

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 3

May 2022



Elegant type M MGs looking beautiful in the environment where they have been photographed on the occasion of a type M MG get together.



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



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

Management Committee 2021/22

President	Richard Mattea	0488 224 105	richard.mattea@yahoo.com
Vice President	Ken Wasley	0408 753 421	wasmg11@gmail.com
Secretary	Malcolm Spiden	07 3266 6350	spidenm@yahoo.com.au
Treasurer	David Robinson	0417 731 455	robo25home@bigpond.com
Committee	Reg Tomkinson	0408 885 736	reg.tom@bigpond.com
	Don Webster	0439 526 060	donweb@bigpond.net.au
	Peter Karlsen	0415 085 760	pksklaytonskarters@gmail.com

Other Officials

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

Chapters

Chapter Liason	Ken Wasley	0408 753 421	wasmg11@gmail.com
Whitsunday - Mackay	Richard Collier	0418 792 766	richard_lynn_c@hotmail.com
Whitsunday - Airlie Beach	Ross Chisholm	0429 584 787	rosschisholm@gmail.com
Wide Bay	David Hall	0490 363 889	widebaymg@gmail.com
	Lyn Hayward	0407 573 326	
Darling Downs	Glen Hadfield	0409 486 670	glenhadfield@outlook.com
Capricorn	Jim Armstrong	0417 544 222	james.armstrong4@bigpond.com
Far North Qld.	John Fransen	0448 658 830	mgccq-fnq@bigpond.com
Bundaberg	David & Jenny Cook	0491 278 347	dcook49@outlook.com

Sub Committee Coordinators

Finance	David Robinson	0417 731 455	robo25home@bigpond.com
National Meeting	Cathy Bartley	0417 646 747	cathy_bartley@hotmail.com
Octagon Editor	Please email submissions to :		
Octagon Advertising	David Robinson	0417 731 455	robo25home@bigpond.com
Webmaster	Glenda Crew	0411 451 154	glen@powerup.com.au
Clubrooms	Don Webster	0439 526 060	donweb@bigpond.net.au
Regalia	Peter May	0412 813 071	petermay1@aussiebroadband.com.au

All enquiries to the secretary GPO Box 1847 Brisbane 4001

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

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President's Report

Firstly, I'd like to take this opportunity to acknowledge and thank Elaine Hamilton, who after 17 years has decided to step down from being Editor of 'The Octagon'.

She has taken our club magazine to a new level, with a move to a full colour publication. It has been professionally judged to be the best MG publication at a number of MG National Meetings. And Elaine has had to do this through a rapidly changing 'print' environment. Many thanks to you Elaine for all the many hours of work and effort you have given to ensure that our club magazine 'The Octagon' has fulfilled its primary role of being the main communication tool for our club.

Like so many homes and businesses the club faces the quite daunting task of having to rebuild after once again being inundated in recent flooding.

We were lucky in that many items were lifted up to a mezzanine, but the fixed furnishings have been badly damaged. It will be a long road to recovery.

The Club was recently represented by a small group of members at the 2022 MG National Meeting held over the Easter long weekend and the first to be held since we hosted the event in 2019.

Whilst we may have been few in number we competed strongly across all events.

The Victorian club came in numbers and they were once again the clear winners of the 'John Wratten Memorial Trophy', congratulations to the Victorians.

We thought we may have been in with a chance with the 'Nuffield Trophy', however on the night it was announced that the Hunter and Newcastle club had tied for first place. However, a recount took place

and it was discovered that we had in fact taken out the 'Nuffield Trophy'. Congratulations to all those who attended on a magnificent achievement.

Next year the National Meeting will be hosted by the South Australian club. Planning is well advanced. The event will be based around Glenelg with the competition events to take place at 'The Bend' Australia's newest race track.

Before then however we have the combined Chapter meeting being hosted by the Central Qld Chapter and plans are well advanced.

Competition has always been a mainstay of the club's activities.

We have hosted a very successful race meeting at Morgan Park in March and have so far held three round of this year's Mt Cotton Hillclimb despite the weather's best efforts to wash us out.

This year we see a new naming rights sponsor for the Queensland Hillclimb Championship in Denis Cotton, through his business 'Cottons Creations'.

Many thanks to Denis for his ongoing support of Mt Cotton and, in particular, his encouragement of female competitors.

We still have a big year of motorsport ahead with the club this year promoting the 'Warwick 1000' race meeting at Morgan Park in August and the Australian Hillclimb Championship at Mt Cotton in October.

So, there is much work to do and some really exciting events for members to enjoy in the coming months. I hope that members will, whenever possible, contribute in any way possible to the Club's activities in the coming months ahead. Richard Mattea, President, MGCCQ

- Richard Mattea

Some Words From Elaine

The contents of this Octagon are slightly different to most others which have been published as it reaches back to the 60th anniversary of the Club which led to a couple of major initiatives – one was the development of the Octagon archive where a copy of each Octagon from over the 60 years was included and made available to all.

You will find them well organised in the Octagon archive sub-section of the Club magazine section and all of them are available to you to read in the well-organised archive section Archive section of the Club website.

One important aspect of the 60th anniversary celebration was how inclusive all members were asked to be by contributing their own articles about their experiences in the Club over a differing number of years depending on their length of membership.

The response was very positive and also very successful in terms of numbers of the contributors and the content in their contributions.

I was one of them and found satisfaction in sharing my experiences through my many years of membership with others.

Others who accepted the invitation to take up the offer to write about their experiences in the Club and have them published here include past two times President David Miles,

very experienced motor sport participant and current Club Vice-President Ken Wasley and the heavily involved Rayment family with their contributions in many ways over many years. Another is Dan Casey who took a special interest in the history of the sale of MGAs in the local market.

You will also find in here the usual diverse collection of items from a range of members.

I do hope that they inspire you to follow their lead and put your own pen to paper/fingers to keyboard to share your experiences with the rest of us.

Could I ask those of you with artistic skills to use them in illustrating your stories. Hopefully you will also get to read the story of the MG Car Club – included here to give you the author's perspective on the Club.

As time progresses to the next and other Octagons, you should notice the progress that authors like Gurney have made in continuing their stories. There is some very interesting reading there for you.

PS: I have made the difficult decision to make this current Octagon the last one that I have responsibility for after many years of Octagon publication.

Thank you to all of you who have made that possible over all those years. and best wishes to you all.

- Elaine

ADVERTISING IN THE OCTAGON

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

MG Information

Pre War	Ross Kelly	07 3352 4151	MGC	Mark Wellard	0413 227 319
T Type	Peter Rayment	0407 693 947	MGBGTv8, RV8	Barry Evans	07 3425 1695
MGA	Richard Mattea	0488 224 105	MG Midget	Richard Mattea	0488 224 105
MGY	Tony Slattery	0407 364 543	MGF, TF	Ken Wasley	0423 152 723
MGZA/ZB	David Robinson	0417 731 455	MGRZ, ZS, ZT	Ken Wasley	0423 152 723
MGB	Graeme Walker	0431 678 319			

Events & New Members

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

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

Management Committee - Third Tuesday, monthly
April 19, May 17, June 21, 7:30 pm

June

22 MGCCQ Midweek run, Bruce Mutch
Lost World outside Beaudesert

25 Mt Cotton Hillclimb Series - Round 4
MGCCQ Mt Cotton Hillclimb

25 Short Circuit Touring Car Series - Round 2
Short Circuit Motorsport Association
Carnell Park Raceway - Rifle Range Rd,
Stanthorpe QLD 4380

July

3 NOGGIN & NATTER, Bundaberg and District
Chapter, Gooburum at Ian & Tracy Ninness
more info closer to the event.

3 Possible MG Day run

8 Queensland Historic Race Meeting
HRCCQ National Historic Race Meeting
Morgan Park Raceway - 228 Old Stanthorpe
Rd, Morgan Park QLD 4370

9 NSW Hillclimb Championship - Round 6 TSCC
<https://tamworthscc.com.au/> Oakburn Park -
1428 Oxley Hwy, Wallamore, NSW 2340

10 FNQ Chapter Day Run

10 Whitsundays Chapter, Mackay Marina & rally
to be advised, very much driven by weather.

13 DDC Lunch, Narelle & Rob Fraser, TBA

16 Ferrari Club Hillclimb
(Assistance needed with canteen and
marshalling please! See Malcolm Spiden)

17 Terry Scharf Motorkhana - HSCCQ Willowbank

27 Mid-week run, Bryan Ponting with overnight
stay - Christmas in July?

30 Mt Cotton Hillclimb Series - Round 5
MGCCQ Mt Cotton Hillclimb

August

6 NSW Hillclimb Championship - Round 7 MGCCN
<http://www.mgcarclub.com.au/> Ringwood Park

10 DDC Lunch, Narelle & Rob Fraser TBA

14 FNQ Chapter Day Run

14 Whitsundays Chapter, Mackay Marina & rally to be
advised, very much driven by weather.

20 Historic Leyburn Sprints, Historic Leyburn Sprints
<http://www.historicleyburnsprints.com.au/>

21 Motorkhana/Khanacross HSCCQ
Willowbank Raceway - 38 Champions Way,
Willowbank QLD 4307

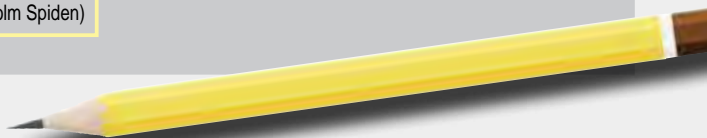
26 State Championship Race Meeting - Round 3
MGCCQ Qld State Circuit Racing Championship
Morgan Park Raceway - 228 Old Stanthorpe Rd,
Morgan Park QLD 4370

NEW MEMBERS

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

Shaun Lockwood
Gavin Trigger
Jenz Shirra
Andreas Scheidl
Desley Neilsen
Michael Brown
Paul Young
Daniel Beahan
Paul Bruckner
William Gramolt
Katie Bailey
Kerry McAllister

Kelly Lockwood
Barbara Trigger
Mark Cunningham
Gary Neilsen
David Bennett
Graham Just
Virginia Young
Tiffany Berry
Wade Herrmann
Ian Lozell
Allan Blair
Graeme Kidd



OCTAGON SUBMISSIONS

When our printer puts together The Octagon, many hours are spent correcting spelling, punctuation and removing formatting from submitted stories and removing photos from documents before they can be used for the magazine. This costs money. When possible, please try to send material that can be used easily and professionally, per the following advice. This will make for a better publication each time.

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

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

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

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

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

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

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

NO CAPTIONS WRITTEN OVER PHOTOS

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

GENERAL NOTES

Submission is no guarantee of publication.

We endeavour to use as many of our Member's stories as we can, however space, time and cost restrictions all play a part in the publication of The Octagon. Long stories may be cut into serial format. Stories larger than six pages are likely to be cut into several editions to allow for other Member's submissions to be used.

IDEAL ARTICLE SIZE

1500 words and three good quality photos which equates to about 3 pages in The Octagon when we use a reasonable font size for legibility.

Technical stories might be shorter and touring stories might be longer of course, the above is simply a guide to restrain overzealous authors.

PHOTOS ARE ALWAYS BETTER THAN WORDS

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

HOW TO SUPPLY ADVERTISEMENTS

Ads to be supplied as HIGH RESOLUTION PDFs in CMYK.

FULL PAGE ADS to include 5mm BLEED all round and CROP MARKS.

FULL PAGE NO BLEED - 180mm high x 128mm wide

FULL PAGE BLEED - 210mm high x 148mm wide PLUS 5mm bleed all round and crop marks

For a full page bleed ad, please keep all text within 188mm high x 128mm wide area. Images can overlap this area into the bleed margins if needed.

