

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 1

January 2018



The MGCCQ Umbrella was not much use at speed at the PreWar National Meeting at Yamba in October. Read all about it inside.



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President's Report

Welcome to 2018 and the first edition of the Octagon. I trust that all had a safety and joyous Christmas and New Year period. I hope that you are prepared for another great year as an MG and/or motorsport enthusiast. Peter Rayment is one person who hasn't had much of a break with the end of the year bringing on the membership renewal process. We were hoping that our online renewal system would be up and running for this year but unfortunately we struck a few problems at the last hurdle which have delayed things. We have eliminated Australia Post from as much of the renewal process as possible but please allow 2 weeks for your renewal to be processed. If you need it in a hurry just give the club a call.

Once again the committee and others have been working hard to provide what should be a great year of activities for the club. There is well and truly something for everyone. We have an extensive social programme, with the first of the major events being the annual presentation of trophies. This year's trophy presentation evening being held at the Alexandra Hills Hotel on the 3rd of February, please get along to this evening to celebrate the success of members in 2017.

Probably the biggest event on the club calendar for 2018 and one of the most significant of the club's history is the 50th Anniversary of the first hillclimb at Mt Cotton. This weekend of celebration will take place over the 17th and 18th of February, with activities taking place at both the club rooms and/or course at Mt Cotton. This milestone is a fantastic achievement for our club and one that we should be justifiably proud of. Many thanks to Elaine Hamilton for putting the whole weekend's celebrations together.

In 2017 the committee, largely through the efforts of Ken Wasley, worked hard on fostering good relations with Brisbane's MG dealer, the Norris Motor Group. This has proven to be a real boon for the club with members receiving access to new models etc. via our club Noggin 'n' Natters. I know I've said it before but, when MG are doing well i.e. selling new cars, the club does well as it brings an influx of new and returning members. So, if you are looking for a new car please make sure you check out the range of MG vehicles on offer.

There has been quite a bit happening in the clubrooms of late, with a few small improvements and one major one. Thanks to all those involved in making it all happen.

Also, I'd like to thank those people involved in the organisation of the Christmas Party held at Rocklea; it was a great afternoon and all looked to be having a great time. A special thank you to Peter May who kindly donated a framed copy of a cigarette card print showing each of the models of MG cars through the years.

Best wishes to you and your family for 2018

- Richard Mattea



Richard accepting the print and an overview of the crowd in the festive Clubrooms.



MG INFORMATION

	Name	Phone
PRE - WAR	Dino Mattea Ross Kelly	3263 2625 3352 4151
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MGV	Tony Slattery	0407 364 543
MAGNETTE SALOON	David Robinson	3255 9037 (W)

	Name	Phone
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MGC	Bruce Ibbotson	3366 1889
MG UB RV8	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MGF	John Boyce	3345 2530
MG ZS, ZS, ZT	Ken Wasley	0423 15 27 23

Some words from Elaine

Welcome to the first issue of the Octagon for 2018. If this isn't enough for your holiday reading, don't forget you can go to the Club website, find the Octagon archive and 'binge-read' every Octagon published right through from number 1.

There is a good lot of holiday reading inside this issue including two reports of events from late last year which, because of space limitations, had to be held over until this issue. Doing this also gave me the opportunity of using that wonderful photo of Ross Kelly's car at the Pre-War get together at Yamba as the cover photo for this issue. The report on All British Day is rather belatedly published here too.

You will notice that, as is normal for the January issue, there is no calendar insert. Instead there is a listing on pages 7 and 8 of dates of events for the year by event type. Some of these may not as yet be 'set in concrete' so the online calendar should be consulted closer to each event.

As well as the usual reports of Club runs and events, there are some articles of general interest which cover a range of topics ---

With the 50th anniversary of the first hillclimb held at Mt Cotton being celebrated quite soon after you received this, you may be surprised at the content of the article about the running of some events at the hillclimb specifically for motorcycles. Thanks go to Club member Ron Spall's memory which went back to an occasion when he was a spectator at one of these events. He has done some research and made contact with one of the competitors who has provided a graphic account of his experience his day of competition at a bike hillclimb.

The Lettens' MGB - Blue B - and its travels will be quite familiar to many of you. There have been even more roads in distant lands travelled by it and these travels are documented in their fascinating and well-illustrated article written especially for you.

One article which will catch your attention and set you thinking is about a serious problem some owners of historic MGs face. Ross Kelly has written an explanation of one of the difficulties faced by owners of these vehicles who are wanting to sell them. Ross encourages you to contact him for more information or even for more general discussion of the issue.

Despite the relative quietness of the Christmas and New Year period, five of our Chapters still ran enough events and submitted their usual Chapter Chatter contribution. The exception was the Whitsundays Chapter BUT they are represented in another way in the article written by Chapter Coordinator Cathie Meredith and her husband Wayne about a town with no roads or cars which they visited when they were recently in Europe - so here we have, in a motoring journal, an article about a fascinating town with no roads or cars! What next!! My heartfelt thanks go to Gary Lawrence of the Darling Downs Chapter who has stepped down from the role of coordinator for his diligence in his presentation of each and every one of the many reports he's sent to me over many years.

That completes a strong content for this first issue - so what will be in the next one? That's up to our contributors who need to get their reports/articles in to me before the last day of February.

Best wishes to you all for a happy and healthy 2018.

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.

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

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.

JANUARY

19 Fri Clubrooms reopen for First Noggin 'n' natter at the clubrooms for 2018 - Clinton Hicks from Brisbane MG will be visiting with a ZS compact SUV to show you and give an update on all things MG from dealership world.

FEBRUARY

2 Fri Noggin 'n' Natter at the clubrooms

3 Sat MGCCQ Annual Dinner and presentation of trophies

9 Fri CAMS Evening of Champions at Easts Leagues Club, Coorparoo

11 Sun HSCCQ Come and try motorkhana and khanacross event

16 Fri Noggin 'n' Natter at the clubrooms

17 Sat Celebrations of Mt Cotton 50th anniversary at the Clubrooms

18 Sun Anniversary of Mt Cotton 50th anniversary - Open Day at Mt Cotton

MARCH

2 Fri Noggin 'n' Natter at the Clubrooms

4 Sun HSCCQ Khanacross (P)

10/11 Sat/Sun Mt Cotton Hillclimb series Rd 1 (P)

16 Fri Noggin 'n' Natter at the Clubrooms

17/18 Sat/Sun CAMS State Championship races Rd 1 at Morgan Park (P)

30 Mar - 3 April MG National Meeting in Tasmania

2019

19-23 April MG Car Clubs of Australia National Meeting in Queensland which we are hosting.



This is being centred on the Redlands area which is adjacent to the south-eastern suburbs of Brisbane. The speed event for the National Meeting will be held at our hillclimb at Mt Cotton which is in the Redlands area and is governed by the Redlands City Council.

Those of you travelling from/with our country Chapters may like to plan to extend your trip to include some time to visit some of the highlights of the Redlands area, the top of the 'must visit' list being the Bay Islands, particularly North Stradbroke Island.

All of these are easily accessible by car ferry or water taxi from Cleveland, the 'city centre' of the Redlands. The "Explore the Redlands" page of the Redland City Council website will assist you in your planning.

New members

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

Kerry Wilson	Dave Anderson
Daniel Argent	Rod Freund
Stephen Seaman	John Fowle
Sahra Lake	Charles Calcino
Sean Edge	Daryl G Beattie
Cheryl J Francis	Gerry Manthorpe
Peter Mohringer	David W Perks
Bob Summers	Delacy G Wallace
Glyn Blair	Susan A Gregory
And welcome back to:	Peter G Lefrancke

DATES FOR THE YEAR BY EVENT TYPE

All of these events are open to members including members of all Chapters. All five Chapters put on a big program of events and these are listed in the centre calendar. These are open for any members visiting their area so check their programs of events if you intend travelling throughout the year. (P) indicates that the event is pointscoreing for Club trophies



DAY RUNS (all pointscoreing)

None have been scheduled, as yet, for this year. If you would like to assist by organising one of the runs please contact the Club with your offer, email mgccq@mgccq.org.au



MIDWEEK RUNS

Jeff Heslewood has taken over from Bruce Mutch as the coordinator of these runs. His email is jeff.heslewood@bigpond.com and his phone is 3390 6395 or mobile 0408 799 611. He already has volunteers to organise some of the monthly runs which are held on the 4th Wednesday of each month from Feb to Nov - except for April this year when it will be run on the third Wed (18th) to avoid the clash with Anzac day. Full details will be added to the online calendar as they become available throughout the year and will also be advised in the weekly email for those within easy driving distance of Brisbane. Thanks go to the following for their volunteering to organise the runs and thanks go to Bruce for all the years he has been the organiser.

