Michael Von Rappard (Dallara Hayabusa F392 S/c, 38.71), Stan Pobjoy (Formula Libre VW Special S/c, 41.51), Brett Bull (Van Diemen RF03K, 41.85), Rod Johns (Norris Hawk 11, 44.56) and Robert Vautin (JANDR Jaguar Special, 51.29). Times from the first run were Dean Amos (38.41), Michael (38.71), Warwick (39.05), Stan (42.80), Brett (43.49), Robert (54.26), Rod (61.85). By the conclusion of the Saturday runs Dean was ahead (37.24), Michael (38.71), Warwick (39.05), Stan (41.84), Brett (41.85), Robert (51.72) and Rod (52.09). Sunday resulted with Dean fastest (36.94) while Warwick set his fastest time (38.70) on the sixth run, Stan set 41.74 then 41.51 on runs seven and eight, Rod (44.56) on his seventh run as did Robert with a 51.29 time. Dean Amos, the 2018 and 2019 Queensland Hillclimb Champion who was also fastest driver at the 2019 Leyburn Street Sprints being the first driver to record a sub 40 second time at that venue. Rod Johns (Norris Hawk Mk 11) whose last run at Mt Cotton was in 2017 is now running a twin plug drag head with 8 spark plugs off 4 coils; however he encountered electrical issues during the weekend and thus reverted back to a single plug per cylinder and 2 coils.

HISTORIC

Class wins went to Barry Smith (Ford V8 Special Group K, 55.88 seconds), Peter Gilbert (Ford Cortina GT, Group N, 55.39), Greg Tebble (Van Diemen Formula Ford FF2000, 42.08), Bruce Jackson (MGBGT, Group S, 52.66) with Geoff Cohen (Bulant Clubman Mk 7L) setting a new **Group Q Sports** record from Alan Telfer (Lotus Seven, 57.51). Geoff's new record of 46.41 seconds was 0.84 seconds under his record 47.25 set in March 2019.

SPORTS CARS

Ainsley Fitzgerald took the Clubman Sports class with a 45.02 time in his Arrow Clubman from Brian Pettit who recorded a 45.51 time in his Westfield SE while Jon Young had a best run of 51.35 seconds in his Caterham Super 7. Ainsley was fastest on the first two runs from Brian (46.64 to 47.02) with Brian ahead on the last run on Saturday (46.33 to 46.42). On the sixth run on Sunday Ainsley set his fastest run of 45.02 compared with Brian's 45.52 then 45.51 on run number seven.

Production Sports Cars Up to 1600cc class went to Ian Finglas (Mazda MX-5, 55.26). Rod Thomas (Mazda MX5, 49.64) took the 1601 to 2000 cc class from Greg King (Toyota MR2, 50.07), Flavio Paggiaro (MGF), Peter Andrews (MGF, 53.62), and Andrew Lake (MGF, 54.28). Greg was fastest from run one to five when Rod took the lead. By the final run on Saturday the order was Greg (50.07) from Rod (50.28), Flavio (53.39) and Andrew (54.28). The order remained the same until run six when Rod set a 49.70 time from Greg (50.07), Flavio (53.39) Peter Andrews (54.13) and Andrew (54.28). This order would remain until the final and ninth run. Michael Larymore was quickest in the 2001 cc and over class in his Toyota MR2, (45.32 seconds) from Jay Matsen (Datsun 240Z, 49.99), Andrei Shinkarenko (Bullet Roadster, 55.14) with John Anderson recording a 64.79 seconds in his Austin Healey BN1.

Class wins went to Steve Torphey (Mazda RX-7, 48.81) in the **Sports Cars (Closed)**, Jeffrey Graham (Mazda MX-5 S/c, 48.49) in the **Sports Cars (Open)** and in the **Sports 1300 class** Jim Heymer (Farrel L, 47.16) was going well until the third gear in the gearbox cried enough.