HALF PAGE - 90mm high x 128mm wide, QUARTER PAGE - 43.5mm high x 128mm wide



MG Car Club of Queensland Inc

MINUTES

MEETING OF MEMBERS

Date/Time: 9 June 2022, 7.30 pm
Location: Club Rooms, 8/16 Collinsvale Street, Rocklea
Chairman: Mr. David Tait QC

Item No.	Description
1.0	ATTENDANCE & APOLOGIES RECEIVED
1.1	Present: Members as per Attendance Register – 45 Non-members, Observers - Apologies:
	The Meeting was opened at 7.36 pm
2.0	OPENING BY THE CHAIRMAN
2.1	The Chairman introduced himself as a legal professional and confirmed that he was a current member of the club, having originally joined in 1968 and re-joined recently
2.2	Setting of meeting rules and procedures followed
2.3	The chairman confirmed that the meeting had been called following receipt of a request from the prescribed number of members as per the Constitution (pursuant to Section 23 (2) (b)) for a Special General Meeting.
2.4	The chairman announced that the validity of the meeting had been challenged and that a letter had been received from solicitors representing the immediate past president.
3.0	VALIDITY OF MEETING
3.1	The required 14 days notice had not been given. Asserted that notice of the meeting had been emailed out at 10:52pm on Thu 26/05/2022 a few hours short of the required time
3.2	The Chairman also believed that the requirement for a Special General Meeting had not been met in accordance with the Constitution
3.3	A third point proposed from the floor was that not all members had received the notice, especially those without email.
3.4	Following discussion, the decision was made that the meeting could not proceed as a Special General Meeting.
3.5	A majority of the members present voted to continue as a more informal discussion meeting
4.0	MEMBERSHIP REGISTER
4.1	As way of explanation of the delays and omissions , the President and other members of the management committee addressed the meeting regarding the state of the club's membership register.
4.2	Some years ago, the Management Committee made the decision to migrate the Membership Register from a physical form to an electronic database format, under the direction of the then Membership Secretary.
4.3	This was also to include website based joining of the club and renewal of membership


Item No.	Description
4.4	Sadly, this has not gone to plan and has been fraught with difficulties (as many members will attest to, when attempting to use the system, even now)
4.5	A new membership secretary was appointed after the last annual general meeting and handover of the system has been difficult.
4.6	The current Membership Secretary has found it difficult to provide the committee with a complete list of current, paid-up members of the Club due to incomplete information being forwarded to him.
4.7	The current system is still awkward for some members to renew their membership and for some new members to undertake the joining process using the current portal on the Club's website.
4.8	There are some on the system who are no longer paid-up members and others who should be on the list but have been omitted
4.9	At least one member who is not on email has not received a renewal notice since the system went online and a proper mailing list and list of members is desperately needed.
4.10	The previous Membership Secretary agreed to forward the current membership list to the Secretary in an Excel format.
4.11	The Management Committee is currently investigating alternate systems. There are commercially available membership database systems which can make the joining and renewal process much easier, while also recording, monitoring and downloading reports, as required.
5.0	AGENDA
5.1	It was suggested, and a majority the club members present agreed, that the meeting should continue using the Agenda previously proposed for the Special General Meeting.
5.1	This provided an opportunity for the Management Committee to disseminate information on the current position of the club.
6.0	1. To table, review and receive the Minutes and related reports of the AGM held September 17, 2021
6.1	The club's Secretary tabled a hard copy of the minutes of the Annual General Meeting (AGM) from September 2021 and made them available for viewing by the members present.
7.0	2. Receive a report from the Secretary into the Club's audited Financial Accounts including the tabling of Audited Accounts and Transaction Listings for the last 7 years.
7.1	The Secretary tabled a hard copy of the current audited Financial Accounts and made them available for viewing by the members present. As previously advised by the committee, they are also available to all members on request.
7.2	Refer to point 16 below, the President's address regarding Audits
8.0	3. Receive a report from the Secretary into the actions taken by the Management Committee in relation to Item 2.
8.1	As previously advised to the club's members, late last year, the Management Committee arranged for the last 6 years audits to be carried out. The committee sought recommendations of an appropriate auditor and subsequently appointed an independent auditor who specialises in club accounts and forensic auditing.
8.2	Refer to point 16 below, the President's address regarding Audits
9.0	4. Receive a report from the Secretary into the actions of the Management Committee and the tabling of Management Committee minutes since the 2021 AGM.

Item No.	Description
9.1	<ul style="list-style-type: none"> • Despite the ongoing challenges, the Management Committee has continued to carry out their normal duties including monthly committee meetings and the organisation and promotion of events for the Club including <ul style="list-style-type: none"> • Social events • A special event to celebrate the life and legacy of Mrs Ann Thomson • Numerous competitive motor sport events: • Six 2 day multi club hillclimb events, • Come N Try/Test N Tune hillclimb event, • Hire of the hillclimb, • Cottons Creations 2022 Queensland Hillclimb Championship, • Round 1 of the 2022 Motorsport Australia State Championship race meeting.
10.0	5. Receive a report from the Secretary into the actions, conduct and behaviours of Club Officers.
10.1	The Secretary stated that he believed the Club Officers have been diligent and assiduous in the carrying out of their duties, in spite of some harassment.
11.0	6. Receive a report from the Secretary on the appointment of a Treasurer.
11.1	Following the resignation of the club's previous Treasurer in late 2021, Mr David Robinson, a member of the management committee, agreed to step in as acting Treasurer.
11.2	The committee asked for volunteers from the general club membership, receiving one application only, from the immediate past president.
11.3	At the subsequent management committee meeting, Mr Robinson stated that he was happy to accept the role for the ensuing year and had served in the position in the past.
11.4	The committee voted to accept his nomination on 9 November 2021.
12.0	7. Receive a report from the Treasurer on the Clubs current financial situation and current accounts.
12.1	<p>The Treasurer (David Robinson) addressed the meeting and gave a report on the Club's financial position:</p> <ul style="list-style-type: none"> • As of 9 June 2022, the Club's bank account balance was \$211,878.38. • The total book value of the Club's assets as at 31 May 2022 was \$1,599,352.03 which includes the Club's real estate assets of the clubrooms at Rocklea and Mount Cotton hillclimb. • The club is debt free.
12.2	Financial Statements to the end of May 2022 were tabled.
12.3	NOTE: A copy of these statements are attached at the end of this minute
13.0	8. Receive a report from the Secretary on the appointment of an Auditor and reports received.
13.1	Refer to items 7.0 and 8.0 above
14.0	9. Receive a report from the Secretary on the appointment of Legal Counsel and advice sought and counsel given.
14.1	The Secretary reported that the Club did not appoint a Legal Counsel but sought legal advice.
14.2	This was to clarify what information had to be provided under the act.

Item No.	Description
14.3	Information provided to Mr Scott was within the scope of Section 59c of the associations Incorporation Act 1981 (Old).
15.0	10. Receive a report from the Secretary into the costs of appointments 8-9.
15.1	The Secretary reported that for Point 8 (audit of 6 years accounts), the cost was \$4613.13
15.2	For Point 9 (legal advice) the cost was \$1953.60
16.0	11. Discuss how to move the Club forward, decide a course of action and adopt a strategy.
16.1	In order to clarify the situation regarding auditing of the club's finances, the President, Mr Richard Mattea was asked to address the meeting.
16.2	In summary, he stated that: <ul style="list-style-type: none"> • The validity of several years of the Club's audit reports had been called into question. • It has been confirmed that those reports were not issued by the auditor in who's name they purportedly were. • An independent auditor was engaged to conduct an audit of the Club's financial records for the financial years ending 30 June 2016 through to 30 June 2021. • It was subsequently discovered that funds (in the form of cheques and credit card statements) received by the Club from various activities had not been banked to the Club's bank account. A sum of \$156,000 was identified as the amount of received funds outstanding that had not been banked. That amount has now been paid into the Club's bank account. • The independent auditor has issued audit reports for the financial periods which have been lodged with the Office of Fair Trading.
16.3	The members were then given an opportunity to ask questions of the Management Committee and/or speak to the meeting about the above matters.
16.4	The majority of members who spoke were seeking a way forward rather than reflecting on the past.
16.5	Getting the club back to one which is known for being friendly rather than divisive.
16.6	These were met with applause from the floor
17.0	12. Conduct any other business that may arise or be relevant to the discussion of items 1-10 above or otherwise.
17.1	Mr Will Charlton, Past President (1970) proposed that a subcommittee be formed tasked with recommending governance protocols for the Management Committee to implement. He spoke to his suggestion which was met with overwhelming support. He proposed the subcommittee be formed following the next Annual General Meeting, that the subcommittee be limited to no more than 3 immediate Management Committee members plus 6 club members. To be chaired by a person with experience in corporate governance and who has not been on the Management Committee for the past five years.
17.2	
18.0	MEETING CLOSE 9.49. pm

Subsequent to the close of the meeting, the Management Committee have been made aware that some members of the club believe that, as the Special General Meeting didn't actually take place, it is still required.

In acknowledgement of this, the Management Committee is putting planning in place for this to happen in the near future, with sufficient notice being given to all financial members.


INTERNET BANKING

Transaction history

Account: Cash Maximiser Account
084-004 180897061


Date from: 2022-05-30 **Date to:** 2022-05-31

Search details:

Transaction type: All transactions

Amount from: **Amount to:**

Date	Transaction Details	Debit	Credit	Balance*
31 May 2022	INTEREST CA INTEREST MG CAR QLD Interest Paid		+\$2.33	+\$200,437.82*


INTERNET BANKING

Transaction history

Account: Cheque Account
084-255 464938785

Date from: 2022-05-30 **Date to:** 2022-05-31

Search details:

Transaction type: All transactions

Amount from: **Amount to:**

Date	Transaction Details	Debit	Credit	Balance*
30 May 2022				+\$16,794.06*

2 ACCOUNTS TOTAL \$217231.88

Balance Sheet

As of May 2022

Email: mgccq@mgccq.org.au

Assets**Current Assets****Bank Accounts**

NAB Cheque Account	\$9,331.06	
Cash on Deposit	\$117.00	
Floats	\$850.00	

Total Bank Accounts		\$10,298.06
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Other Current Assets

NAB Business Cash Maximiser	\$200,437.82	
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Total Other Current Assets	\$200,437.82	
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Regalia stock on hand		\$18,133.00
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Canteen stock on hand		\$2,387.00
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Bar stock on hand		\$208.00
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Prepayments		\$4,422.34
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Total Current Assets		\$235,886.22
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Non-Current Assets**Furniture**

Furniture & Fittings At Cost	\$22,355.02	
Accum. Depr. Furniture & Fittings	-\$8,550.89	

Total Furniture		\$13,804.13
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Equipment

Equipment At Cost	\$94,543.51	
Accum. Depr. Office Equipment	-\$45,661.03	

Total Equipment		\$48,882.48
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Timing Gear

Timing Gear At Cost	\$15,536.21	
Accum. Depr. Timing Gear	-\$13,595.27	

Total Timing Gear		\$1,940.94
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Trophies

Trophies at valuation - 1981	\$3,912.00	
Trophies at Cost	\$647.95	

Total Trophies		\$4,559.95
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Library

Library Books at cost	\$18,484.39	
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Total Library		\$18,484.39
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Mt Cotton

Mt Cotton at valuation - 2006	\$250,000.00	
Mt Cotton - Capital Improvements	\$446,265.74	
Accum. Depr. Mt Cotton Improvements	-\$122,178.78	
Mt Cotton Land (donated by AT)	\$316,585.73	

Total Mt Cotton		\$890,672.69
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Rocklea - Collinsvale Street

Rocklea Premises - at cost	\$228,484.09	
Rocklea Revaluation - 2008	\$101,515.91	
Rocklea Capital Improvements	\$46,017.64	

Buildings

Buildings At Cost	\$15,236.02	
Accum. Depr. Buildings	-\$6,132.43	

Total Non-Current Assets		\$1,363,465.81
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Total Assets		\$1,599,352.03
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Liabilities**Current Liabilities****GST Liabilities**

GST Collected	\$2,292.39	
GST Paid	-\$5,766.89	

Total GST Liabilities		-\$3,474.50
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Total Current Liabilities		-\$3,474.50
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Total Liabilities		-\$3,474.50
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Net Assets		\$1,602,826.53
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Equity

Reserves	\$351,862.91	
Accumulated Funds	\$1,222,847.98	
Current Year Surplus/Deficit	\$28,115.64	

Total Equity		\$1,602,826.53
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Profit & Loss [With Last Year]