Dates and organisers are:

28 February - Allan Tebbutt

28 March with optional o/n stay - Bruce Mutch

18 April (3rd Wed in order to avoid the clash with Anzac Day) - Denis Thomas

23 May - TBA

27 June - Errol Hoger

25 July - Barry Lutwyche

22 August with optional o/n stay - Trevor & Joy Jones

26 September - Alex Cairney

24 October - TBA

28 November (Christmas run) - Jeff and Pat Heslewood



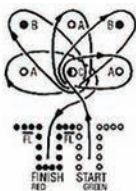
HILLCLIMBS AND SPRINTS EVENTS

Those events marked (P) count towards MG annual speed event awards

10-11 March	Mt Cotton Hillclimb Series Round 1 (P)
7-8 April	Mt Cotton Hillclimb Series Round 2 (P)
28-29 April	Mt Cotton Hillclimb Series Round 3 (P)
12 May:	Pre QHC Test 'n' Tune and Come and Try
1-3 June:	Queensland Hillclimb Championships
30 June/1/July:	Mt Cotton Hillclimb Series Round 4 (P)
21 July:	Porsche Sprint at Morgan Park (P)
4-5 August	Mt Cotton Hillclimb Series Round 5 (P)
29 September (Sat)	CAMS Club Challenge Hillclimb with Interclub Hillclimb
24-25 November:	Mt Cotton Hillclimb Series Round 6 (P)

(WORKING BEES are held at the Hillclimb on every Wed from approx 9am to 2pm. Contact Malcolm Spiden for more details)





HSSCCQ MOTORKHANA EVENTS

Marked (P) to count towards MG annual motorkhana annual awards

11 February	HSSCCQ Come and try motorkhana and khanacross event
4 March	Khanacross (P)
15 April	Qld Motorkhana Championship Rd with Interclub motorkhana
20 May	Khanacross
17 June	Motorkhana
15 July	Khanacross
12 August	Khanacross
9 September	Queensland Motorkhana Championship Round with Aust Motorkhana Championship practice
14 October	Khanacross Interclub
11 November	Come and Try Motorkhana and Khanacross

HSSCCQ KHANACROSS EVENTS

Marked (P) to count towards MG annual awards

9 April	Willowbank Driver Training Centre (P)
21 May	Interclub at Willowbank Driver Training Centre (P)
9 July	Willowbank Driver Training Centre (P)
12 November	Willowbank Driver Training Centre (P)

RACE MEETINGS

Marked (P) to count for MG racing drivers annual award

17/18 March	CAMS State Championship Races Round 1 (P) promoted by MGCCQ
14/15 April	CAMS State Championship Races Round 2 (P) promoted by CORD
5/6 May	HRCC Historic Autumn Race Meeting at Morgan Park
28 July:	Shannons Nationals at Queensland Raceway
8/9 September:	CAMS State Championship Races Round 3 at Morgan Park (P) promoted by QRDA
17/18 November:	CAMS State Championship Races Round 4 at Morgan Park (P) promoted by MGCCQ

ANNUAL CONCOURS AND CLUB DISPLAY DAYS

(P) indicates Pointsoring events

27 May:	MacLeans Bridge at Belmont Rifle Range (P)
DATE TO BE CONFIRMED	Denis Cotton Club Display with Geary Sports Car Concours (P)
15 July:	RACQ Motorfest
16 Sept:	All British Day at St Josephs Sportsground Tennyson (P)
	DATE TO BE CONFIRMED

OTHER

30 March - 3 April	MG National Meeting in Tasmania
21 Sept	MGCCQ Annual General Meeting

NOGGIN 'n' NATTERS

Every 1st and 3rd Friday of each month starting on 19 January and excepting Good Friday

Bits'n'Pieces

Emergency bonnet release cord for MGB & MGC - a follow up from the item in the last Octagon by Bruce Ibbotson

A friend living on the Isle of Skye in Scotland had his original bonnet release cable fail, 2 replacement [aftermarket] cables also failed on his MGC-GT.

It is very difficult to open the bonnet of an MGB and much more difficult with the MGC if your bonnet release cable breaks. I followed the photo sent to me and now have an emergency bonnet release cord which I can operate from inside the right wing with the cord fed through a hole near the headlight. The MGs have a suitable gap in the inner wing so you do not need to drill a hole.

In the USA an owner has drilled a hole in the inner wing and added a grommet, his car uses a stiff rod so he can open the bonnet from inside the wing. I understand this release cable breaking is something that happens with 50+ year old cars.



At the Club Christmas party on Dec 10, avid collector and Club Past President, Peter May, generously presented this rare poster to the Club. It depicts the proofs of a range of collectors' cigarette cards which featured various models of MGs. The proofs were printed by a company called Thomas Forman & Sons in Nottingham, England around early 1980's for the Cigarette Co. John Player. The rarity comes from the fact that these posters

were used to check that colours were accurate before the cards were printed and were then destroyed after use. This proof sheet was one of two which somehow escaped that fate. The other is safely in Peter's possession.



Further on in this issue of the Octagon, you will read a report by Ross and Shez Letten about the further adventures of their much travelled MGB, fondly referred to as Blue B. Interestingly, Ross has managed thousands of kilometres with barely a scratch to either himself or the Blue B BUT somehow he can't make it to the Club's Christmas party without sporting an injury neither of which it's fair to say was MG related. Last year, he used a scooter for transport to ease the burden on his leg and this year he came sporting a swollen black and blue eye, the result of a yachting incident. Watch out for him next year!!

At the presentation of hillclimb trophies, a special presentation was made to Diana Davies in recognition of the work she puts in at the canteen -- she is not only there at every event as a worker but she brings along a great selection of home made goodies for sale as well. Many thanks, Diane!



Letter to the Editor

Hello Elaine

I know it has been along while since I have told you so I will tell you again even at this late date !

Thanks for all you do to make the 'Octagon' so readable and enjoyable to read. I read each and every one at least twice and then pass them on to my Clubmates here in Saint Augustine (the Nation's Oldest City) Florida, USA..

I stay in contact with Bruce Mutch regularly via email and an occasional phone call. Every trip

to OZ we always spend several days in Brizzy and Bruce shows us all the latest sights.

Our next trip there will be in a March 2018 and will probably be the last as travelling has gotten very expensive and hard on us old folks. I will be a young 82 next year and my stamina is older !

Again thanks for all you do and have done for so many years for MGCCQ and its members from all countries.

Sincerely yours
Joe Kaiser - Saint Augusta, Florida, USA

PRE-WAR NATIONAL RALLY AT YAMBA

13 -16 October, 2017

By Ross Kelly
Photos by Kimberley Robinson
and Ross Kelly



Murray Arundell's SA with the TA of Walter Magilton at Registration.

Forget National MG Meetings, if you own a proper MG, i.e. one made before 1939, the only place to be seen is at the Pre-war MG Register of Australia National Rallye. The seventh biennial Rallye was held at Yamba NSW from 13th to 16th of October.

The Angourie Rainforest Resort with its wide variety of accommodation styles, undercover car parking and tropical setting was the ideal location around which to centre the event.

The theme for this year's rallye was initially based around the lyrics of the Graeme Connor's song A Little Further North.

**Leave the cities behind
Out of sight out of mind**

**Up where my troubles can all disappear
I head a little further North each year**

(Lyrics reproduced with permission of Graeme Connor)

The lyrics must have struck a chord with the MG fraternity below latitude 31°54'41"S as the event attracted visitors from Victoria, South Australia and New South Wales. The hordes that cannot follow a simple direction "Further North" came from the foreign countries of the UK, USA, New Zealand and North Queensland.

Congratulations to Ed Taylor who drove his diminutive J3 (746cc Sc) from Victoria and made it back home without any issues. Ed's car also took out the Peter Harper Award for the People's Choice.

The choice of our theme for the weekend turned out to be less intuitive "On Roads Less Travelled from the RAINforest to the Sea".

Northern New South Wales turned on typical



Ed Taylor fettling the J3 after the run from Melbourne.



The lineup of SAs

weather for the UK and Victorian visitors with a touch of North Queensland thrown in to make for an interesting event. Sunshine, torrential rain, sunshine, overcast, showers and more torrential rain and that was just one of the mornings.

The leisurely pace of the planned activities allowed for the refreshing of old friendships and making of new ones. No need to rush from one activity to the next.

Registration flowed smoothly on the Friday afternoon and transitioned shamelessly into happy hour around the bar. Barely time to freshen up for the next speed event – food at the Noggin and Natter! Fortunately I did not have a bet on the outcome with the rank outsider “Plenty of Food” bolting home to defeat the “MG Owners” by at least a dozen plates.

I noticed that the nearby ladies shoe shop attracted a bevy of MG visitors! Judging the fashions on the field was a seriously difficult event with the high standard of ladies and gents dressed in matching style to their cars.



Marta Redhead adds style and grace to the MG PB



George Diggles, Dan Casey, Norm Goodall & Robbie Bayliss enjoying light refreshment.

The MG open racing cars whose pre-war advertising slogan was “Win on Sunday, Sell on Monday” did not quite live up to their motto which should have been Display on Saturday, Soaking Wet on Sunday and Monday. Whereas the SA saloons lived up to their pre-war advertising hype of “Pace, Grace and Space” keeping drivers and passengers dry and comfortable.

The weather organizer was seriously on side on Saturday morning with fine weather for the display of cars in the centre of Yamba providing great interest for the locals.

Models on display included M types, Monthèry Midget, J2s, J3s, Fs Ls, K, NB, ND, SAs, & TAs.



The line-ups of TAs and J2s

The Saturday night boat cruise along the Clarence started off under threatening clouds. Securing a seat was a priority, the top deck looked inviting but the current wife insisted that something less exposed would be better. So lower deck for us, what an intuitive woman she is. With all aboard we went sailing off into the sunset and a torrential downpour that would have made history in Cairns.

Soon it was standing room only on the



Standing room only.

bottom deck as those topside realized that driving rain soon makes one very wet. Food, drink and great live music, provided by Elliott Bayliss soon had the crowd dancing in the aisle somewhat up close and personal. All had lots of fun.

On roads less travelled and less maintained by the feel of the potholes, Sunday and Monday was spent touring around the Clarence River Valley ultimately ending up at the pubs in Brushgrove and Ulmarra for lunch.

There was ample time whilst waiting for the ferry to cross the Clarence to wonder why I decided not to put a hood and side curtains on the J3. Fortunately the water could drain away through the holes in the floor.



MGCCQ Umbrella not much use at speed!



Major Bloodnok at speed. Ian & Loris Mawson.



The Lettens in their PA.

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Ellen Wilson's SA, "Pace, Grace and Space"

Peter Harper Award for People's Choice:
Ed Taylor's MG J3.

The Kimber Award for contribution to
the Pre-war MG Community in Australia:
Graeme Davies.

Award for Journalistic Excellence:
Graeme Jackson.

Award for Motor Sport Competition:
John Lackey.