TOP SIX SHOOTOUT

Fastest in this shootout was Dean Amos (36.80) from Warwick Hutchinson (38.92), Paul Van Wijk (40.95), Brett Bull (41.35), David Quelch (41.36) and Stan Pobjoy

(54.06 seconds).

Most Improved: Nathan Skelly

Fastest MG: Bruce Jackson

Fastest Time of Day: Dean Amos



*Dean Amos, winner of Top Six and FTD;
(photo by Peter Buchanan)*



*Rod Johns – back at Mt Cotton after a bit of a break
(photo by Peter Buchanan)*



*Robert Martin – a Regular at Regularity and winner of the
Competition on this occasion (Photo by Ian Colley)*



*Bruce Jackson, winner of Fastest MG
(Photo by David Woodley)*

CAMS CLUB CHALLENGE

For the third year Mt Cotton venue was the location for the Club Challenge in Queensland. A change in the scoring criteria this year for this teams' event was using the two fastest times for each team member and the time gap between these two fastest times to 100 of a second. For each team the smallest time gap of three members of the team were combined to calculate the overall gap being the total team gap. So the results were placed from the smallest gap to the biggest time gap. The number of drivers in each team were from a minimum of three to a maximum of five.

Twelve teams from eight clubs were represented on the day with MGCCQ having three teams named by the club manager "Stay On Track", "Safety Fast" and "Fast Safely".

"RX Racers" were the successful team comprised of Simon Harrex, Steve Crawford and Pierz Harrex. MGCCQ teams were "Safety Fast" (Andrew Lake (MGF), Peter Andrews (MGF), Malcolm Spiden (MGBGT), Bruce Jackson (MGBGT) and Flavio Paggiaro (MGF) which finished in second place with MG team "Stay On Track" of Geoff Messer (MGB), Rob Vautin (Jaguar Special), Jeff Graham (Mazda MX5 S/c), Brian Pettit (Westfield SE) and Jo Renke (Hyundai 130N) in third place. MG was represented by a third team "Fast Safely"

composed of Dean Tighe (Dallara Judd), Jeremy Mattea (Hyundai Excel X3), Greg King (Toyota MR2) and Brett Bull (Van Diemen RF03).

“The Pacemakers” team included other MG members Barry Smith (Ford V8 Special), Denis Cotton (Porsche 914), Geoff Cohen (Bulant Clubman) along with the Historic Racing Car Club secretary Peter Gilbert in his Ford Cortina GT.



the MGCCQ ‘Safety Fast’ team which placed second outright . Team members were: L to R: Malcolm Spiden, Peter Andrews, Andrew Lake, Bruce Jackson and Flavio Paggiaro. (Photo by Elaine Hamilton)

CAMS STATE CHAMPIONSHIP RACES ROUND 4

promoted by the MG Car Club of Qld Inc

MGCCQ promoted the final round for this year at Morgan Park. The rain prayed for by Warwick and the surrounding areas was not delivered on the weekend and competitors, their pit crews, officials arrived at the Warwick township in fine weather.

The programme of events included Races for Formula cars (Formula Ford, Vee and Superkarts), Sports cars, and Sedan type cars (Circuit Excel, Historic Touring, Trans Am, Sports Sedans, Improved Production, Production Touring cars, Gemini, HQ Holden and Saloon cars). The 33 event programme also included a 14 lap event for the Circuit Excel cars plus a 1 hour enduro event for 3E Production cars. The enduro race included a compulsory pit stop of no less

than 45 seconds for a driver change. No work could be undertaken on the car during this 45 second period. Both event categories produced some good racing.

The Formula Vee drivers gave an entertaining race which also saw the leading duo perform a type of synchronised pirouette between post 9 and 10 however both drivers recovered to give a 1-2 finish.

PHOTOS FROM THE RACE MEETING were taken by Peter Buchanan .



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MG CAR CLUB OF QUEENSLAND INC.

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

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

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



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

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

For further information on membership, contact:

Jim Scott

Membership Secretary



Hillclimbs



Concours



Day Runs

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Race Meetings