July 2021 To May 2022

Email: mgccq@mgccq.org.au

	This Year	% of Sales	Last Year	LY % of Sales
Income				
Donations	\$0.00	0.0%	\$100.00	0.0%
Grants	\$7,233.09	3.4%	\$9,000.00	4.2%
Events				
Speed Events	\$50,351.20	23.5%	\$49,975.76	23.2%
Hillclimb Hire	\$1,500.00	0.7%	\$0.00	0.0%
Race Meetings	\$80,532.44	37.6%	\$86,681.83	40.3%
Gate Takings	\$1,563.64	0.7%	\$2,044.55	1.0%
Canteen	\$12,017.61	5.6%	\$14,361.96	6.7%
Other Events	\$16,541.06	7.7%	\$13,245.43	6.2%
Membership Income	\$40,659.30	19.0%	\$36,994.21	17.2%
Interest Income	\$15.07	0.0%	\$107.49	0.0%
Regalia Income	\$2,688.66	1.3%	\$429.99	0.2%
Bar Income	\$1,118.09	0.5%	\$1,346.64	0.6%
Sundry Income	\$211.37	0.1%	\$812.26	0.4%
Total Income	\$214,431.53	100.0%	\$215,100.12	100.0%
Total Cost Of Sales	\$0.00	0.0%	\$0.00	0.0%
Gross Profit	\$214,431.53	100.0%	\$215,100.12	100.0%
Expenses				
Audit	\$4,193.75	2.0%	\$0.00	0.0%
Bank Charges	\$481.85	0.2%	\$457.75	0.2%
Credit Card Merchant Fees	\$882.70	0.4%	\$812.79	0.4%
Clubrooms & Bar Expenses	\$8,776.40	4.1%	\$9,180.96	4.3%
Donations	\$10,000.00	4.7%	\$0.00	0.0%
General Expenses	\$2,127.95	1.0%	\$2,658.77	1.2%
Insurance	\$1,528.80	0.7%	\$6,870.37	3.2%
Octagon	\$28,272.19	13.2%	\$29,295.67	13.6%
Printing, Stationery & Postage	\$484.86	0.2%	\$1,160.90	0.5%
Legal Fees	\$1,252.42	0.6%	\$0.00	0.0%
Social events	\$1,268.73	0.6%	\$541.38	0.3%
Telephone & website	\$4,824.74	2.3%	\$4,394.00	2.0%
Events				
Mt Cotton Facility Expenses	\$18,698.07	8.7%	\$10,646.26	4.9%
Speed Events	\$28,495.31	13.3%	\$25,914.33	12.0%
Race Meeting	\$51,335.68	23.9%	\$50,826.17	23.6%
Canteen	\$10,135.18	4.7%	\$13,475.11	6.3%
Other Events	\$9,795.87	4.6%	\$13,626.97	6.3%
Regalia	\$2,081.39	1.0%	\$82.79	0.0%
Chapter Expenses	\$1,680.00	0.8%	\$0.00	0.0%
Total Expenses	\$186,315.89	86.9%	\$169,944.22	79.0%
Operating Profit	\$28,115.64	13.1%	\$45,155.90	21.0%
Total Other Income	\$0.00	0.0%	\$0.00	0.0%
Total Other Expenses	\$0.00	0.0%	\$0.00	0.0%
Net Profit/(Loss)	\$28,115.64	13.1%	\$45,155.90	21.0%

1960 Qld Motorsport History

The first Australian Touring Car Championship was held at Orange on the Gnoo Blas public road circuit on a hot 31 January-1 February weekend.

David McKay (Ampol Jaguar 3.4) claimed the first title from Bill Pitt (Mrs Anderson 3.4 Jaguar), Ron Hodgson (ex David McKay 1958 Jaguar Mk 1 now with triple webbers and 3.8 engine with alternate differential and gearbox ratios), Max Volkers (Holden), Jan Harris (Holden) and Ralph Sach (Holden).

Year 1960 in the South East corner there were two race circuits Middle Ridge in Toowoomba and Lowood at Mount Tarampa. The Middle Ridge circuit used the public roads with the Start/Finish on Stenner Street then onto Mackenzie Street, Alderley Street, Rowbotham Street and back onto Stenner Street to complete the 2.6 mile lap.

As reported in the Chronicle (8 Sept p6) the first Carnival of Flowers Road Race Championship was held in 1958 then due to concerns by officials considered the streets were not wide enough to enable higher powered cars to be driven with safety at high speed, thus the event was not held in 1959.

With the streets have been widened to 6 feet on the inside (making the roadway 24 feet) corners graded and gutters extended the event was held for 2 more years. With the Championship set for 17 September 1960, the police permit was received on 8 September to allow the event to proceed.

Given the street Carnival procession in Toowoomba City was held on the same day, race events would not commence until 2.30 pm to allow people to view the Carnival procession. The Toowoomba Chronicle reported 7000 spectators watched the 20 laps (52 miles) event won by Alec Mildren (Cooper Maserati) from Jon Leighton (Cooper Climax), and Arnold

Glass (Maserati).

Results of the supporting races were Sports and Saloon Car Handicap Jim Bertram (WRM) from Sib Petralia (Holden), B R Miller (Holden), John Joyce (MGA), Frank Klenig Junior (Holden); All Powers Scratch Race won by Alec Mildren (Cooper Maserati), Jon Leighton (Cooper Climax), Glyn Scott (Cooper Climax), Chas Whatmore (Lotus Climax), George Jamieson (Lotus Climax); the Sports Car Handicap event to T. R. Baltzer (Holden Sports), John Joyce (MGA), Doug Bright (MGTC), Chas Whatmore (Lotus Climax), Ted Laker (Triumph TR3); with the Saloon Car Handicap being won by Sib Petralia (Holden), Bill Keal (Ford Customline), B R Miller (Holden), Edsel Falconer (Ford Falcon), J. LaSpina (Fiat 1100), Bill Pitt (Jaguar).

LOWOOD

Lowood, a former World War Two airbase for USAF Pursuit Squadron of p39 Airacobras and RAAF Avro Anson and Beaufort aircraft was purchased by the Queensland Racing Drivers Club in 1957. The complex with the 2.825 mile circuit also had a working septic toilet system (making it unique among Australian circuits of the early 1950's).

The Queensland Touring car Championship on 7 March was to be held over 12 laps attracted entries from Ron Hodgson (3.8 litre Jaguar), Bill Pitt (3.8 Jaguar), Lionel Ayres (Holden). The title event was won by Bill Pitt in Mrs Anderson's 3.4 litre Jaguar from Des West (Holden) and Lionel Ayres (Holden). Entries in the Racing Car events were Alec Mildren (Cooper Maserati) Noel Hall (Cooper Climax), Glyn Scott (Cooper Climax), Arthur Griffiths (Ferrari), Chas Whatmore (Lotus Climax), George Jamieson (Lotus Climax), Tom Corcoran (Lotus Climax), Ernie Tadgell (Sabakat), and Jim Bertram (WRM). Race wins in the supporting races were Bruce McPhee (Holden), from E. Morris (Repc

Holden), George Jamieson (Lotus Climax) in the Encourage Handicap; Frank Matich (Lotus Climax), J. Wright (Aston Martin DB3S), Les Agnew (Lotus Climax) contested the Sports Car Scratch race; B. Maudsley (Jaguar XK140), Des West (Holden), Harry Cape (MGA Twin cam) in the Division 3 Scratch; the Champions Scratch race went to Alec Mildren (Cooper Maserati), Frank Matich (Lotus Climax), Glyn Scott (Cooper Climax); Racing Sports and Grand Tourism event to E. R. Morris (RepcO Holden), Glyn Scott (Cooper Climax), Tom Ross (Triumph TR2); Des Kelly (Holden Special), E. Morris (RepcO Holden), Les Agnew (Lotus Climax) in the Division 2 Scratch; Open Handicap Division 1 to Keith Russell (MGTC), Keith Erbs (Prefect Sports), Des West (Holden); Des Kelly (Holden Special), J. Wright (Aston Martin DB3S), and Alec Mildren (Cooper Maserati) in the Open Handicap Division 2. MG cars listed as entries were Joe Bonenti (MGTF), Brian Tebble (MGTD), Noel Barnes (MG Special), A. W. Hastie (MGA), Max Williams (MGTC), K. Reynolds (MGA), Doug Bright (MGTC), J. Roworth (MGTC), Harry Cape (MGA Twin Cam) and Keith Russel (MG Special).

The 25th Australian Grand Prix was held on 12 June 1960 over 36 laps of the circuit. Alec Mildren won his first Grand Prix by one twentieth of a second (0.05 of a second) from Lex Davison. Mildren drove the rear engine Cooper Type 51 chassis with 2.5 litre 250S Maserati engine from the Typo 61 sports car hopefully giving 280 bhp on alcohol fuel with the 5 speed Cooper Knight gearbox. Lex Davison, out of retirement again, racing a front engine 3 litre Aston Martin DBR4/300 with the sports car engine tuned for methanol fuel.

The field included Bib Stillwell (ex Jack Brabham 2.2 litre Cooper Climax), Frank Matich (2.5 litre in ex works lotus 15), Noel Hall (2.0 litre Cooper Climax T51), Jon Leighton (2.0 litre Cooper Climax T45), Glyn Scott (1660 cc ex Mildren Cooper Climax T43), Arnold Glass (ex Hunt ex Stillwell Maserati 250F), Stan Jones (Maybach Corvette), Charlie Whatmore (1495 cc ex John Coombs Series 2 Lotus 11), Mel

McEwin (Tornado Corvette), and George Jamieson (Lotus 11). MG drivers were Joe Bonenti (fibreglass bodied MGTF Special), Max Williams (MGTC Special). Keith Russell (ex Paterson/Brydon MGTC Special), Noel Barnes (ex Ron Ward MGTC Special).

Mildren claimed the lead at the first corner (Mobilgas) on the first lap just ahead of Davison with a gap stated to be a few yards up to 50 yards, until lap 16 when Mildren spun allowing Davison into the front position. On lap 24 Davison overshot MG corner, the corner which led onto the 5000 foot long main straight which allowed Mildren which he held until the finish. The report describes "Mildren defied every attempt by Davison to pass, both highly experienced roared and slid side by side through corners and down the long straight". Also described were both cars were touching around the circuit with as described some fierce passing moves on the final few laps. Results were Mildren, Davison, Stillwell, Leighton, Hall, Glass, Scott, Whatmore, McEwin, Barnes. The report in the Courier Mail of 13 June gives crowd as 25,000.

Results of the supporting races at this meeting were in the Champions race went to Davison from Stillwell, Leighton; Division 2 Chas Whatmore won from John French (Lotus Holden), E. Morris (RepcO Holden); Sports Cars to Doug Chivas (Jaguar D type then Bob Jane (Maserati 300S), Tom Sulman (Aston Martin); Touring and GT Race to Bill Pitt (Jaguar 3.4) followed by Des West (Holden), M. Daniel (Austin A105); Division 4 to P. Samuels (Berkley), Denis Geary (Triumph TR2), Ken Brigden (Peugeot) and Division 3 won by A. Maudsley (Jaguar XK140) from F. Malloy (Porsche) and Harry Cape (MGA Twin Cam).

The Queensland Times reports 13,000 spectators attended the Queensland Road Racing Championships on 4 September. Entries included Bill Patterson (Cooper Climax), John Youl (Cooper Climax), Bob Jane (Maserati 300S), Doug Chivas (D Type Jaguar), Frank Matich (Lotus), Alec Mildren (Cooper Maserati) who was leading

the "Gold Star" series for 1960 Australian Champion driver, Lex Davison (Aston Martin), Stan Jones (Cooper Climax), Arnold Glass (Maserati 250F), Chas Whatmore (Lotus Climax), Mel McEwin (Tornado), Noel Hall (Cooper Climax), John Hough (RALT), J. Poteri (Cooper Ford), Arthur Griffiths (Ferrari) and Jon Leighton (Cooper Climax). The 75 mile championship was won by Mildren from Stillwell who had a dice with Davison reported as being a disputed every inch of the way until lap 11 when Davison developed a slight engine fault and dropped back to finish in third position.

In the supporting races, wins to Keith Russell (MGTC) from N. K. Hibbard (MGTC), Tom Ross (Triumph TR2) in the Division 2 Handicap; N. Hibbard (Holden), Evan Thomas (Simca), Leo Geoghegan (Holden) in the Touring and GT race; Bob Jane (Maserati), George Jamieson (Lotus Climax), Tom Sulman (Aston Martin) in the Sports Car Scratch race; Bill Pitt (Jaguar), B. Edwards (Austin Lancer), Sib Petralia (Holden) in the Touring Car Scratch event; John Caines (Ausca), Leo Geoghegan (Holden), Tony Basile (Porsche) in the Grand Tourism race; D. Russell (MG), Denis Geary (MGTF), Lionel Ayres (Cooper MG) in the Racing Car Handicap; Keith Erbs (Prefect), George Jamieson (Lotus Climax), Tom Ross (Triumph TR2) in the Sports Car Handicap; Chas Whatmore (Lotus Climax), Glyn Scott (Cooper Climax), Bob Jane (Maserati) in the Division 1 Handicap; Denis Geary (MGTF), Keith Erbs (Prefect), Jim Bertram (WRM) in the Division 3 Handicap. MG cars entered were Denis Geary (MGTF), Lionel Ayres (Cooper MG), J. Roworth (MGTC), Max Williams (MGTC), D. Russell (MGTC), Noel Barnes (MG), G. Stewart (Stewart MG), Doug Bright (MGTC), Bevan Fleming (MGA Twin Cam), A. Hastie (MGA), H. Gilroy (MG), K. Wightley (MGTC), Harry Cape (MGA Twin Cam).