Murray Arundell and his team are to be
congratulated on their running of the event;
it now looks like Murray is in the chair for
2019.

Monday night's gala event wrapped up the
weekend. The relaxed atmosphere of the
event continued with wine and chocolates
to celebrate the best dressed table, best
dressed couple, attendees who traveled
furthest, pre-war MG driven the greatest
distance (I suspect the wine was fluid for the
driver not the car). A special mention was
made of Claude Harris who has owned his
MG TA in excess of seventy years.

A touch of formality was added to evening
by awarding of the following perpetual
trophies.

Happy faces 2017 done and dusted 2019 to come



The best dressed for the Gala Evening.



Blessed with fine weather this year, All British Day appeared to be a great success both socially and financially with lots of cars on display. Many thanks to Max Johnson, David Robinson, Ross Kelly and others for their excellent organisation of the event.

JUST A FEW OF THE PARTICIPANTS



TROPHY WINNERS



Best Veteran/Vintage: David McPhee 1909 Rolls Royce Silver Ghost



Best Classic: James Martin MGA



Best Classic - Modern: Alan Bent 1989 Lotus Esprit

MORE TROPHY WINNERS



Best Motor Cycle: Vince LaSordo Norton Commando



Best Commercial Vehicle: Henk Blessing 1925 Albion



Best British Thoroughbred: Colin Galley 1960 Jaguar XK150S



People's Choice: Arthur O'Shea Jaguar Mk 2



Best Sports Car: Bruce Jackson 1957 MGA



Best Club Display: Queensland Mini Car Club



Owners Choice: John Payne Alvis



Best Of British: John Payne Alvis



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GIETHOORN

the town with
no roads

by Wayne and
Cathie Meredith

For many years I had seen photos of a town with no roads popping up on my computer screen. Each time, I would think, "I'd like to go there one day". Well, after I had booked our flights to Europe last year, a photo of this town popped up again, so I thought, "this is the day". I googled "Town with no roads in the Netherlands" and came up with Giethoorn. Next, on to booking.com, and before you could sing row, row, row your boat, we were booked for 2 nights in this fairytale village.

The area was settled in 1230 by refugees from the Mediterranean, (Franciscan monks I read on one site). Apparently a large number of goat horns and skeletons were found there, victims of a big flood in 1170. It was a marshy area, and the new settlers made a living harvesting peat. Over time, water filled the hole from where the peat had been dug, creating a shallow lake. Canals were dug to allow easy transport of the peat. These later became thoroughfares for the village.

All the houses in the town have thatch roofs and look like they came straight out of the pages of the Grimm Brothers fairytales. The area around the lake is still harvested every Autumn for roofing thatch, which is stacked over the Winter and then used for new roofs and repairs in the Spring. We saw at least half a dozen houses being re-thatched during our time there.

We were lucky enough to book a hotel that was right on the edge of town, so we were able to drive our car right up to it. There was a boat hire business on the canal right in front of our hotel, so we parked the Audi for a couple of days and rented an electric,



centre-console punt and were off to explore the village, the lake, pasture land, bird sanctuary and National Park.

There are walking and cycling paths through the village now, which were not a feature of the original town plan. More than 185 bridges have since been built, mostly for tourists, as locals all have boats. There are quite a few low bridges that you have to duck to navigate beneath. Our breakfast waitress told us that there were many men in the village with facial damage, as dark nights and too much alcohol don't mix well with low bridges.



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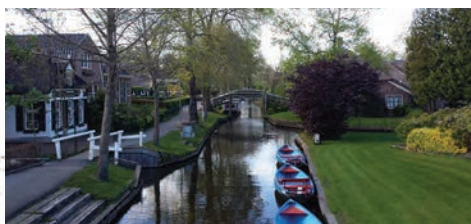
Email: mmrgregt@bigpond.net.au

www.gregtunstallmechanical.com.au

If anyone is in Europe with a couple of days to spare, I would definitely recommend a visit. You will not have seen anything like it anywhere. Venice was dirty and dilapidated, but this town is clean and green and romantic. We drove there in about 3 hours from Dusseldorf, but you can do bus trips from Amsterdam. Just don't go in the height of Summer, as this town is inundated by 150 000 to 200 000 Chinese tourists during the "tourist season". In Winter you will need ice skates to travel on the canals. We were there in May, still quite cool, but no crowds.



Editor: A little bit of self-indulgence here by me. Vern and I happened across Giethoorn when we were on a camping tour of Europe in 1967 and took this photo of this 'garage'. Looking at this and the Merediths' photos 50 years on, the Merediths' show the timelessness of this interesting town - the town with no cars.



Steam Train Chase 4th Nov 2017 by Tony Slattery

If you have ever “chased” a Steam Train you will know the fun that can ensure – well we had some....

It was all organised at the last minute, as we only had a few days knowledge of a Steam Train coming to the Sunshine Coast Hinterland. A batch of emails and phone calls saw around six likely starters, so we said – let’s do it.

The arranged meeting at Caboolture Station at 9:15am, 30 minutes ahead of the train worked out well. Time to meet (4 cars made it – 2 last minute no shows), time for take away coffee, then the train arrived – on time! We thought it would stop for 5-10mins to take on more passengers, but in less than a minute it was off.

And so were we – and the chase began

as we were not ready !. But a Steam Train waits for no one, so after leaving the car park and stopping for three red lights, we were well behind. Once into the 80km/h zone on the Old-Old Bruce Highway we were catching up, but the train was nowhere in sight by now.

Tony led the way in Dunkin, with Dick and Patricia in the TC followed by Ellen & Debbie in MeG. Graham and Val were left well behind because of getting an extra red light or two coming out of Caboolture.

Crossing the rail line at Beerburrum – still no train in sight, we joined Steve Irwin Way (the Old Bruce Highway) and stepped on the gas again. After a couple of miles, we almost caught the train and then another red light for us, and away she steamed again. By the time we reached Beerwah we were still

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behind, so crossed the line again, through Beerwah Town, then on again to the chase. By the time we reached Landsborough, the train had stopped at the station, so here was our chance to get ahead – but foiled by traffic as the boom gates rose at the level crossing and we had to get across two lines of traffic. It took a little forceful driving but we made it. We re-grouped our convoy in Old Gympie Road ahead of the train – Graham & Val had cleverly stuck to Steve Irwin Way from Beerwah and caught up to us. The Steam Train whistle leaving Landsborough Station was our signal to go again – this time we were ready, but the train had the advantage of a tunnel, while we had to go over Tunnel Ridge. Our little convoy of four pushed as hard as we dared, up hill and down dale (it's quite the road), and coming into Eudlo we were with the Steam Train again as it began its climb from Eudlo to Palmwoods.

We paused briefly just north of Eudlo to await the train and then drove with it for a short distance – we waved to the passengers, the passengers waved to us, then we drifted apart as the rail line and road diverged. Another stop just up the road, and we waited while a southbound electric train took the line. It was only 4 or 5 mins and we were off again as the Steam Train took the green signal. We followed our instructions (and Dunkin) through Palmwoods to park

on the opposite side of the station platform. This gave us a photo opportunity of our four cars and the Steam Locomotive. While the Steam Train proceeded on to Yandina to reverse the Locomotive, we retired to the cool drinks and fine food at Rick's Garage Diner in Palmwoods.

Over our leisurely lunch at Rick's we decided that we should do it again next year in T & Y-Types, but be ready to roll at the Caboolture Startline, so there would be a little less of the "chase" in the Steam Train Chase !.



(Above) Lunch at Rick's Garage Diner in Palmwoods and (below) the cars pictured with the steam locomotive. The chase crew: Debbie Slattery & Ellen Wilson (MGY Tourer – Meg), Dick & Patricia Sorensen (MG TC), Graham & Val Law (MGY Saloon), Tony Slattery (MGY Saloon – Dunkin)



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November Midweek Run

Report by the run organiser, Bruce Ibbotson;
photos by Malcolm Campbell

23 Cars arrived at Springfield Lakes on a cloudy but fine morning for the end of year Christmas run to the Redlands Bay Golf Club to end 2017. Elaine Hamilton arrived with a home baked Christmas cake as we had Morning Tea before departing for the Redland Bay Golf Club for lunch. The objective of this run was to get from Springfield Lakes to the Golf Club without using Highways - a far outer Suburbs rather complicated cross country run. This was the first Mid-Week run of the 16th year of these now highly popular runs as a lot more members have retired since the first run in November 2002. In the first few years we wondered if these runs would ever be successful with as few as 4 cars turning up if the weather was not perfect. Most of the early runs were run in rain at some point.

Yesterday we had about 10 MGs plus a wide variety of modern cars on the run. I stuffed up a right turn which caused great confusion for some following cars, entirely my fault, sorry about that. Maybe the drive along West Mount Cotton road made up for it as it provided good passenger viewing.

We had departed on the run at 10.10 and arrived spot on time at 11.45 to be at the Golf Club by Noon. The club was very good with meal orders which were provided quickly for the 45 or so people which included some members who were unable to do the run and went directly to the club.

This is the 3rd time I have done this run - firstly in 2012 and then, by request from the 2012 runners, again in 2013. We need to try a different location on the Bay for following years. The Lighthouse Restaurant at Cleveland Point is excellent, but is expensive if you do not buy takeaways. Superb sea food if you sit in the Restaurant.