On 30 October, 6000 spectators attended for the Courier Mail Queensland Tourist Trophy which attracted entries from Frank Matich (2 and half litre Lotus Climax), Doug Chivas (3.8 litre D type Jaguar), Chas Whatmore (Lotus Climax), Tom Corcoran

(Lotus), George Jamieson (Lotus Climax), John Caines (Ausca), Tom McClelland (RAWGA), Harry Cape (MGA Twin Cam), Ted Laker (Triumph TR2) Racing cars Arnold Glass (Cooper Maserati), Jon Leighton (Cooper Climax). The title event went to Frank Matich ahead of Doug Chivas, Chas Whatmore, Les Agnew (Lotus Climax) and Tom Corcoran.

Support races at this meeting were the Champions Scratch Race won by Arnold Glass (Cooper Maserati) from Frank Matich (Lotus Climax), Glyn Scott (Cooper Climax), E Morris (Recco Holden) and Chas Whatmore (Lotus Climax); the Touring and GT race to Bill Pitt (3.4 Jaguar), D Jeremiah (Holden), Max Volkers (Holden); Tony Basile (Porsche) winning the Grand Tourism race from W. McClelland (RAWGS) and Len Austin (MGA Twin Cam); Racing Car Scratch race to Arnold Glass ahead of Glyn Scott, Max Williams (MGTC) and Noel Barnes (MGTC); Division 2 handicap won by L. Geitz (Berkley) then Brian Tebble (MGTD), D. Jeremiah (Holden), Doug Bright (MGTC) and Ted Laker (Triumph TR3); Max Williams winning the Division 1 Handicap ahead of Bevan Fleming (MGA Twin Cam), George Jamieson (Lotus Climax), W. McClelland (RAWGS) then Tony Basile; with the final race the Invitational handicap to L. Geitz followed by George Jamieson, Max Williams, R. Mairngate (Triumph TR2) and W. McClelland.

TRIALS AND RALLIES

First event was the Pacific Auto Club's annual All Night Monsoon trial on 21-22 February. This event over 240 miles was won by Fred Brady (diver)/Bert Daw (Navigator)/Bob Dengate/Mick Markham as passengers from second Bert Davis/W Gillespie. The following weekend the Toowoomba Auto Club event commenced in Toowoomba to Crows Nest, Hampton to Murphys Creek up the Monkey Waters Road to Blanchview, Flagstone Creek Road and return to Toowoomba. Cec Hogan/Allan Lawson were in first position from Graham Gillespie/Les Briant, then R Brown/Jess Brown.

Australia's fifth Mobilgas Economy run started from Canberra on 8 March with the finish in Hobart on 11 March. 15 teams were from Victoria, 9 from NSW, 4 from Tasmania, 1 from Queensland. Competing in 7 classes of which 5 are on engine capacity, with one for automatic transmissions and one for all women crew. Cars of the event included Wolseley 6/99, Humber Super Snipe, Chrysler Royal V8, Ford Fairlane 500, Wolseley 15/60 Renault Dauphine, Ford Anglia, plus a current model Holden.

Brisbane Sporting Car Club Autumn rally on 13 March started in South Brisbane then visited Carbrook, Beenleigh, Yatala, Norwell, Pimpama, Coomera, Mt Tambourine, Canungra, Beaudesert, Gleneagle, Kagaru, Greenbank, Browns Plains and return to South Brisbane. First was Les Willis with second place shared by M. Blinks and D. Stewart with G. Burow and Armstrong and Richards.

The Toowoomba Auto Club Cam Brown trial on 3 April went from Toowoomba to Oakey, Jondaryan, over the old Bunya Mountains road to Brymaroo to Quinalow. Nev de Hayz/Esme Lobegeiger, Graham Gillespie/Les Briant, Bernie Nixon/Marge Nixon were the placegetters.

On the weekend of 30 April-01 May Ipswich West Moreton Auto Club Centenary Car Trial over 402 miles commenced and finished in Ipswich for the television cameras to film the start and finish. Entries to include radio personality "Birdbrain" Bert Robinson. From Ipswich the teams travelled to Walloon, Rosewood, Glamorgan Vale, Fernvale, Esk, Yarraman, Kingaroy. Day 2 to Kilcoy, Somerset Dam to Ipswich. Maurie Blinks/John Hyde (Holden) provisional winners no lost points Fred Holzberger/Graham Burrow (De Soto) -7 points Tony Anthony/Cliff Crossley (Holden. 8 points).

TAC combined with the local Road Safety Council to promote a Road Safety Trial on 29 May. The accent was on road courtesy, knowledge of the rules of the road and traffic regulations.

24 July saw the BSCC Margate Motors Winter rally start from Margate via Youngs Crossing, Wamuran, Beerwah, Peachester, Maleny, Montville, Mapleton, Belli Park, Eumundi, Tewantin for lunch. After the break to Yandina, Nambour, Rosemount, Forest Glen, Palmwoods, Eudlo, Mooloolah, Caboolture, Morayfield, Oaky Flats and return to Margate. Tony Anthony /Cliff Crossley (Holden 29 points), Maurie Blinks/John Hyde (Holden 31 points), Richards/Armstrong (Holden 33 points) Alan Pitt/R. Chayter (Ford V8, 49 points) were the placegetters.

TAC held trials in July, August and September on the Downs region with wins to Nev Dorman/Cec Hogan, John Pampling/John Hart, Cam Brown/Jess Brown on 31 July, to Cam Brown/Jess Brown, Esme Lobegeiger/Ian Hill, Col Gray/Jim Suley tied for second on 28 August, and R. Brown/J. Brown, C Gray/B. Wheeler, Esme Lobegeiger/Ian Hill in September. 17-18 September BSCC conduct the Duck Anderson trial over 750 miles Course Brisbane to Beaudesert, Boonah, Warwick, Yelarbon, Goondiwindi, Chinchilla, Kingaroy, Dalby, Toowoomba, Gatton, then Ipswich. Winners were Fred Murray/ Mick Fleming, from Chas Gerskowski/N. Paton, Tony Anthony/Cliff Crossley and Hank Kabel/F. Phillipin (Volkswagen).

TAC Centenary trial on 22-23 October was over 320 miles from Toowoomba, Crows Nest, Yarraman, Nanango, Kingaroy, Wondai, Murgon, Goomeri, Nanango, Kingaroy, Bell, Dalby, Oakey, Toowoomba. Cam Brown tied for first with Alan Wickham, then second place to A Davis from third place Bill Keal.

IWMAC conducted the Interclub trial on 20 November which resulted in the BSCC team of John Herse (Ford), Col Robinson (Holden) and Lloyd Hoskings (Holden) finished ahead of the IWMAC team of Evan Thomas (Holden), Wood-N-Pot (Holden) and Fred Holzberger (De Soto).

For the Zac and Zim trial over 112 miles on 27 November the TAC Organisers instead

of providing written instructions, navigators were issued with a blueprinted map of the whole route. Travelling from Toowoomba via Wyreema, Cambooya, Clifton, East Greenbank, Heifer Creek Road, Grantham the route return to Blanchview. Results list John Pampling/John Hart won from Cam Brown/Jess Brown then Graham Gillespie/Les Briant.

Final event for the year was the IWMAC Christmas Rally. From Ipswich to Pine mountain, Fernvale, Lowood, Minden, Laidley, Grandchester, Rosewood, Loamside, Purga, the finish was at Churchill. Eight crews tied for first being Bert Davis/Ross Gillespie (Peugeot), Bill Kanitz/Allan Larsen (Holden), Bill Hawkshaw/Jean Hawkshaw (Holden), Geoff Bernhagen/Vanda Brewer (Peugeot), Keith Weatherhog/Frank Rodger (Simca), Bob Hines/L Hines (Holden), Fred Holzberger/Graham Burrows (De Soto), Scorcher/Merv Collins (Holden).

SPRINTS SPEED TESTS

Leyburn

The only Sprint event at Leyburn was organised by the Toowoomba Auto Club on May 22. An article in The Chronicle (26-04-1960 p6) 'regarding recent publicity given to speeding in and around Toowoomba hoping these car owners would see the wisdom of trying out their cars under organised sporting conditions organised by TAC at Leyburn circuit'. Results from the event were Eric Wendt (Jaguar XK 120, 125.17 mph), John McMillan (Triumph Herald, 75.18 mph new class record), John Joyce (MGA), Bill Keal (1956 Customline, new class record 101.46 mph), J. Rovon (Morris) and Les Briant (VW). Reported by the Chronicle (24 May 1960 p8) that with the airstrip showing definite signs of breaking up it is highly probable that no further events will be held at Leyburn.

With the sale of Strathpine circuit, there were no other venues available. During the 1959 year MGCCQ held 3 sprints meetings at Strathpine however in 1960 only one event was held after a suitable venue was located (venue unknown).

HILLCLIMBS

Mt Domville

Millmerran Auto Club held an event on 25 September 1960 however unfortunately no reports of the event could be found.

Toowoomba

Toowoomba Auto Club was to conduct Queensland Hillclimb Championship on 19 November at Prince Henry Drive which would co-inside with the centenary celebrations of the City. The last big event held at Prince Henry drive was the 1955 Australian Hillclimb Championship. However the Chronicle (1 November p8) reported the QHC would be conducted by the Pacific Car Club at Currumbin.

Gold Coast

The Currumbin hillclimb course was described as a "half mile course with seven corners, all different, and two necessitating low gear". (Chronicle 20 Dec p 10). On August 14 the Currumbin Estate hillclimb attracted entries from Ivan Tighe (Tighe Vincent), current record holder Glyn Scott (Cooper Climax), John Hough (RALT), Tony Basile (Porsche Carrera), Don Edds (Porsche Coupe), Joe Marano (Repco Holden) and Max Volkens. The Gold Coast Bulletin reported 1000 spectators watched Ivan Tighe win with a new record 47.50 under the old record of Glyn Scott 48.94 John French (Repco Holden 50.24), Stacey Rosenfeld (go kart, 50.00 seconds) third fastest time with the best time set by a local driver being Don Edds with a 55.00 seconds run.

At the 26 December event Jon Leighton set a new course record of 44.72 seconds (ex Jack Brabham Cooper Climax) for the half mile twisting course. Results for the Racing cars up to 1500 ccs were Ivan Tighe (Tighe Vincent, 46.88), Glyn Scott (Cooper Climax, 49.18, 1959 Queensland Hillclimb Champion winner) with Jon Leighton (Cooper Climax, 44.72), E Morris (Repco Holden, 51.46) in the over 1500 ccs class. Sports Cars up to 1500 ccs class went to Jim Bertram (WRM, 53.60) and Keith Reynolds (MGA, 54.68) whilst in the over 1500 ccs Joe Manano recorded a 53.74 time in his Repco Holden.

Tony Basile won the Grand Turismo cars up to 2000 ccs with a 51.34 run in his Porsche from Don Edds (Porsche, 55.70) and in the Over 2000 ccs Denis Geary (Ausca, 50.40) was quickest from Tom McClelland (RAWGS, 52.74). Saloon cars up to 2000 ccs went to Max Volkers (VW, 57.00) ahead of Terry Kratzman (Simca, 60.60) and in the over 2000 ccs class D. Jeremiah (Holden, 57.22) was quickest from Sib Petralia (Holden, 58.90).

MOTORKHANA

Clubs could access large grassed area to organise gymkhana events. Brisbane Sporting Car Club used a plot at Logan Village, Queensland Motor Sporting Club used the grass area on Ant Hill at lakeside, Ipswich West Moreton Auto Club had Gailles, Toowoomba Auto Club were able to perform at the Toowoomba Showgrounds on special occasions.

MG used Aspley Showgrounds until the venue became unsuitable for such activities. Instruction to the showgrounds were from the Chermside Tram terminus (Chermside Shopping Centre) on Gympie Road pass the Aspley Hotel, left onto Graham road, first left past Cabbage Tree Creek, the showgrounds being on the left side about 200 yards from this turnoff.