Participants were:

Bruce & Tip Ibbotson	MGCGT
Denis Thomas	MGB
Dennis & Diana Kelly	Mazda 3
Trevor & Joy Jones	Merc /Benz
Allan & Joyce Tebbutt	Audi
Dino & Margaret Mattea	MGA Coupe
Jan Burke & Barry Lutwyche	MGB
Val Horgan	MX5



John & Pat Walker	Honda Jazz
David & Meryl Miles	MGB
Brian Cranley & Kep Coughlan	MGBGT
Vern & Elaine Hamilton	MGBGT
Kerry & Dane Horgan	Mustang
Alex Cairney	MGB
Robyn Jenvey	Honda
John & Glen Boyce	MGF
Bryan Ponting & Carmen Daly	Subaru
Jeff & Pat Heslewood	WRX
Mark Wellard & Ann Hollett	MGC
Malcolm Campbell & Kathy Burford	Golf GTi
Sue Danuck & Trevor Person	GTi
Bruce Mutch	SUV
Neil Summerson	Holden 4X

Addendum from Bruce -

The 22nd of November Mid-Week run was the first run of the 16th year of Mid-Week runs which started in November 2002.

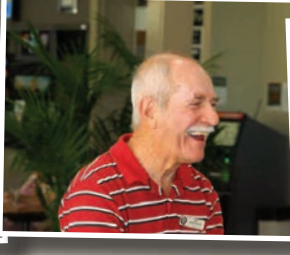
David Miles commented at the Hill Climb in September or October 2002. "People think we are only interested in Competitive Events, we need more Social Events".

I thought about this and re-joined the MGCCQ in October specifically to start Mid-Week runs which were so successful for the GCMGCC. David got the idea through the Committee and I planned the first ever Mid-Week run for November 2002.

The early years were of concern as sometimes as few as 4 cars turned up in poor weather. This eventually got to 10 cars or more then the momentum got going and after a few years the numbers were regularly 15 or more. Now the run is well established as more members retire.

Tip and I often spent a whole day driving suitable roads and planning runs with 3 or 4 a year. Now

that we have so many regular runners they can do the run planning and surveying. The November Mid-Week will be my last run as organiser, I think I have done enough over the years. My short term memory is not what it was 15 years ago and Tip is unable to help as a Navigator after the 1991 Brain damage event.



T-Type Run

By Lynn Jones, Photos Terry Jones

On Wednesday 13th December, 2017 T-Type owners & friends were called once again to lift those dust covers and fire up those engines in readiness for a leisurely drive to Mt. Mee. The meeting time was made for 10.00 a.m. in order to avoid any heavy traffic.

Ten drivers with their partners & friends answered the call to meet at the Keperra Picnic Grounds, Ferry Grove with enthusiastic participants making a group of 18 people in total. An impressive line up of vehicles had cameras snapping amid peer group pressure which encouraged Dino to turn his car around for the photo shoot! At 10.30 a.m. we all set out for "Birches Restaurant" at Mt. Mee with the promise of lunch.

All cars performed the climb well despite the weather being a little on the warm side although a few well positioned clouds gave some cooling relief from time to time. On arrival at "Birches" we were welcomed warmly by Lynn and her very attentive staff. The Menu catered for all tastes and appetites and the venue proved popular with off road parking and the company once again was jolly good! Well done to all cars and drivers, the next run will be organized in the New Year when the weather cools down.

Thank you to all participants for making the 2nd run so successful and enjoyable, we look forward to joining you all again on T-Type runs in 2018.

Participants:

Terry & Lynn Jones	MG TC
Don & Ann Webster	MG TD
Brian Purvis & Di Robinson	MG TF
Ross & Shez Letten	MG TD
Aubrey Ross	MG A
Dino & Margaret Mattea	MG L
Ian & Kay Wells	Jensen
Allan & Joyce Tebbutt	MG B
Graham Moore	MG TD
Neil Preston & Mel Lowings	MG TD



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Blue B's Further Travels in 2016 and 2017

by Ross and Shez Letten

2016 Trans Canada Trip

Some readers may remember the article and presentation we did on our Pan America Highway trip in 2015. Well the sequel was that five of the original eight cars were left in secure storage in Vancouver over the northern winter and so were perfectly placed for the next adventure planned for us by the "Dear Leader", Dave Godwin --- Vancouver to the iconic Cape Spear in Newfoundland, the most easterly point of Canada, over the course of seven weeks in 2016.



British Columbia and the Rockies in the West and the Maritime Provinces and Newfoundland in the East provide the perfect bookends to this magnificent country.



Bookends BC and Maritime Provinces

BC and Maritime Provinces

And our trip provided yet another illustration of the strength of the MG family around the world. The MG Car Clubs along our route went out of their way to meet us, escort us and, when necessary, assist us in sorting out the occasional gremlins.

One satisfying legacy of our trip was that the MG Car Club Ottawa and MG Car Club Montreal, being some 200 km apart, had never previously socialised. However, we provided the pretext to change all that and our group was royally entertained at a joint dinner and since then we understand the two clubs meet regularly. They even went as far as designing a commemorative badge for us!

Commemorative badge

Ross had an amusing conversation with one of the Ottawa members which ran along the following lines:

- we both had pommy accents and both were born in England
- we had both done mechanical engineering degrees at Uni before moving on to other things (he becoming a glamorous RAF Vulcan bomber pilot, me a boring accountant)
- immediately after our degrees we had both spent time in Ceylon (as it was then called, Sri Lanka now)
- we had both done Voluntary Service Overseas (VSO) there





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- we had both lectured in thermodynamics at the Hardy Senior Technical Institute there
- and finally we worked out that he was my immediate replacement after my one year tour was up! Small world.
- An extra...we were married same day and same year



Serendipitous meeting

Arrival at Cape Spear

You can well imagine the sense of satisfaction that the group felt on arriving at this iconic point. Three of the cars, veterans of the 2010 China to London trip, had in fact driven around the world at this point (as far as it is possible to do by road anyway).



Reaching Cape Spear

Subsequently we drove the five MGs back to Halifax in Nova Scotia for loading onto the weekly RoRo service across to Southampton, UK. On arrival they were transported to a classic car storage depot in Newbury to await our return in 2017.

On arrival in UK the cars were transported to a classic car storage depot to await our return for the following year's trip.

2017 Trip – aborted Plan A and B and final Plan C

The original plan for 2017 was to do another iconic trip, namely the Trans Siberian Highway from St Petersburg to Vladivostok on the Pacific Coast of Russia, a distance of 12,000km or so. However, after receiving reports from well-travelled European friends, Mary Jo and John V, who had done the trip in their MGF the year before and from other sources referring to "vast stretches of narcotizing nothingness", we quietly abandoned this plan.

Instead we studied the logistics of a circuit taking in Ukraine, Belarus and Russia – plan B. At which point we hit bureaucratic hurdle after bureaucratic hurdle. One was this little gem that we stumbled upon: there are no legal grounds to allow third country nationals to cross between Russia and Belarus by road; if you're planning on entering Russia by road, you'll need to take an alternative route through a different country.

So we would either have to return south almost to Kiev and cross the Ukraine - Russia border or head north and cross the Latvia - Russia border! So we quietly canned that plan as well.

By this time the three other MGs in our original Trans Canada group, namely Red Car, Navy Car and Green Car, had decided that there was still so much they wanted to see in the UK that the Continent could wait! So that left just our great mates Dave and Laurel Godwin in their MGA "RIP" (actually it's meant to stand for "retire in peace" not the conventional allusion) and ourselves in Blue B to hatch a much more modest plan. In his inimitable fashion Dave had worked

Cost of Shipping

While we are on the topic I am frequently asked what it costs to ship a small car like an MG overseas. Well our experience has been as follows – note that the RoRo ferry from Halifax, Nova Scotia to Southampton at \$1,450 was a snip compared with costs for our other trips which involved shipping in 40' containers:

	TD			Blue B			
	2010	2010	2012	2012	2014	2016	2017
From	Brisbane	Southampton, UK	Melbourne	Tilbury, UK	Melbourne	Halifax, Canada	Rainham, UK
To	Ancona, Italy	Brisbane	Cape Town, SA	Melbourne	Valparaiso, Chile	Southampton, UK	Brisbane
Cost A\$	2,460	3,510	2,670	2,740	3,640	1,450	2,930

out that there were events in the Black Forest, the Dolomites and Croatia as well as the MG European Event of the Year in Porto in Portugal.

Furthermore, Dave and Laurel's friends from Ukraine, Elena and Oleg, were planning to attend the Croatia trip and would be delighted to shepherd us back to Kiev where they live.

Murphy's law being what Murphy's law is, none of these events was timed such that a sensible route could be pursued and so we were left with the following seemingly drunken meandering:



Oh Dear...not again!

Map Europe 2017 MG Events

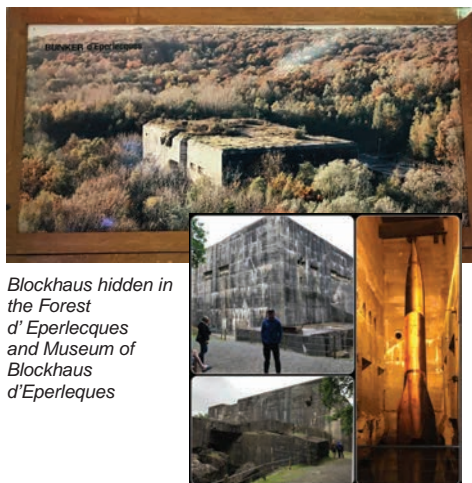
And so another journey in Blue B began...

We collected Blue B from storage in UK and then, after a month of visiting family and old friends, we set off on

the Dover to Dunkirk ferry on 29 May in company with RIP.

Unsurprisingly there was very little evidence remaining of the "Miracle of Dunkirk" during which 300,000 allied troops were evacuated from the beaches by a flotilla of Little Ships together with Royal Navy destroyers in May-June 1940. But it was still an evocative experience just to be there.

Our route took us south to the Blockhaus d' Eperlecques near St Omer. It is now a WW2 museum and a potent example of the grandiosity of Hitler's plans and his relentless determination to achieve them. It was the first site chosen to serve as a factory for fuel production, assembling and launching of up to 36 V2 rockets per day.



Blockhaus hidden in the Forest d' Eperlecques and Museum of Blockhaus d' Eperlecques

A reader board near the entrance explains how forced labour camps were set up wherever important Nazi building projects

were undertaken, under the supervision of the Organisation Todt. The living conditions in them were very hard with beatings, executions, cruelty, accidents, lack of medical care and inadequate food.

Eventually a five ton Tallboy earthquake bomb developed by the British aeronautical engineer Barnes Wallis was dropped on the blockhouse by an Avro Lancaster on 6 July 1944 and caused such damage that Hitler subsequently decreed that plans for launching missiles from fixed bunkers need no longer be pursued.

From there we visited the Somme battlefields – a very sombre time for all of us. One can't help but reflect how fortunate we as a generation have been.



Thiepval, Memorial to the Missing

We then split up for a few days with Dave and Laurel attending the Laon Historics (700+ classic cars in the walled city of Laon) while Shez and I visited an old school chum of mine in Villeneuve Le Comte, east of Paris.

(Peter failed his French “O” level at school but subsequently met and married his delightful wife Marie-Jo in France and is now entirely fluent!)

2017 Black Forest Scenic Car Tours and MGs in the Dolomites



in Black Forest and Hotel Schloss Hornberg

Five days in the Black Forest with ten MG couples staying at the majestic Schloss Hornberg followed after which we headed south over spellbinding Swiss alpine passes to Watles in the Dolomites, this time for an MG event with just eight cars touring the high alpine region where Italy, Austria and Switzerland meet. (Of course Dave insisted we did the Gotthard pass no less than three times because on the first attempt we had taken the boring new road instead of the original cobbled road – truly!) Beautiful scenery, great food and no pressure – idyllic and not something that has necessarily featured in our earlier trips.



Gotthard Pass (new pass and historic Tremola)



Stelvio Pass

The iconic Stelvio Pass followed with its 60 hairpin bends and according to Shez this was executed more sedately (but only because of the handbrakes sitting in the passenger seats of each of the eight MGs in the convoy)!

Blue B and RIP subsequently enjoyed negotiating the Grosslockner High Alpine Road together before another split to visit individual friends.



Grossglockner High Alpine Road Austria

“Croazia in MG” event

Leaving the alpine regions behind us we experienced a pleasant drive down to Croatia for 10 days at a 71 strong MG event organised by the Italian MG car club but island hopping through the Croatian archipelago in the Adriatic.

Given the multitude of people and the five precision timed ferry crossings, the level of organisation was necessarily at a much higher level. We were even told on what days we had to wear our supplied red T-shirts and our supplied white T-shirts! But all in all it was good fun and the Italians again put on a great event.



At start in red shirts



En route to a different island



Some of the older MGs

Bound for Kiev

Then Blue B, RIP and the MGs of Mary Jo and Jean V and of Elena and Patrick set off for Zagreb, the capital of Croatia. It's a beautiful city distinguished by its 18th and 19th century Austro-Hungarian architecture. Then on to Budapest in Hungary and Vasarosnameny in Slovakia before attempting the border into Ukraine.

It's fair to say that we would not have got across this border without the animated

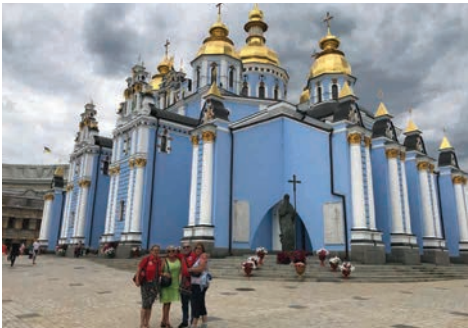
representations of our attractive friend Elena to an initially less than enthusiastic border guard.

Then via the beautiful cities of Lviv and Rivne to Kiev where Blue B and Rip had a full car service in Lviv with the garage owner's wife acting as translator.



Blue B and RIP – a full service in Lviv

Ukraine is the only country that we have visited that is fighting a war within its borders (in the eastern Donbas region), but we felt entirely safe in Kiev. It's true that you see many people in uniform on the streets and the display of the yellow and blue Ukrainian flag everywhere heightens the impression of an intensely nationalistic, anti-Russian sentiment. But it's actually a lovely city with much to see and great restaurants. And check out the beautiful golden onion-domed churches:



In the Ukraine

One incident sticks out in my memory of our stay in Kiev. We had been out for a meal at a local restaurant and, like most restaurants around the world, the servings were monstrously large. Anyway Dave, a kind hearted soul, had noticed the apparently destitute people on the streets and so had asked for a doggie bag to give to someone on the way home. As luck would have it we encountered no deserving cases on the walk back to the hotel so Dave continued on to the main Vulytsia Volodymyrska street.



With Elena

Again he could find no suitable recipient so he decided to leave the doggy bag leaning against a small apparently empty kiosk outside an imposing looking building. Turning away he only managed to walk a few paces before he was surrounded on all sides by aggressive, armed security personnel! Fortunately Dave is good at charades and performed the mime for hungry tummy. He then managed to persuade them to let him open the packet for inspection whereupon they let him go. Anyway we were recounting the story to some locals the next day who expressed rueful astonishment at his conduct - the imposing building presently houses the Security Service of Ukraine and before that apparently the Ukrainian versions of the KGB and NKVD and during WW2 by the Gestapo! So things could have turned out very badly if Dave had attempted a runner.

From Kiev we headed west to Warsaw for its WW2 history and then down to the Auschwitz/ Birkenau concentration camp near Krakov. A very confronting experience. Then to get to the 2017 MG European Event of the Year in Portugal in time, Blue B and



RIP executed a mad dash across Europe via Slovakia, Austria, Czech Republic, Germany and France. One of the most striking sights we came across was the Millau Viaduct that spans the gorge valley of the River Tarn in southern France, designed by the English architect Sir Norman Foster and French structural engineer Michel Virlogeux and opened in 2004.



Blue B at Millau Bridge France the tallest viaduct in the world

And then a wonderful four days driving along the Pyrenees from the Mediterranean coast to the Atlantic coast. As an occasional cyclist Ross was filled with admiration for the Tour de France competitors you see on the TV who breeze over the Col du Tourmalet and similar climbs.



At Col du Tormalet.

We have traversed the Pyrenees from Mediterranean to Adriatic coast.



Emotional arrival French Atlantic coast.



Arrival at French Atlantic Coast

2017 MG European Event of the Year

And then on to the MG EEOY which this year was held in Porto, Portugal. This was in fact our second such event because we had attended the 2010 meeting in Gabicce Mare in Italy in our TD with Dino and Margaret Mattea in their L Type and Ross and Georgia Kelly in their J3. Absent were the police Lamborghini and motorcycle outriders which stopped the traffic for us everywhere we went in the 2010 event, but Porto had compensating attractions. For one thing the Port wine, both red and white, and the scenery along the Douro river.

By the end of this event we were seriously tired and anyway Ross was becoming increasingly concerned about preparing the car in light of the much publicised zero-tolerance asbestos policy being introduced by the Australian Border Force. So we



Portugal



Along the Douro River

grabbed a ferry from Bilbao to Portsmouth and our 16,000km journey was suddenly over.

Car problems?

Virtually none. The only thing I can think of was Blue B's electric fan thermostat which

went on the blink and was easily by-passed. Asbestos problems reimporting to Australia? Blue B's brakes were pretty shot by the time we got back having previously been changed out prior to the start of the 2012 Cape to Cairo trip. So I decided to have new pads and shoes fitted by Beech Hill Garage in Berkshire in order to obtain asbestos free certification.

The clutch plate was even easier to authenticate. After about 145,000 miles on the clock Blue B's motor was down on compression and burning oil. And so in December 2016 while the car was in storage in UK I decided to have an Ivor Searle remanufactured motor fitted at a cost of £1,930. This of course included a new certified asbestos free clutch.

Happily the dreaded ABF inspection on arrival back in Australia turned out to be a non-event – they waved Blue B and RIP through without a query. Phew! After leaving our Australian shores in October 2014, three years and some 61,000 kms later hard working Blue B returned home to Brisbane.

Thank you, MGCCQ, for being part of our journey.



(Left) A fond farewell to our great MGs and (above) Our faithful 'Blue B' arrives home

Protection of Movable Cultural Heritage Act 1986

Implications for Vintage Car Owners by Ross Kelly

This is vexed question that is going to cause a lot of issues.

Whilst I see the "unseen/unknown adjudicators" desire to retain the moveable heritage item in Australia. The fact remains that unless an Australian buyer for the item can be found at a fair realizable market price the asset becomes stranded in Australia. If the owner's circumstances require that the item be sold, is it fair and reasonable that they should accept a lower value for the item for it to remain in Australia?

From personal experience the sale of M.G. L0638 (imported 1934) attracted one serious enquiry in Australia after six months of advertising. Sold in UK at 15% premium to the Australia asking price within three weeks.

In my opinion, the moveable heritage act needs to include some recognition of the fact, that the item is owned by an individual and is not a collectively owned asset of the Australian people. With the latter asset the securely fenced decision makers in Canberra are only too happy to give the asset away to their mates e.g. North West Shelf Gas.

If the item is of such important cultural heritage and the seller has taken all-reasonable steps to sell the item within Australia (at fair market value) prior to refusal of the export permit then either of the following should happen.

- a) The federal government is required to purchase the item at fair market value.
- b) The owner should be granted an export permit.

In addition to the above the applicant for the permit should be provided with the following if the permit is refused.

- a) The names and qualifications of those on the committee making the determination.
- b) The names of any objectors to the export permit and their reasons for the objection.
- c) A detailed reason for the permit being refused other than someone thinks it should remain in Australia.
- d) The details of the process to appeal the decision.

With regard to MGs and the relative issues.