An event on 8 May at Aspley saw 37 entries for Forward Bending, Forward and Reverse Bending, Cloverleaf, Autocrosse tests. Allan Huxley (Morris Minor), Ian Michels (Morris Minor), Bill Thomas (MGTF), Des Coles (Sprite), Terry Kratzmann (Simca), J. Shaw (MGTC), Miles Hunter (MGTF), Leigh Vine (Renault), Mrs E. Hunter (MGTF), Pam Weston (Triumph TR3), Elaine Geary (Sprite), Denis Geary (Sprite), Don Broadfoot (MGTF), Pam Weston (TR3) were some of the drivers on that occasion.

A more suitable grounds were found on Stanton Road Tingalpa (Porter field). The Club signed a 3 years lease plus a further 3 years for the site. Thus the first event at Tingalpa drew 41 entries for the Cloverleaf, Forward Bending, Forward and Reverse Bending, Autocrosse tests. Drivers included

Des Coles, Vince Appleby, Barry Appleby, Denis Geary, T. Thiesfield, Paul Lillicrap, Brian Tebble (MGTD), Kerry Horgan (Austin Healey 100), Rod Hiley (MGTC), Barry Weston.

The November motorkhana featured such tests as Blindfold, Mushroom, Forward Bending, Sliprail, Potato, Autocrosse. On the day 41 entries were present including Rod Hiley (MGTC), G. Smith (MGTD), Kerry Horgan (Austin Healey 100), Denis Geary (Sprite), Ron Davis (MGTF), Des Coles (Sprite), Miles Hunter (MGTF), Terry Kratzmann (Simca), Eugene Blunt (Sprite), Michael Thatcher (Morris Minor), Keith Anderson (Wolseley), David Bruce (Morris Minor), Allan Killips (MGTF), Robert Blunt (Sprite).

A revitalised Interclub Motorkhana event commenced in 1960 for the R.T. Lovejoy and W.J. Thomas MG Car Club Queensland Gymkhana Shield donated by Ray Lovejoy (President) and Bill Thomas (Vice President) of MGCCQ. The annual event would be between the motor clubs with teams of 5 drivers plus 1 reserve with the winning club hosting the event the following year. Tests for the 1960 year were Forward bending, Forward and reverse Bending, Clover Leaf, Spark Plug Relay, Auto Crosse. The successful club for the event on 31 July was MGCCQ.

The BSCC magazine of August 1960 reports their club was 'not as successful as they had hoped, however the results may have been different if the opposition had not included so many small sports cars'. The Interclub gymkhana/motorkhana competition was a big weekend for the many clubs and their members with this event being held annually from 1960 until 1988.

OTHER NEWS

The Chronicle of 6 June 1960 (p16) reports the world's fastest one and a half litre car, the experimental MG EX 181 was on display at the showrooms of Howards Ltd in Adelaide Street Brisbane. The report states 'Known to racing drivers as the "Roaring Raindrop" because of its shape, it set up to

the world record for its class, 246 mph on the Utah salt flats (USA). Overall length of 15 and half feet, the car is only 2 and half feet high. The driver sits right in the nose under a streamlined bubble canopy, with the engine behind him.' MGaguru.com report on 23 August 1957 Stirling Moss recorded 245.64 mph (395.31 kph) in the EX181 and on 3 October 1959 Phil Hill ran a 354.91 mph (410.73 kph) speed. In 1957 the 1498 ccs supercharged MGA twin cam engine produce 290 bhp at 7000 rpm. Fuel stated was 86% methanol laced with nitrobenzene, acetone and sulfuric ether. In 1959 the engine capacity was increased to 1505 ccs producing 300 bhp at 7300 rpm.

Courier Mail (12 August p17) had news with that with "the possible addition of a new circuit at Petrie, the most concrete move in Queensland concerns a new Grand Prix circuit at Southport. Tenders have been called and a decision is expected shortly. It was also proposed that race circuits be built on some of Australia's best horse

racing tracks". The report draws how the Light Car Club of Australia would like to see the Flemington Racecourse build a 3 mile bitumen surfaced car racing circuit around the world class horse racing track.

MG would hold Treasure Hunts, Night Navigation runs, BBQ, Film evenings, scavengers runs, club day runs, gymkhanas, sprint events, Concours D'Elegance. Other activities included a talk on engine tuning by Keith Turner on 26 August, tour of the Ford Assembly plant at Eagle Farm, tour of the Australian Paper Mill at Petrie. Club membership was 240 members and five sub committees for events for members being Speed, Gymkhana and Social, Magazine, House, as well as Trials.

REFERENCE

- 1 Australian Touring Car Championship 25 fabulous years, Graham Howard and Stewart Wilson, R and T Publishing, Sydney, 1986 pp 14-22;
- 2 *ibid*, p 26;
- 3 The official 50-race history of the Australian Grand Prix, R and T Publishing, Sydney, 1986 pp 256 – 262;
- 4 *ibid* pp 256-266

Pre-War Motor Sport

Pre-War Motor Sport – supplementary photos and information – by Richard Croston

These photos and information are from Richard Croston whose grandfather and father were both involved in early motorsport in Qld and who sends his congratulations to Malcolm Spiden as he was inspired by (to use Richard's words) "Malcolm Spiden's wonderful work on pre-war motor sport in Qld" to seek out old photos from his family's collection and share them and other information with us.

A couple of comments from Richard: -
The Eagers Overland race car is still with us having been beautifully restored by Graham Crittenden. You can see the photos of the old race car, its awesome racing history and quality restoration by going to the MTAQ web site.

Some years ago, I was talking to Chris Pike (the son of John Pike a pre-war racer). Chris

sent me a photo of John in his Austin 7 special and also a photo of the Bugatti Type 13 they raced at the Mt Coot-ha hill climb.



Austin 7 Special



Bugatti Type 13

Another racer of the period was Roy Bulcock who imported an Alvis super sport. This was the equivalent of purchasing a Ferrari or Porsche racer in today's world. Alvis mostly built the special chassis and coach builders fitted the body to order. Note the unusual rear mudguards on the Alvis.



Roy Bulcock's Alvis



Roy later updated the Alvis with a J type MG seen in the photos. The Alvis is still with us but unfortunately the MG has disappeared.

Racing on the open roads was common back then and the events were mostly called reliability or fuel consumption trials.

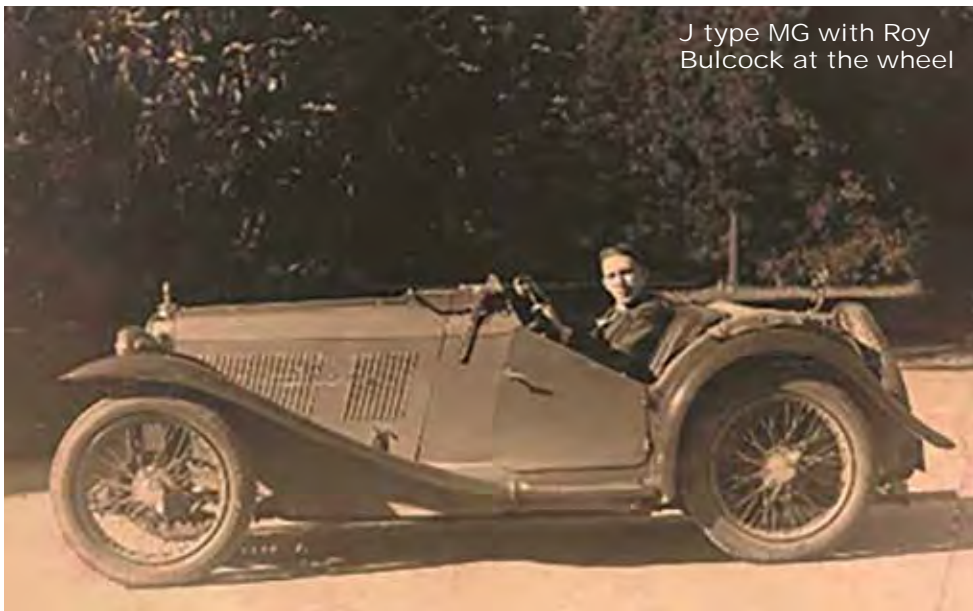
When doing the Brisbane to Toowoomba trial the important issue was not to get caught by a train at the Gatton rail crossing. The railway gate keepers were never in a hurry according to the racing motorist. It was considered a good idea to go in convoy across the Lockyer Valley because if it rained on the black soil plains progress became seriously hindered.

On the Brisbane to Sydney trials it was advisable to take a young athletic member as part of the crew as many property gates needed to be opened and closed along the road to Sydney.

My father, who was fleet of foot back then, found himself in demand with Grandfather's crew. Imagine doing that in F1 today!

A little bit more of early motor sport in Queensland.

J type MG with Roy Bulcock at the wheel



THE SON OF A COAL MINER

Gurney Tasman CLAMP

PUBLISHED VERBATIM

THE FORTIES

It has been one hell of a ride my life from the day I was born until this very moment, not that I remember anything my actual birth.

My father Thomas Clamp who was a coal miner in England before coming to Australia then to Collinsville and after his divorce to his first wife married my mother Doris Cordingley the daughter of Fredrick Cordingley an Englishman who left school at the age of 12 to work in one of the underground coal mines in England.

My grandad Fred Cordingley married early in his life which produced four daughters Credwen, Doris & Esther born in England before they boarded the steam ship Norsman in England on 11th, January 1913 and reached their destination, Brisbane Australia on 10th March 1913 a journey that took 59 days.

Grandads main aim was to get work in one of the Queensland coal mines.

He was able to secure work in one of the many coal mines in Ebbw Vale, Ipswich where his main objective was to obtain his underground mine surveyors ticket then his mine managers certificate at which he was successful at, it was around this time when his wife gave birth to Anna, then their first boy Frederick born in Mt. Morgan.

Mine managers were sought after in Central Queensland which encouraged him to move to Baralaba for a short time then onto Clermont then Rangel and finally Bluff where the whole family was well received and ended up being a well respected family where he was not only the mine manager but the ambulance officer, police man and Duaringa shire councilor who liked a beer and smoking his pipe.

My dad Thomas Clamp at the age of 42 and mother Doris Clamp (ne Cordingley) at the age of 32 saw me enter into this world at the Collinsville base hospital on 26th. January 1941 while living in the little coal mining township Scottville in a house that was built with rough bush time posts with flattened out kerosene tins that Dad had collect over a period of time as all miners of that period had to do.

The floor was made of ant bed that was collected in the surrounding country side . crushed up into fine material then spread out inside form work.

The ant bed was watered down, then rolled with a heavy roller just like one would do when laying concrete to-day, the walls were made of brattice a heavy cotton type material that was painted with a white wash to keep the weather out.

I can remember my mum telling me and my elder brother Des and sister Dawn to keep away from the walls as the white wash would come off onto your clothes.

This type of building was quite common in the township of Collinsville and Scottville at the time.

As time went by my father became a mine deputy and with the increase in pay we eventually moved into a low set corrugated iron roof and wall house with concrete floor at 27 MacArthur Street Collinsville.

One of the biggest events I can remember was the completion of as cement bath tub which was a lot better than the round metal tub that we had to use.

This house was eventually replaced by a better semi high blocked house directly in front of our current home,



1942

At the age of two my sister Dawn so she tells me that she used to dress me up as her doll and wheel me, around everywhere in her pram showing me off to all our neighbours for me my memory can not take me to remembering this but I can remember when I was four when in December 1945 on Christmas.

Christmas eve I was standing outside our house in the dark of the night waiting for Santa to arrive, Mum came out and said that he will not come while you are out here. So it was off to bed to wake early Christmas day Santa did come and left me a much loved stocking made of cardboard backing with red mesh holding all the small gifts inside, like a gun, and always a comic book and a number of other toys, just loved those stockings.

The other things I remember about this year was with other kids playing in the roughly built air raid shelters that most Collinsville residence built in their back yards as they were advised to do by a government official as the Japanese would see Collinsville as a target to bomb as it was supplying coal to trains & ships, as the Japanese landed in New Guinea and they started bombing Darwin and Townsville preparing to invade Australia, the Government at the time was getting prepared for the possible invasion and drew what they called the Brisbane line where Australian forces were prepared to defend Australia.

The Japanese didn't get to land in Australia other than in 1942 between 31st. May – 8th.

June, 3 x 2 manned submarines entering Sydney Harbour with all 3 being destroyed, the one below is on display at the Australian War Museum.



When the war ended, like everywhere in Australia, Collinsville celebrated by holding dances in the local dance hall and sports at the show grounds and Collinsville always celebrated important events with a street parade with residents dressing up cars, trucks and most of the children their push bikes.