From my experience:

- a) There is insufficient buyer/enthusiast base in Australia for owners to realise fair market value for cars that would fall under the moveable heritage act.
- b) In general MGs, which would be assessable under the act, would have race history.

c) Post the 1950's there was very little interest in these cars as their "useful" life as a race-car was finished.

The Evolution of a Race Car: Modified for speed, destroyed by speed, rebuilt by enthusiasts.

- * J3763 - last race 1949 - Dismantled 1963
- * J3762 - last race 1938 - Dismantled 1951
- * J3756 - last race 1949
- * QA0257 - last race 1955 - Dismantled 1958
- * J3767 - last race 1938 - Dismantled 1970

Source: *The Hawke History of MMM Competition Cars*. ISBN: 978-3-930514-57-1.

Subsequent owners have spent large amounts of time and money rebuilding these cars to a point where in general they are correct in MG factory detail but are Rolls Royce factory finish. Should they not be entitled to receive a fair benefit for their endeavours?

In many instances the cars were changed and modified during their racing life in the need for more speed or from the result of accident. So which particular iteration of the car defines its moveable heritage value. The cars in their current condition at best capture moment in time - the time at the factory gate or awaiting a new owner

The system is arbitrary at best and subjective at the worst. If you wish to contact the author my details are as follows: Ross Kelly, Mob: 0411 746215
Email: grkelly@bigpond.net.au



End of Hard Racing Life – now considered Movable Heritage

Motorbikes at Mount Cotton

by Jim Duncan

With the 50th anniversary of the first Mt Cotton hillclimb about to be celebrated, Club member Ron Spall started thinking back over the years and recalled his attendance as a spectator at an all motorcycle event held at the Mt Cotton hillclimb in days gone by - viz. the early 1980s. One was listed in the 'CALENDAR OF EVENTS' section of the July/Aug Octagon 1983.

Unfortunately there is no report in editions of the Octagon probably because it was not an MGCCQ event. The event was promoted by the Motorcycle Sportsmen Club of Qld and so the circuit was probably hired out to the Club for the event.

With the goal of gathering information on these events, Ron made contact with the Club which promoted the events, attempted communication with competitors and even the organiser of the events but, unfortunately, although all had memories, only one took the time to commit them to paper.

We thank Jim Duncan for his following recollections (below) and Ron Spall for reminding us of these events which make the brain boggle at the thought of those daring young men competing, not just on their racing bikes but on racing bikes and sidecars.

What has been established is that two of these events were held, each quite separately from events for cars so the first recollection of Jim Duncan's is faulty unless the event was classed as a championship for the bikes. This recollection may also explain why only two of these events were ever held.

Hopefully there some of you reading this who also have memories of the bikes at Mt Cotton. If so, please let us know. Here are Jim's.

"Hi Ron, My recollection, possibly incorrect, was it was the Qld Hillclimb championship. The sidecar competitors on the day were

Brian Payne/Jim Duncan ; Greg Neal /Danny Rogers , Peter Blanchard / Stewart Ransom.

First out of the blocks was Brian Payne or Paynie to all who knew him . Our contribution to the event was tearing up the hill with smoke pouring off the back tyre and dry clutch TZ 750 Yamaha screaming enough of this silly nonsense as the gearing we had was SO LOW.

Next memory is of Greg Neal and of him coming down the hill, jamming the brakes on, tossing the bike into a slide and then powersliding it through the hairpin speedway style something which required skill for this manoeuvre as there was very minimal lock on a Road racing sidecar and could have very easily ended in tears . Which brings me to Peter Blanchard -- I was standing with his wife when he took out his short circuit sidecar to show the crowd how it's done.

He charged around then, coming down the back hill, decided to go up another gear chasing more speed and realising INSTANTLY " I wish I hadn't done that !"

He jammed on the brakes then tossed it into a slide to wash off as much speed as he could which instantly highsided the bike and catapulted him into the catch fence at the bottom of the circuit!

There were plenty of tears from Karen his wife but I don't know if it was because of Peter getting hurt or because the next day they were due to start annual holidays which they hadn't had in years and instead he had to spend the next few months lying flat on his back on a wooden floor as he had injured his back .

. - yup the side cars were worth the price of admission. Sadly we lost Paynie a few years ago but as for the rest of the us on the day, all good for another go on the hill ; cheers , Jim Duncan."

CHAPTER Chatter

CAPRICORN CHAPTER

by Gurney T Clamp

19 Nov - BREAKFAST on the COAST TOUR

The weather bureau indicating that there was a 50% chance of showers falling in the Capricorn area on Sunday failed to deter the members who attended the day's tour with their hoods down, taking advantage of the beautiful weather conditions. The Rockhampton members did experience one of those showers between Rockhampton and Yeppoon and had enough time to extend their trip to Beaman Park, Yeppoon by travelling via the new Panorama Drive, arriving at Beaman Park right on time.

After receiving a report that all the parking spots near the Jolt restaurant were full, it was decided that members should leave their cars in the New multi-story car park and do a short breakfast stroll to the nearby restaurant. On arrival we were met by happy restaurant staff who were of course pleased to see us arrive. They made efforts to ensure that we were accommodated, with most of us taking advantage of the breakfast special that they had on offer with no complaints received.

Following breakfast all members headed to Wreck Point to view the new building erected on the site which now gives everyone undercover viewing of the beautiful Capricorn coast. After a couple of photo shoots the majority of members headed off to Pebble Beach, a small inlet at Roslyn Bay. We viewed the circle of rocks that a local Roslyn Bay resident had built and called it "LABYRINTH". If someone takes the time to walk via the entrance and follow the circle as designed and place a rock

in the center you are you are told you will receive good fortune. Many took up the challenge and we look forward to some good reports. After returning to the car park some members had to depart from the main group to attend other functions with the remaining members heading off along Capricorn Coast's Mini Great ocean road to the small township of Cawarral where they all enjoyed a cool drink in the Cawarral pub's beer garden. We were joined by former member Harry Haug in his short wheel based Landrover.

Members who attended were: Ian Carleton, 1978 MG B, Gurney & Gloria Clamp, 1972 MG B, John & Lyn Hallett, 1970 MG B, Phil & Margaret Henry, 1970 MG Midget, Gary Kunst, 1971 MG B, Richard & Michelle Taylor, 1975 Corvette, Terry Dwyer & Anne Burbidge, 1967 MG B, Stuart & Ada Clark, 1948 MG TC, Dave & Anna Tempest, 1968 MG B, Phil & Pam White, 1964 MG B.



The Labrynth (above) and (below) enjoying food and company at the Jolt Cafe





Pebble Beach and (below) Wreck Point



2 December - Christmas function at CENTRAL PARK MOTEL ROCKHAMPTON

This year's function held at the Central Park Motel dining room and pool started off with Phil Henry getting everyone in the party mood with his popular brand of entertainment at the motels pool while members were having the normal chatter on club events throughout the year with a few touching on the recent Queensland election while enjoying the nibble food being served by the motel dining room staff.

This was followed by members moving into the dining room to allow the remainder of the night's proceedings to begin with Chapter Coordinator Gurney Clamp welcoming everyone while viewing a power point presentation of photos of the 2016 Christmas party and of events that took place throughout 2017. New members Christine & Arthur Johnson, John & Stella Rowe were welcomed into the Chapter with a couple members adding cars to their fleet - Phil Henry a Mini Cooper S, and Jim Armstrong an MG A, Sandra Armstrong gave a power point presentation of photos taken of her trip to Adelaide to attend the National meeting with husband Jim, Gary & Julie Kunst and Wayne Kirwan & Megan Perret. The list of members who apologized for not being able to attend was read out, followed by a raffle for the 8 bottles of wine that the funds from Gloria Clamps Poker run were able to provide as prizes. Members showed their

appreciation for the effort that Gloria had done throughout the year.

After the entree and main course was served and consumed, Phil White gave a presentation on our Chapter's proposed 2018 calendar which contained a number of new tours that included a 3rd go at Bob Holbeck's round-a-bout tour to Baralaba.

The members vote for the best dining experience resulted in the Capricorn Cruising Yacht club winning the 2017 title; they will receive a Capricorn chapter certificate for their win.

Events committee member, Ian Wilhelmsen won his second Janelle Thomasson's Chapter club member of the Year.

Phil Henry delivered a report on where we are at with the ribbon that was given to our chapter for our involvement in the official opening of Panorama Drive this year, explain that we would like to see it framed and go on display in the MG Club room, and we are waiting on a response from Brisbane.

Brian & Glenys Russell were presented with the Jim Armstrong donated trophy after their win in the 2017 Capricorn Chapter Observation run.

The broken MG award will be announced and presented at the 2018 first tour of the year which is the Mount Archer tour.

Chapter members who attended were: Trevor Andersen and Glenis Benson, Jim & Sandra Armstrong, Ian & Rosemary Carleton, Gurney & Gloria Clamp, Phil & Margaret Henry, Gary & Julie Kunst, Richard & Michelle Taylor, Rodger Warne & Phylis Davies, Terry Dwyer and Anne Burbidge, Laurie Chetter & Beth Dunlop, Stuart & Ada Clark, Jo & Katie Emmert, Gary & Robbie Galloway, Daryl & Joy Penridge, Phil & Pam white, Brian & Glenis Russell, John Rowe & Ian Wilhelmsen.



Phil Henry presenting Ian Wilhelmsen the Janelle Thomasson Member of the Year award



Glenys & Brian 2018 Observation run Trophy winners

Congratulations to Chapter member, KATIE EMMERT

The youngest member of the Capricorn chapter Katie Emmert turned 18 on 23 November on the same night of the Gala Dinner for the Australian Apprenticeship of the Year award was held in Canberra at which she was announced the winner of the runner up title for The National Australian Apprenticeship of the Year Award.

Katie's history of events leading up to her winning this award are full of achievements. While she was at school doing a school based traineeship at the Rockhampton Grammar school she completed a Certificate III Allied Health Assistant at Mater Hospital Rockhampton that commenced in 2015 completing this course in May 2016. The Australian Apprenticeship of the year award process commenced in March 2017 with Katie being nominated by her mother, Jo Emmert, along with the support of her school and the Rockhampton Mater Hospital. In March this year the Central Queensland regional awards were held with Katie winning the Qld title which led to her attendance, along with 8 other finalists, at the Australian Apprenticeship of the year Awards.

Katie is currently at CQ University undertaking a Bachelor of Occupational Therapy (Honours).



CHAPTER Chatter

FAR NORTH QUEENSLAND CHAPTER

by John and Cherie Fransen

Sunday 5 November 2017 -- Mareeba Coffee Works and Ravenshoe Hotel

Participants -

Alan and Aileen Bielefeld - MGF
Tony Boland and Yanti - MG TD
John and Cherie Fransen - MG Midget
Steve and Maureen Girardi - MGB
Kim and Fiona Halloran - MGB
Graham and Pauline Hepburn - Bugeye Sprite
Bob and Patty Ingram - MGA
Chris and Val Millar - MGF
Dave and Val Murray - MGB
Harvey and Kay Williams - MG TD

This morning's run was our usual north of town start at Tom Dooley Park Smithfield on what looked like a nice day with two points of call scheduled. Some Members suggested they would meet us on the way.

Heading up the Kuranda Range under the trees was a pleasant relief from the hot sun with the tops off as we wound our way up past the popular Henry Ross lookout that gives a perfect view of the whole of Cairns then on past Kuranda and eventually ending at Mareeba. The first stop was at Coffee Works Mareeba, for the usual beverage and chatter. Coming into the carpark with everyone getting their spot, John in the Midget at the back of the convoy experienced some temporary fuel issues, resulting in an all female car push while all the men watched with appropriate comments. Harvey and Kay met us there.

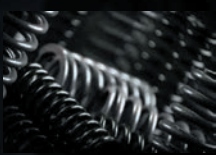


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It was busy at the Coffeeworks but, once everyone had their drink and browsed through the gift shop for Christmas present ideas, we were soon back on the road heading to Ravenshoe.

What a beautiful day for a drive, the Tablelands area always presenting great roadside views and the opportunity to get the wind in your hair.

The highest pub in Queensland (Ravenshoe Hotel) was our lunch stop where Alan and Aileen, and Dave and Val met us. The hotel was a bit overwhelmed with the numbers but put on a good Sunday spread and were happy to open their function area reserved for weddings etc, so we could all fit in. We sat amongst the fairy lights and chairs covered in white fabric with bows. How nice. Great local hospitality and decent food as well.

Sunday 3 December 2017 - Bluewater Cafe to Aaron's Bistro The Billabong Kuranda – Christmas Party

Participants

Tony Basham – MG PA

Cynthia and Derek Bevan – MX5

Alan and Aileen Bielefeld - MGF

John and Cherie Fransen - MG Midget

Steve and Maureen Girardi - MGB

Kim and Fiona Halloran – MGB

Brendan and June Hammersley - MGB

Graham and Pauline Hepburn - Bugeye Sprite

Bob and Patty Ingram - MGA

Chris and Val Millar - MGF

Dave and Val Murray - MGB

Alan Wardlaw – MG ZR

Harvey and Kay Williams – MG TD

Wow, you can certainly tell it is Summer in the North..... phew today was hot!

We decided to have our Christmas end of year get together early in December, to avoid overlapping with Members' other events/functions that tend to come up as we get closer to the 25th.

The starting point was scheduled later today, around 10ish, commencing at the Bluewater Cafe Trinity Beach for the morning beverage before we all headed up the Kuranda Range. There was no specific run organised today as we wanted to spend the time together to just celebrate the upcoming festive season and chat about the year that was.

Once we arrived at the carpark at The Billabong Bistro, it was unnecessary to park in the public area as the Bistro owners had organised a special spot for us on the lawn in front of the Billabong -- very nice. A few other parties were organised in the same place and the venue was

booked out today for our particular few groups. It was very warm, but once we were seated in our reserved area we could enjoy a bit of a breeze and grab some celebratory drinks to cool off a bit. There were quite a few children here today amongst the other groups and it was overheard that they thought the cars were 'pretty cool' and 'Dad could we get one of those'? The answer was 'Mum and Dad don't earn enough to have one of those son'. Hee hee.

Well the food was excellent and the company great too, what a nice way to finish the year and think about all the nice drives we had shared together during 2017.

Taking this opportunity to thank everyone for their contributions this year to the FNQ Chapter, we like to remember that our Club is not made up of individuals, it is a group effort, very much appreciated folks in helping making each of our runs/events enjoyable. Note too to all the other Qld Chapters for their friendship this year we have had some wonderful times, Merry Christmas (a little belated) to all and may 2018 be even better, Happy New Year!



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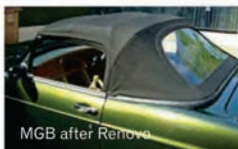


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CHAPTER Chatter

WIDE BAY CHAPTER

by David Hall and Lyn Hayward

Mid Week Run on 1st November 2017

The Wide Bay Chapter midweek outing on the first day of November was to be another eventful run with 7 cars, 5 of them MGs, assembling at the All Abilities Car Park for a 9.00 am start. The 12 members looking forward to a nice midweek run were full of enthusiasm and enjoying everyone's company and it showed by the chatter happening.

The sun was shining and a short drive into the lush green countryside of Hervey Bay seemed to be a good idea followed by Homemade cakes and a Coffee awaiting the Pt Vernon Cafe - a welcome sight for all!

Who should be waiting for us to arrive after our run but Paul Overton who had been to a Fitness Class, well what better way to finish a Fitness Class than a Cake and a Coffee or two -- he may be sure to book in again next week for another session.

A nice friendly time had by all it was good to see new members Rod and Leonie come along in their Porsche for the run - a short one - as the Coffee Shop is just down the Esplanade from

their new home. Leonie is the proud owner of a MGB Roadster being restored by Abingdon Motors in Brisbane. We can't wait to see that one!





Sunday the 19th November 2017 time for a Twilight Run.

Well we went for it and it was worth it!

With the weather we were having it becomes increasingly harder to fit in a run around the heavy showers. We'd had a cancellation the Sunday before and with the weather coming in from Fraser Island it would have been easy to cancel out once again however we took the chance and went for it and it was worth it!

Ten cars and their enthusiastic drivers rocked up at our start point all keen for a chat, among them were Kevin and Robyn Shepherd and Bill and Estel Leech who were our Guests. It's always good to have guests as sometimes they can turn into members - one never knows.

We couldn't fit our German Shepherd, Bailey into the MG and so as it was her turn for an evening out we decided to bring her along in the Sportswagon, puppies are welcome as long as they are well behaved.

A short trip along our beautiful Esplanade saw us arrive at the Urangan Pier Park where we again enjoyed a chat and lovely Fish and Chips evening meal courtesy of the local shop. I think they like our Twilight Runs to Pier Park as they do good business and we enjoy their cooking .

As the Sun disappeared we decide to head for home to beat the rain once again to end a lovely evening out with our Wide Bay Chapter. Our members and our visitors alike had a lovely evening and we are looking forward to next week run and a Christmas party after that.



CHAPTER Chatter

BUNDABERG CHAPTER

5 Nov - Day run to Lake Monduran and Childers - organised by Peter and Margaret Elson

On a beautiful spring morning a group of 13 cars including 5 MGBs, 2 Mazda MX5s, a Daimler Dart, 2 Porsches, a Saab, a Mercedes SLK and 1 modern left Bundaberg for Lake Monduran with a comfort stop at Gin Gin, then on to Lake Monduran for morning tea.

After a short sight-seeing tour around the dam it was a 70 km sprint down the highway to the Grand Hotel at Childers where we were met by the Duncans from Degilbo and the Carters from Hervey Bay in their MGB, for a good pub lunch and refreshments - a total of 15 cars and 26 people. All-in-all a beautiful day, good food and great company!





19 Nov -- Fish & Chip Run - by the run organisers, Bob & Sue Murray

On arriving at our meeting place in the Quay St car park we were pleasantly surprised to see such a large contingent on a day that looked by 3pm to be more than somewhat suspect.

We had 13 cars participate of varying manufacturers including 3 MGs, 2 Daimlers, 1 Mini Cooper, 2 Mercedes, 1 BMW, 2 Saabs, 1 Honda Jazz and a Hyundai.

The planned route was designed to take us along roads not normally travelled to Elliott Heads and then drive by the most scenic route along the coastline to Bargara to enjoy a feed of fish & chips by the waterfront.

We left for Elliot Heads with just few spits of rain on the windscreen but 5 mins into the run we had light rain and a few minutes later the sky opened up. When the British did such a great engineering job on the little V8 Daimler they must have used up all their expertise before they got to the windscreen wipers.

Undaunted, the little cavalcade proceeded through the backroads with the rain so heavy Sue had trouble reading street signs through the screen. The little red MGA decided to pull out and head straight for the covered shelters in Bargara as it didn't have its side screens. We arrived at Elliot Heads and called the Seafood shops to place our orders.

It was cool, wet and windy and some of the crew decided this was not a good way to spend the rest of the day. Who could blame them!

Nevertheless we had 5 remaining cars follow Sue and myself in the SP250 with Eric & Janelle doing "Tail end Charlie". We followed the coastline to the extent possible which on a good day is just beautiful. This afternoon unfortunately it all looked pretty bleak.

Arriving in Bargara we collected our orders and met up with a few of the team members that made the short cut earlier to the Bargara Esplanade.

We had a good laugh whilst enjoying our Fish & Chips and watched as the weather cleared. Better luck next time.

Thanks to everyone who came along and gave it a go and a special thanks to the hardy bunch who hung in there to the end.