Turning five in 1946 was a milestone for me which meant that this would be my first year in school not one of my favourite places, though as the years passed I use to try and beat a school class friend George Davies to school which made it hard to do as he lived near the school, but I did get a win now and then, my best times at school were during lunch or after school where we would play Red Rover, where all the kids would line up at one end of the football field then they had to try and get to the other end of the football field without getting tagged by a couple kids on the half way line waiting to

tag you.

The other top lunch time past time was playing marbles, where a circle would be drawn in the dirt and if you wanted to play you had to put a marble in the center of the ring, then take turns in trying to knock one of the other marbles out of the ring firing your main marble using your thumb to shoot your marble into the ring, if you were successful you would keep the marble that you knocked out of the ring, there were some really good players in this competition, this was one game that I really liked but not so good at as I remember that the kids would line up to play against me when I arrived with a bag of new marbles.

During school there would be a once a week exercise period where everyone had to go out onto the sports ground and play tunnel ball, using what at our age appeared to be very large and heavy, but I enjoyed this activity.

At this point of time all students had to use slates to do their writing on.

Attending school for the first time we soon got to know what to do for lunch, on most occasions your mother would prepare sandwiches for you for your school lunch, but at least once a week.

One thing that I did enjoy at school was when learning how to Platt and you would have to bring along you own plastic tubing to allow you to learn how to do flat, round and squarer plating after which there were kids that attached the product of their new found skills onto anything they could find.

As there was no school tuck shop in this era so we all had to take a lunch and some time you could enjoy a Jerry Schmidt the local pie man would drive up in his utility with his oven on the back and park in the shade under a gum tree at lunch time. You would have to order with him on your way to school, if you wanted either one of his Collinsville meat pies, apple pie, pastie or a sausage roll, and of course hot peas to be added if requested, Jerry always had

the Holbrook and tomato sauces on hand, when it came your turn to get your pie, he would have his order book ready with your name in it and what was ordered

We seem to think Jerry had much of an education, I expect that he could spell common names like Len Jones, Clem Fell or even Darrell Martin or Gurney Clamp, but when it came to members of the Hjortzhøj family, that was a different matter, I know for a fact that he used to draw three circles and put a line right through them, hence some of us used to call Donny Hjortzhøj (000) three O's. I don't know if Robert Fitzharding from our class ever ordered any pies or pasties, (another spelling task), but they always tasted pretty good

Just about all the boys had at least one visit to the headmaster's office to get the cane for misbehaviour in the classroom, I remember on one occasion when a student who was built like a Rugby League front row forward and in his last year of school was sent the headmasters office to receive the cane, The head master told him to hold his arm straight out at shoulder height with his hand unfolded, which he did then the headmaster took his first strike at the student's hand and the student grabbed hold of the cane and took it from the Headmaster, I never knew what happened after that, but the news spread around the playground like wildfire. Name unknown. I only remember one girl student receiving the cane and that was the headmaster's daughter

Records show that the building of the Bowen to Collinsville railway line commenced in 1917 mines opened in 1919 which made it a lot easier for Collinsville residents to travel to the coastal town of Bowen to get the services that were not available in Collinsville

My mum insisted that I need to have a visit to a dentist and as there was no dentist in Collinsville which meant that I had to go to Bowen Family friend Tom Craig Havern who volunteered to take me on the Collinsville to Bowen rail motor as he had business to do in Bowen, All went well until I got in

the dentist chair looking up at all the dental equipment hanging from the ceiling above me, scared as ever, the dentist told me to open my mouth, and the dentist made the mistake by putting his finger in my mouth that is when I latched onto the dentist finger realizing what I had done I took off and walked all the way to the Bowen railway station where I waited for him to arrive, Tom said later on told my parents on arrival back home that he just could not catch me.

With the opening of the railway line to Bowen brought about the miners' union to organise their miner's picnic that was well supported by the miners from the Scottville & Collinsville mines, these were held once a year with an eight-carriage steam train taking the miners and their families to Bowen where they were met by buses to take them to Queens Beach where all the families were involved in games at the annual Miner's Picnic etc. one of my great memories

As my father was a miner's deputy one of his his duties was to do pre-shift & regular daily mine inspections prior to the miners going underground and working underground at Scottville, and as we lived in Collinsville he had to ride his push bike to work and back home again every day. I have been told that my dad did not like the dark, which was strange as he worked underground where it was very dark, everyone knew of dad's fears of the dark and would often play tricks on him.

On night during the winter months while riding home in the dark on his push bike he was passing the cemetery, a couple of men with sheets over their head and body with a light under the sheet jumped out in front of dad, frightening so much that he ran all the way home. This encouraged my dad to purchase his first vehicle a Model T ford Ute., after which he started taking me to work with him every Saturday morning and he and I with his mine safety lamp, a caged canary and me were the first to go down the mine to carry out the mine inspection, I later on found out that the safety lamp and canary

was to detect any gas in the mine and if there was gas present, the canary would be the first to die, then the lamp would flare up, ever since finding this out I have always wondered where I was in the safety line.



Later on in 1946 a miner who would ride his horse from Collinsville to attend work at the Scottville mine, and he too had to pass past the cemetery, I am told that on one particular night after the miner had to work back at the mine was riding his horse pass the cemetery, a couple of men again with sheets over their head and body with a light under the sheet jumped out in front the miner on horseback, the horse reared throwing the miner off the horse, He too ran back to Collinsville and on entering in first pub in town, "the bottom pub" he announced that a ghost had nearly got him on his way home from work on his horse, one of the drinkers at the bar, asked him where's your horse, he said he's coming.

Using our government student rail passes for school holidays, my mother would take my cousin Darrel Martin and I to visit our grandparents the Cordingleys who lived very close to the Excel underground mine site near the small township of Bluff. The trip started off in the late afternoon with us travelling in wooden carriages at the tail end of a coal train pulled by two steam trains to Bowen, nick named "I'll walk beside you" as it travelled so slow as it went over the range even with the two engines up front, Our first stop was at a place called Bin Bee, half way between Collinsville for the steam engine to top up with water while mum would buy us one of the huge tasteful corn meat



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sandwiches the next stop Bowen.

On arrival in Bowen we would have to wait until the Cairns to Brisbane Mail train to arrive this was another steam train with eight to ten wooden carriages, while waiting we would try and get some sleep while listening to and watching the shunters shunting trains wagon around.

The trip on the mail train was a special one that we all enjoyed as when the train would stop to fill up with water we would join the crowd in the rush to buy something to eat at the refreshment rooms at most major railway stations. During the Brisbane bound mail it was quite common in the daylight hours to see and listen to the Railway fettlers calling for newspapers along the track, calling out paper paper as the train crawled pass.

On arrival in Rockhampton, we were met by a longtime family friend Gurney Batts who I got the name Gurney from who would make sure that we were OK etc., then we had to once again wait to catch the western bound train to Bluff, this could take hours and sometimes mum would book us into a hotel to get some much needed sleep.

Darrell and I liked the place that our grandparents lived in which was located on top of a rise that overlooked the Excel mine that Grandad was mine manager of, this location gave Darrell and me a great place to enjoy our stay as we could climb up and down the unusual banks at the top of the rise to bottom lower level.



Eventually the Excel mining company built Grandad Cordingley high set house in Bluff (Still stands today), Darrell and I enjoyed this new house as it gave us an opportunity to investigate the township and get to know the kids John & Lyle Winderknechts who lived next door the, who taught us how to catch Craw fish in a nearby water hole, first you would have to walk up to the local butcher shop and ask the butcher for some meat scraps, then back home pick up your length of cotton and crayfish net on the end of a stick, off to the water hole and start fishing for crayfish, One would tie a little piece of meat on the end of the length of cotton drop the meat end into the water and wait for the crayfish to take the bait, when you thought that you had one on, you would slowly pull it up until you could just see the crayfish under the water, then scoop it your with you net, some people call these red claw

During one of our trips at Christmas to Bluff our relations the Crowhurst's travelled up from Sydney also made the long journey to Bluff, this was the first time that Darrell and I had ever met them all, Uncle Jack, Auntie Cred (Mum's sister), Cousins Credwen, Jacqueline and Charles, Charles was younger than Darrell and I, Darrell being the eldest. Charles did not seem to fit in all that well and refused to join in with us and our Bluff friends, on one occasion after we caught all the crayfish, we wanted we were heading back home to cook them we came across Charles empty handed heading down to the crayfish water hole, we asked him where he was going, Charles said to catch some crayfish, we said that you will need the right gear to do that, he responded by saying that he will catch them when they come up for air.

Grandad Cordingley was not only the Excel mine manager as he was also a Duaringa shire councillor as well as being recognised as a local police enforcement officer and had in his possessions two pistols, that Darrell and I found one time and we use to play cowboys and Indians with, how we never shot each other is a mystery. We would also use his old pipes for blowing bubbles.

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cnr. Leonard & Annie St, WOOLLOONGABBA

On one of our train trips to Bluff we arrived in Rockhampton from Bowen at a time when the Fitzroy river was having a major flood, We seemed to spend a long time waiting at the Rockhampton Railway station to see is the west bound train would depart Rockhampton, then the station Master asked all those who were waiting and to board the train if they wanted to join the train crew and travel across the flooded Yeppen crossing just on the out skirts of Rockhampton, Mum keen to get to Bluff agreed and eventually the train departed the station and soon after we started crossing the Yeppen crossing in the dark, both Darrell and I can clearly remember crossing over that crossing and looking at all the water from the lights of the carriages noticing that the water lapping the bridge.



In 1946 I got to see my first aircraft up close as for some reason the pilot of a tiger moth aircraft after flying over the town decided to land his aircraft on the Collinsville Golf Course, and by the size of the crowd that turned up at the golf course I was not the only one

Unlike today in the 40's the clothes that you had to really look after them as most of the time they were hand me downs from friends or relations (which still happens today), if your socks had holes in them your mother would darn them to lengthen the life of them. Soap was another item that would be used right to the end, once they got too small to handle you put them with the other small pieces and they would join together to make them easier to handle and use.

Boil's and Ring worms that we were told

that came from cats were common as was wasp and bee stings that were treated by a blue bottle that your mum used to do her washing.

DAD'S FRIDAY NIGHT OUT

Every Friday night dad would dress up in his long pants and long sleeve shirt that he always had collar turned up and shiny metal arm bands would have his usual night out at the local pub and we would wait for him to come home for us to have dinner. I would wait at the front of the house and eventually see him staggering up the road and stop under our street light checking what time it was before coming inside.

My 6th. BIRTHDAY PRESENT "Darrell MARTIN'S old push bike

After receiving me beaut new looking push bike for my sixth birthday, one that I rode everywhere, even took what I thought was a long way around to my cousin Darrell Martin house to show it off. After a couple of weeks while riding around on our push bikes with Darrell Martin, I fell off my bike and some of the paint came off, then all was revealed, as Darrell recognised the paint that was under my newly painted push bike, was his old bike, Later on in life he proved to be correct.



MY TOYS

I didn't have that many toys while growing up, the ones I did get were for birthdays of Christmas, Of course the Christmas stocking always had a lot of small toys in them and a couple of comic books with my favourite being the Phantom, I event ordered a Phantom ring that the eyes would glow in the dark, the ring was made to fit any finger, Over the years I had a cap and water pistols and made my own plane out of wood, and of course everyone had a spinning top.

We also had a Bob set that got a lot of



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CATALOGUE

use, and Chinese Cheques & Snakes and Ladders, The BOB Set that would be played on the CHINESE FIDDLE Kitchen table on a blanket CHECKERS STICKS.

George FURNIS Mac ARTHUR Street Collinsville

My mum was out watering her snap dragon plants in her garden at the front of the house using a rubber house, (Plastic was yet to be developed) when a George Furnis arrived at the house in his Ute., coming to a stop not far from where mum was watering her garden, mainly of Snap Dragons, George was well known in Collinsville for his skill in repairing the old radio's & motor electrics and if you had a problem with your radio he would eventually turn up unannounced to repair it, After George stopped he got out of his Vauxhall Ute lifted the bonnet and started doing something in the engine bay and asked mum to put the hose on him, which mum did with George trying to find out why mum was not getting a shock from him as he tinkered with the electrics in the engine bay, not realizing that mum was holding the rubber hose and not the metal hose nozzle

Harold ARMSTRONG HEADMASTER

My schoolteacher, Harold Armstrong short in stance, and a very anger person, who appeared to have enjoyment in giving any student a clip behind the ear if he thought that they needed it, He was also very accurate in throwing a piece of white chalk for the same reason. I remember one day when he was trying to get his point across to the class was banging his fist against the huge blackboard with his back to the chalk board was banging and all of a sudden, the chalk board broke loose and fell on him, much to the delight of the class.