Attendees recorded in the log were:
Eric & Janelle Beckman, John Wood, Selwyn Prasser & Suzanne, Steve & Tina Johnson, Adrian & Denise Titmarsh, Doc & Trev Murdoch Les & Joukje Kelly, Bob & Sue Murray, Leigh & Jacky Noll, Peter & Margaret Elson, Ray & Jacque Mutton, Ian & Tracey Ninness, Harper Family





CHAPTER Chatter

DARLING DOWNS CHAPTER by Gary Lawrence, Chapter Coordinator

The past two months have been relatively quiet for the Chapter as our MG year wrapped up with a breakfast run in November.

My report for this edition of the Octagon is my last after five years as chapter coordinator. I would like to thank all members for their support and wish Glen Hadfield all the best as the incoming coordinator. We also welcome Phil and Marilyn O'Brien as the new mid-week run conveners and thank Ron and Judy Gillis for their tireless efforts.

Lunch Run 08 November

What a great turnout for our last lunch run for the year. Where has that year gone? Christmas will soon be here then another new year begins. Time certainly flies when you are having fun. This run marks the end of an era as Ron & Judy Gillis hand over the reins of mid-week convener to Phil & Marilyn O'Brien. We know they will handle the challenges perfectly.

The Glenvale Club (Toowoomba Hockey Club) is a great venue but we were a bit daunted by the size of the huge meals. Surprisingly there was very little left on the plates when everyone had eaten; however I did hear that Ron & Judy's dog dined very well that evening on leftovers.

Thank you to all our members and visitors who have supported both the lunch runs and the overnight runs Ron & Judy have organised over the past several years.

Participants: Guy & Pam West, Owen & Kay Douglas, Phil & Marilyn O'Brien, Greg & Beth Newey, Ken & Patricia Proud, Rob & Narelle Fraser, Brian & June Phillips, Denis & Imelda Logan, Ron & Judy Gillis.



Monthly Run 26 November

What a great way to finish another successful MG year for Darling Downs Chapter.

Thanks to the hospitality of Brian and June Phillips and their resident hens Zig, Zag and Thelma we enjoyed a fantastic breakfast of bacon and eggs at their home in Highfields.

While Brian led the run participants on a leisurely drive through the rolling countryside of Ravensbourne, Cressbrook and Perseverance Dams and the hamlet of Hampton, June and some of our co-opted members slaved over stoves, toasters and hot water urns in preparation for the onslaught of the hungry hordes.

And an onslaught it was as 17 sports cars with resonating exhausts shattered the Sunday morning tranquillity of Highfields Road and turned Brian and June's garden into a parking lot. Just as well they get on well with their neighbours.

The casual garden breakfast gave us plenty of opportunity to talk about the highs and lows of 2017, discuss family plans for the Christmas period and think about what 2018 might bring.

The mandatory shed tour followed breakfast, with an opportunity to inspect their collection of vehicles and, of course, hear the tales of woes and successes of Brian's ground up restoration of their MG TC. Some of us can only wonder at the dedication required to turn a basket case into a thing of beauty.

Participants: Ron & Judy Gillis, Rob & Ferne Callow, Cheryl & Frank Francis, Rob & Narelle Fraser, Gary & Janis Lawrence, John & Betty Gosper, Jim Carstens, Lester & Rhonda Brosnan, Brian & June Phillips, Darryl Bell, Gene & Faye Lucas, Delia Morey & Katelyn, Jon Sutton & Peter, Owen & Kay Douglas, Helen Goodfellow, Bill & Lorraine Norman





**2017 Carric Accounting and Business
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Outright placings	1st	Greg Tebble
	2nd	Michael Von Rappard
	3rd	Ken Graham
Best racing car		Greg Tebble
Best Sports car		Jeffrey Graham
Best sedan		Ken Graham
Russell Crew Memorial Trophy for Best MG		Flavio Paggiaro
Encouragement awards		
Kay Hawley Award for Ladies		Karlie Buccini
MGCCQ Award for Males		Richard Marken
Accurate Suspension Best Young Driver Award		Brock Paine
Class Awards		
All Wheel Drive Forced Induction		John Stuckey
Circuit Excel		Mark Pryor
Clubman sports cars - up to 2000cc		Jason McGarry
Formula Libre - up to 1300cc		Michael Von Rappard
Formula Libre - 1301cc & over		Steven Woodbridge
Formula Vee - 1200		James Heymer
Group K		Barry Smith
Group M - Sports		Alan Telfer
Group R - Racing		Gregory Tebble
Improved Production - up to 1600cc		Grahame Rumballe
Improved Production - 1601 to 2000cc		Wayne Ferguson
Improved Production - 2001cc & over		Ken Graham
Modified Production Sedan Cars - up to 2000cc		Karl Reinke
Modified Production Sedan Cars - 2001cc & over		Brendan Merrick
PRC Rally cars		Ray Evans
Production sports cars - 1601 to 2000cc		Zaid Latif
Production sports cars - 2001cc and over		Dave Roberts
Regularity		
	1st	Andrew Willesden
	2nd	Flavio Paggiaro
	3rd	David Jackson
Road registered sedan cars - up to 1600cc		Harry Doling
Road registered sedan cars - 1601-2000cc		Richard Marken
Road registered sedan cars - 2000cc & over		Christopher Balhatchet
Sports Cars Open up to 2000cc		Chris Johns
Sports Cars Open 2001cc and over		Jeffrey Graham
Sports cars closed up to 2000cc		Brock Paine
Sports Sedans up to 2000cc		Ross Mackay
Sports Sedans 2001cc & over		David Malone
Superkarts		Nathan Quelch

Competition Corner



MAJOR TROPHY WINNERS



Greg Tebble - Series winner and Best Racing Car



Michael Von Rappard - 2nd outright.



Ken Graham - Best sedan and 3rd outright



Best sports car - Jeff Graham.



Russell Crew Memorial trophy - Flvio Paggiaro



Accurate Suspension trophy - Brock Paine



Kay Hawley Trophy - Karlie Buccini.



MGCCQ trophy winner - Richard Marken

CLASS WINNERS



Group K - Barry Smith



Sports cars open - up to 2000cc - Chris Johns



Superkarts - Nathan Quelch



Regularity- Flavio Paggiaro (2nd) and Andrew Willesden (1st)



Circuit Excel - Mark Pryor



Formula Libre 1301 & over - Steven Woodbridge



FV 1200 - Jim Heymer



Group M (Sports) - Alan Telfer

CLASS WINNERS



Imp Prod - up to 1600cc - Grahame Rumballe



Imp Ptd - 1601 to 2000cc - Wayne Ferguson



Imp Prod Sed Cars up to 2000cc - Karl Reinke



Road reg sedans 1601-2000cc - Richard Marken



Road reg sedans 2000cc and over - Chris Balhatchet



Sports cars closed up to 2000cc - Brock Paine



Sports sedans up to 2000cc - Ross Mackay



Sports cars 2001cc and over - David Malone



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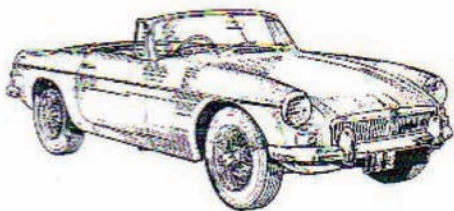
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CATALOGUE

ROUND 6 OF 2017 HILLCLIMB SERIES

The year finished off with another great event with three records being broken. Greg Tebble added another one to his tally for the year leaving the Group R record at 42.91; Ross Mackay and Tyson Cowie continued their ongoing battle with Ross ending the day ahead with a new record of 44.95 while Phillip Dalton in his Civic took the record for Road Reg Sedans 1601-2000cc down to 49.53.

FTD went to Michael von Rappard who made every run a sub 40 one and finished with a best of 38.21. He produced another sub 40 to take out the Top Six.

The following photos were taken by Craig Hutchinson.



Ace Reporter was unable to submit his report in time for publication. You can read it online on the Hillclimb page of the Club website.

CAMS STATE CHAMPIONSHIP RACE MEETING

Circuit racing has always been in our Club members' DNA so it was good to see a number of our members competing at Morgan Park in the final round of the Championship series. Lyn Pryor managed to get most of them together for the following photo.



They are L to R: Warren Tegg, Brian Pettit, Gary Goulding, John English, Rick Miles, Richard Mattea, Martk Pryor, Brad Stratton, Noel Wicks, Brad Smith

MEMORIES FROM THE PAST

from Vince Jordan, a very early member who was actively engaged in competitive events.

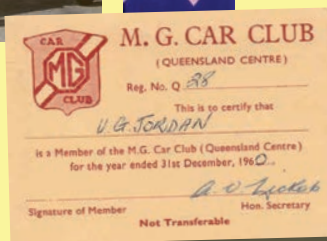
Vince says "I was browsing the clubs website, mainly "Strathpine Sprints" and found no mention of my Cooper Vincent (photos attached). The stripped down version is at Strathpine 9th May 1959, it covered the standing qtr. mile in 15.39 secs. I was led to believe that it was the fastest time for any car at an MGCC sprint at Strathpine, maybe your records can confirm this. The flying qtr. was less impressive at 98mph.

"The second photo is at Lowood after we ditched the fast but unreliable Vincent HRD motor for a slow but fun Ford Prefect,

"Another point of interest is the guy holding the timing spoon is Adrian Nickols, a very good friend of mine who was Hon. Sec. of the club in 1960. See his signature on my membership card.

"Adrian worked for McCafferty's Coaches

and was killed in a bus crash at Tenterfield NSW in 1997. He was asleep in the relief drivers bunk at the rear when the other driver went to sleep and crashed into a culvert. A very sad time for us all."



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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)



Hillclimbs



Concours



Day Runs

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

- Photographs & Cartoons - Events & Stories
- Handy Hints - Points of Interest & History
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Race Meetings