TRIPS TO BYRWEN Cattle Property Owned by: Chiconi's

Our family would often take trips out the Byrwen cattle station owned by the Chiconi Family, On one trip we helped this family remove their lounge room floor coverings which was halted by discovering the large number of old newspapers that lay

underneath and all of a sudden, the work came to a halt with catching up on old news was more important. On one return trip back home during the hours of darkness with Darrell Martin and I in the back of the T model ford we spotted our first MIN MIN light which appeared to be travelling parallel to us, but eventually disappeared, scary!

1948

GUY FAWKES (Cracker) NIGHT

Guy Fawkes was like most places in Australia was celebrated in November, and as far as all Australian kids were concerned it was one of the most important time of the year, It gave them a reason to celebrate the capture an English person whose name was Guy Fawkes, who was part of band of conspirators who planned to blow up parliament house in England in 1605, and part of the plot was against King James 1st. The conspirators hid barrels of gun powder under the House of Lords, but the plan was halted when an anonymous letter was received by the authorities, who conducted a search and found Guy Fawkes guarding the explosives. To celebrate the fact that the J King had survived this attempt on his life, people lit bonfires in London, and an act of parliament designated the 5th. November as a day of thanksgiving from the year 1650. The English migrants brought with them this celebration when they arrived in Australia. Families added to the celebration by building Bon fires wherever and they could and then would light them after nightfall, then gather around the Bon Fire and let off their fires works.

The fireworks could be purchased from either the Co-op, Mc Gee's or Mc Cann's grocery stores and maybe the popular Argyle Café. The fireworks came in all shapes and sizes, with sky rockets being the most popular that came with a stick attached that would allow one to put the stick in a bottle, the and light the wick and off skyward it would go then exploding into a spectacular shower of sparks, other forms of fireworks were, the popular Roan Candles, Flower Pots and a number of different types of fountains, then there was the Catherine Wheels, that the owner could

nail to a fence post or stick, then when lit it would spin like fan blades spraying out a shower of pretty sparks as the spun around. Another form of fireworks that are still available today is the sparklers that are made of a stiff wire piece coated with a dark grey material formed a coating of two or three millimetres thick on the wire, these after being lit, burnt slowly and gave off a brilliant white sparks that sprayed out a short distance from the sparkler. Then there was the real firecrackers, all very popular, ranging from the small Tom Thumb, these were purchased in a packet and were best set off in a row of about ten to twenty small fire crackers.

Next in size was the Double banger about the size of a AAA battery and would also come in a flat packet and the wick that bound them all together in the packet could be unwoven and let off singularly, they packed a lot of punch and was dangerous to hold. But a number of youngsters used this cracker to make a small rifle by using the barrel from a bicycle pump, slide the double banger down the barrel allowing the wick to protrude out of the small hole at one end, then drop a marble down on top of the firecracker, light the wick and firecracker would explode shooting the marble over a very long distance.

The double banger was also used to blast apart letter box belonging to someone that the bomber had experienced problems with throughout the year. all fireworks were purchased from either the Co-op, Mc Gee's or Mc Can's grocery stores and maybe the popular Argyle Café. The government in the early seventies changed the cracker night date to 24th. May, Commonwealth Day (which was empire day before 1958), this seem to change the popularity of the event and was eventually banned in 1972.

In the 40's & 50's kids would sing this on Guy Fox Night"

Guy Fox Guy
 Guy Fox Guy
 Stick him up high
 Tie him to a lamp post
 And then let him die
 Christmas is coming
 The ducks are getting fat
 Please put a penny in the old man`s hat
 If you haven`t got a penny
 A halfpenny will do
 If you haven`t got a halfpenny
 Well God bless you.

DAILY BREAKFAST CEREAL

When it came to your parents buying breakfast cereal, most of the kids around my age really did not care what cereal was



bought, as long as the cardboard packet had the right cut out of anyone of the famous comic characters was on the outside of the packet. The Phantom, Lone Ranger and the likes

ELECTRIC POWER TO COLLINSVILLE RESIDENCES 1948

This was the year the Electricity was delivered to all homes in Collinsville which was a great relief for the different type of power source that people were using like fuel powered lamps, wood stoves that were great in the winter and Ice boxes for refrigeration.



Annual Fancy dress parties in Collinsville were big around this time, I remember going as a Pirate, my cousin Florence Townsend as and my other cousin Darrel Martin always stole the event dresses up as a Golly Wog that always won a prize, Our Aunty Etta Townsend made up the outfits.

FIRST AIR RIFLE

For my 7th birthday, Dad gave me an Air rifle for birthday, a “krackerjack” spring loader, that I had to compress the spring by pushing the barrel of the air rifle in, For me being as small as I was I had to run at a tree to cock the gun, The butt of the gun had a strange long name on it, the most popular Air rifle was the Daisy Air gun. Both would shoot a small pellet,

NEW HOME BUILT

Tom Craig-Havern built us a new home. Old home demolished and Mum’s tennis court built, Des and Dawn had their own rooms for the first time. during the construction of this house Tom would often have to return to his cabin to saw up timber for the house and I often would go with him and watch him saw the timber up by using a big circular saw that was driven by a petrol motor with a wide drive belt between the motor and saw, I would often be playing around this are while Tom was sawing until I had a short stick

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in my right hand sticking it into the drive belt area, then all of a sudden the stick got caught dragging my little finger in between the belt and drive wheel, The result of the incident is still visible today.

DAD WITH A SNAKE SCARE

During the hot summer months Dad and Mum would sleep under the house where it was cool, and Dad had a habit of putting his belt through the trouser loops, and would just wrap it around his waist, One summer night after dinner dad announced to all the family including a friend of my brother Des in John Wilson that he was going to bed, so up he got in the dim light from our current carbide lighting walked through the back side door and headed down the steps onto the cement foot path that lead to underneath the house, not long after dad came rushing back upstairs panting & gasping for breath claiming that a snake had bailed him up as he was walking along the foot path, My Brother & John Wilson grabbed the house lamp rushed out to the top of the stairs and spotted the snake laying there on the path, Des got his shot gun and blasted the snake, then went down to investigate what type of snake it was, to find that all it was, was dad's belt, a belt that he had undone on his way down to bed.

YOUNG & FOOLISH COLLINSVILLE STATE COAL MINE GANTRY VISIT

Darrel Martin and I around the age of 7 or 8 were not interested in the joining their families and majority of Collinsville residence to spend Sunday afternoon watching a rugby league game on the State Mine's footy field and decided to have a look around the nearby State underground coal mine. After climbing the multi story gantry to have a look around at where the mine workers worked and what they did on top floor of the gantry,(The gantry was a place where the coal would be unloaded from coal skips that were brought up from underground from the Number one and number two coal mines) they found a skip that was just sitting there on the tracks all by itself looking for someone to push it around the gantry, so push it we did until they lost control of it and left them behind with the skip heading off down the rails into the mine tunnel barley touching the rails on it way into the tunnel. Of course, we did what most kids would do and run like hell, thinking that no one would know who done it. But Gurney found out that, that was not the case, as his dad gave him the wrong end of his leather strap after work the following day

ME AND MY PUSH BIKE

One Sunday morning my mum asked me to



go and get some eggs from a friend's house that was on the other side of town, she gave me the money and a Billy can to bring the eggs home, All was good until I arrived at a creek that was in our street that I thought was nearly as big as a small river, so down I went and Fell off my bike at the bottom of the creek, with eggs breaking up as they fell out of the Billy can., One of the first things I did on my first return to Collinsville from Sydney was to look at that deep creek that turned out to be nothing but a small gully that doesn't even have a name

BROTHER DES AT BOARDING SCHOOL

As Collinsville did not have a high school, my brother Des went to a boarding school in Charters Towers, Des ended up being on the Front page of the school's newspaper playing cricket

HOPALONG CASSIDY

I have always been a keen viewer of cowboy movies, one of my favourites was Hopalong Cassidy and his horse Trigger, It was announced at the Friday night movies at Day Harrison's theatre that there would be a Hopalong Cassidy movie on Saturday night and there was going to be Hopalong Cassidy badges given to the children who attend until the badges run out, Yes you are right, I missed out by just a few, I can

remember being angry with my mum over this as she didn't seem to be in any sort of hurry to leave home



1949

BOWEN RIVER My first swimming Lesson

The family had frequent trips to the Bowen River for fishing and camping at the popular Black gate water hole, this is where I learnt to swim, as someone took me across the other side of the river to our camp site and was told to swim back, to my surprise I made it across OK.



BOWEN RIVER RACES

Every Easter weekend our family and friends & relations would make the annual trip to the Bowen River races & rodeo where we could camp on the lower bank of the river just down from the Bowen River Races & Rodeo grounds.

On one occasion while we were camped on the lower level bank of the Bowen River for the annual Bowen River races and Rodeo, When dinner time would arrive we all would sit around the camp fire and listened to Tom Craig Havern ghost stories, his stories were so good we would gradually move closer to the camp fire.

During one of these ghost stories my brother Des & family friend John Wilson decided to play a prank while Tom was telling his ghost stories, Des & John headed up the steep road that would take you up to the higher level bank of the river, half way up Des threw a white sheet over himself and headed back down the road with a lit up torch light held under his chin as he headed down the road calling out as you think a ghost would, all went well until Des fell off the side of the road and rolling down the steep embankment.

John Wilson (a friend of my brother Des) at the time pulled a snake off the top of one of the tents and snapped it's head off in one quick motion.

Darrel MARTIN & his REPLICA SAILING SHIP

In the 40's my cousin Darrell Martin was given a miniature replica of a sailing ship, It was a really beautiful replica that Darrell would show to anyone that came to where he lived in Collinsville, Darrell's next trip to the Bowen river races with the Townsends and all of our family Darrell decided to take this beautiful replica and try it in the shallow slow flowing waters of the Bowen River, I remember being there with him as he launched it into the water, and to our surprise the boat simply broke apart, as the glue gave away when it hit the water. And there were pieces of the boat floating everywhere, just too many of them for us to try and recover. It was truly a sad day.

TOM'S 22 calibre rifle

At this age I was allowed to use Tom's.22 rifle whenever we went to the river, (The rifle remained in our family until the Australian Government made a rule that you had to hand in any rifles that were not registered due to the Disaster) When we moved to Blackwater the rifle came along with us and



now and then I would take my boys Eric & Kevin out and let them do dome target shooting, the rifle had a leather strap on the side of the butt to hold bullets that came very handy at time.

I found in later year's and looking back that this was a disappointing time of my life as I use to shoot birds for no reason, Why.

COLLINSVILLE STATE SCHOOL

Records show that this was the year that we started to use ink at school, so there was some changes to our writing desks as a hole had to be added to the desks to hold the ink wells.



My MUMS SEPARATED FROM DAD

During the latter part of this year, my mum, I believe had had enough of my dad's ill treatment of her and left him and moved in with a friend of our Family Tom Craig Havern

in his one room house, I can remember the sad times when I would go and visit her and then having to leave and return home where Dawn looked after me. Mum and Tom needed to go out into the bush to get some materials to extend his fibro house, and I had to go with them for that whole week, which I didn't mind as it gave me a chance to be away from school, This turned out not to be a good thing as when I returned to school with a note from my mum, my teacher made me stand in the class room and told me to explain why I was absent from school for one week, I stood up and started to explain but the pain of the story was too much for me and I ran out of the classroom and headed home, frightened to return to school, on my eventual return to school friends supported me, the teacher apologised after a serve from my dad, Mum & dad eventually sorted out their problems and mum returned to the family home.

DANCING

In 1949 aged eight, I started to learn ball room dancing in the Anzac hall, something that I enjoyed at the time, and didn't do any ballroom dancing until I returned to Collinville in 1955 that was in the Callies hall and at this point of time I had school girl friend, Francis Ruff who lived in the same street as I did.

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AIRLINE COUPE TRIPLE TREAT



Just before Christmas 2021, I was in Melbourne visiting family but we took time out for a trip to Geelong to visit an old friend, Grace, the one and only MG TA Airline Coupe. Along with Col Schiller, we had imported this unique car to Australia from Switzerland in early 2012, where it had been mostly unseen for decades.

We shared the ownership for 2 years, and I did a lot of “tinkering” on the car fixing many issues that had not been addressed by previous owners, and by 2014 when we sold our share it was quite a lovely car to drive again.

Back in early 2021, Col had managed to secure the only other Airline Coupe in Australia PA0286 – the very first Airline Coupe built, from the Peter Briggs Collection, so he now had the “Bookend Pair” – the first and the last. Only a few months later, the two cars were prized from Col’s Collection to join the MG Collection of John & Ray Abikhair in Geelong.

Ray had no hesitation when the cars arrived to give them some further TLC and repaired some “patina” on the bodies of both cars, so I was keen to see these two cars again. I last saw PA0286 at the MG National Meeting at Nowra in 1991 – where

it sparked my love for these most beautiful MG Coupe’s.

The image of PA0286 way back in 1991 was still fresh in my mind the night Col rang to suggest we buy the TA Airline Coupe together – what an adventure.

So off to Geelong keen to see the two Airline Coupe’s together and I was delighted to see them in such a wonderful collection, sharing space with other fine Pre-War MG’s including the late Ron Taylor’s VA Tickford, a SA Saloon, and many post-war MG’s.

The greatest treat was to come when Ray mentioned there was yet another Airline Coupe a few suburbs away – “say what ?” I cried. Now I had heard rumours of a 3rd Airline Coupe in Australia, but no one seemed to know and details but would only hint that it was “being restored”.

To me it was like finding buried treasure...

So after a short drive across town to a restoration shop and meeting the owner, I was confronted with PA2242 about 80% of the way through a complete and total restoration in preparation for a return to Pebble Beach in 2022. The car had won there back in 1969 after being restored by a Danish Architect Gert Jensen while living in

San Francisco.

The current owner has a lifetime ambition to take a car to Pebble Beach, and this car as a previous winner of the “Gwenn Graham Concours” is guaranteed an entry in 2022. The latest restoration is a stunning example of the craftsmen still to be found in workshops in Australia. I look forward to seeing the car in all it's glory very soon.



Chromed gate handle with engine in the 1934 V8. Livery in a small picture, the 1932 A Coupe Coupe.



1932 Morgan 1930 issue of Road & Track. Member MacWain asked the question, "Was this the most beautiful M.G. of all time?" The answer about Cliff Johnson's 1932 Morgan was that it was a great deal to consider because it was a 1932 M.G. and especially the white color. Morgan found this car in England, imported it to California, and eventually took it back to his native Denmark.

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Midweek Run Report

23 MARCH 2022

Well, we finally got a run underway for 2022 & what a glorious day greeted the 33 participants who set off from Springfield Lakes at 11:00 am.

We first enjoyed a very social morning tea from 10:00 am, with plenty of stories & catching up to do, as our last midweek run was in November last year. New member Mark Lacy was welcomed into the group & seemed right at home. Of the 22 cars on this run, 17 were MGs, including 15 "real ones".

The countryside was spectacular after the recent rain, but unfortunately, most of the group took wrong turns at some stage & missed out on the best parts.

I had actually remarked to my passenger that it would be almost impossible to take a wrong turn or get lost on this run – oh well. The planned route took us out through Ebenezer & onto Rosewood Warrill View Rd. We crossed the Cunningham Highway & passed through Harrisville. Beckwith Rd & Limestone Ridges Rd took us through some picturesque countryside, with plenty of full dams after the rains.

We then passed through Roadvale & Kalbar before arriving at our lunch stop at Boonah where Ray & Sue Edwards & Gary Lawrence also joined us. Thankfully most

of the lost souls found their way to Boonah & there was plenty of good natured ribbing about not following the run instructions.

The MGs attracted quite a deal of attention from the locals and one lady actually took some contact details as her father is restoring an MG at the moment. It was great to catch up with everyone again and there was a lot of talk about the combined chapters meeting in Rockhampton in September. Let's hope that the weather is as kind to us for the April run.

Jeff Heslewood & Chris May	Impreza
Lloyd & Karen Thomson	MGB
John Davidson	MGB Gt
Neil & Margaret Taylor	MGF
Malcolm Campbell & Kathy Burford	Golf Gti
Trevor & Anne Mills	MG6
Barry Lutwyche	MGB
Jan Burke	MGB
Michael Garratty & Kay Hawley	MX5
John & Pat Walker	MGA
Don & Ann Webster	MGTD
Greg & Rhonda Hannant	MG3
Errol & Wendy Hoger	MGB
Mark Lacy	MGB
Neil & Kate Robson	BMW Z4
Trevor & Joy Jones	MGA
Robyn Jenvey	Honda
Neil & Jenny Summerson	MGB
Denis Thomas	MGB
Ross Letten	MGB
Ray & Sue Edwards	MGB
Gary Lawrence	MGB





My Early MG Car Club Times

by David Miles

I joined the club in 1964 as the proud owner of a 1946 MG TC, purchased for me by my Dad for 75 pounds! I often believe his motivation was to “keep me off the streets” as the car had suffered a rather hard life. I very soon learned basic mechanical skills, the vagaries of SU “fool” pumps and Lucas electrics.

In those days, however, the car club for me was just a place to go on Friday nights – more important was the newfound freedom offered by one’s own set of wheels, and the spindly 19” wire variety proved very capable at transporting this eighteen year old to the Gold Coast most weekends. The attractions of surf and sand were, however, often overshadowed by the lure of Tweed Heads’ Dolphins Hotel, where the NSW liquor laws permitted partaking of alcohol from the age of 18. Needless to say, the hotel owed its existence on weekends to pimply faced, bad mannered Queenslanders.

Fortunately, peer pressure and a modicum of common sense intervened after a friend with a very nice MG Magnette was involved in an accident right under the nose of the NSW constabulary and persuaded some attitudinal changes, and the MG Car Club reasserted itself as the social venue of choice. The logical place to begin to learn some basic driving skills was, of course, the club motorkhanas at Tingalpa. I ventured down on that first afternoon, where one Vince Appleby took me under his wing to explain just what was required, and was soon partaking in the forward bending, sled racing and the infamous “bob a ding,” an event definitely not condoned by CAMS!

One of my partners in crime from the days of surf, sand and Fourex was Ross Devencorn, who lived with his parents at Norman Park, whilst across the road lived then President Geoff Hawley and his wife Kay. Geoff was constantly intrigued by the goings on across

the road as Ross and I spent many weekends fettling our TCs, and evaluating the results of our labours around the streets of the aforesaid suburb. Geoff targeted us as ideal potential workers at the Mount Cotton Hillclimb, then just a piece of bush being attacked by an old tractor and some enthusiastic volunteers.



This photo is from Peter Rayment and reproduced with his permission.

Whilst I must confess that my attendance at these early working bees was pretty dismal, the club became a more and more important interest and influence upon my life. As the TC was in need of an engine re-build, it was decided to embark upon something more than just rings and bearings, so pretty radical head modification by John Hill (JHH Conversions) was commissioned, along with extractor exhaust, big cam and oversize pistons. The late Rod Hiley, then operating from under his parent’s house at Camp Hill, provided larger carburettors to complete the transformation to the engine. Peter Rayment generously lent a set of 15” wheels to which Dunlop SP sport tyres were fitted and a set of track-rods to the front beam axle eliminated the axle tramp under brakes. We were ready for the first Mt Cotton event!

The very first event at Mount Cotton in February, 1968 saw the TC pitted against Brian Tebble’s TD and, of course, Brian took out the “MG Cars up to 1500cc” class. The margin was, however, small enough to have us both thinking that, with a little effort, the

position could be reversed! Thus followed a series of meetings with times falling and things getting serious enough for the TC to require trailering to the meetings. It was then that Tim Harlock's Centaur Clubman cars looked better value for money than an old MG, so my entry to the clubman class with Centaur Mk 8 with Surfers Paradise and Lakeside becoming exciting adjuncts to the Hillclimb.



David in the Centaur at Mt Cotton at the 1973 AHC

My Centaur story really deserves its own article – perhaps something that I might contrive sometime in the future as it certainly was a privilege to have the last of Tim Harlock's creations during a very significant era of motorsport in Queensland.

In those days, many of those competing in Queensland motor racing were MGCC members, particularly those competing in the sports car categories. John Campbell, Iain and Carole Corness, Will Charlton, Jon McCarthy, Vern Hamilton, John Fraser, Dick Johnson, Kerry Horgan, Tim Harlock were ones who spring to mind, but there certainly were more. Those days of club motorsport in the late sixties and early seventies were great fun!

Meanwhile, having served on the MGCC Management Committee for a couple of years, I was surprised and flattered when then president Will Charlton, over a lunch at the old Embassy Hotel in the city, asked if I would be willing to take on the role of President.

Will, along with other senior club members

Jon McCarthy and Kerry Horgan were about to embark upon a trip overseas which would see them absent for up to a year. Jon is, as many older members will be aware, yet to return! In order to properly connect with these long gone days, this was the time of Boeing 707 jets, (Qantas "V Jets") the old International terminal at Eagle Farm operating out of a slightly modified WW2 corrugated igloo.

Fortunately, I had a highly experienced and dedicated committee to help me along. Ann Thomson was treasurer, the late Joan Appleby was secretary. The Mount Cotton Hillclimb was in its infancy, a far cry from the venue from which we now operate. Our clubrooms were above the old A W Barr's car radio workshop just down the road from the Valley police station. The building, even then, displayed evidence of a previous fire, and was far from "flash," but it provided for our needs at the time. Meetings were held every Friday night, with movie nights courtesy of Shell and BP, regular night runs, and simple social nights where cans of beer were exchanged for tickets purchased at the end of the bar.

Our assets consisted of an ancient spirit duplicator, some tables and chairs, and cans of beer and soft drink as stock in trade for the bar. John Campbell was both editor and illustrator of the "Octagon," which was printed monthly on an old wax stencil "Gestetner" duplicator, and compiled by numerous volunteers on a Friday night.

Committee meetings were held on Monday evenings, I think, with social events and Hillclimb taking up most of the agenda. Hillclimbs, if I remember correctly, took up a lot of time. Parts of Brisbane were still in the process of being sewered, so there were working bees arranged to transport no longer needed "thunderboxes" down to Mount Cotton for placement at strategic points around the hill.

This strategy also required they be emptied after each event, but we wisely farmed this job out to a contractor! Spectator numbers were, in those days, quite considerable,

particularly when, through Brian Tebble, we were able to enlist Leonard Teale from the then popular "Homicide" TV series to drive, and usually crash, a car loaned to him by one of the members. I have never since seen such large crowds of spectators lining the top of both loops at Mount Cotton.

These early hillclimbs served Mount Cotton well, opening it up to a new group of spectators and competitors.

Enthusiasm for this form of motorsport grew, and the venue became more and more important to the

club. Those who had the determination and vision to support Mount Cotton have played a tremendous role to ensure the financial success of the MG Car Club of Queensland, so that today it is recognised as one of the best in Australia and the envy of other "Marque" clubs world-wide.

(Below left) David in Presidential mode at the presentation of trophies at the Australian Hillclimb Championship round at Mt Cotton in June 1973.

Also in the photo are John French presenting trophy to Ivan Tighe and Ann Thomson looking on and (below) Leonard Teale looks to see how much damage he had inflicted on Brian Tebble's "Gertie".



MG Restorations and then, there are quick-buck makeovers

by R M Prior

I like to think that I am a reasonably fit, healthy and active male, at my now age of 81, and I am additionally fortunate, in having a zest for life.

At varying times during my life, I have been told by different people, (including my ex), that I am, – cynical, demanding, intolerant, sceptical, disruptive, argumentative, bombastic, etc, and others were a little kinder, with describing me as being questioning, curious, clever, creative, and even artistic however, I can say with some conviction - that I do not believe in dishonesty, or failure, which are both, absolutely, non-negotiable standards of mine.

All those criticisms and attributes aside, my most recent critique was that at my advanced age, why on earth would you start another MG restoration project? In reply, I say it is because I can, due to my fairly decent state of physical and mental health, but most importantly, it is because I cannot sit around waiting to die. I need to be busy, and what better way is there, for a classic car enthusiast, and in my case, an MG lover, to restore an old car back to its former glory?

I need stimulation, and retirement for me doesn't mean inactivity. I am also a keen caravanner, and am likely as not, to be traversing the desert country of Central Australia, when classic vehicle restoration enthusiasm falters. Which brings me to the thrust of this article - the quality or otherwise, of any classic car restoration, no matter

the marque?

I have carried out three MGB restorations over the past twenty five years, and I am currently into my fourth, a "barn-find" MGB GT. This car was terribly neglected by the previous owners who did precious little maintenance to it, with the result that some serious corrosion is apparent and some serious mechanical failures exist.

It wasn't unexpected and when I bought it sight-unseen from Western Australia late last year, I wasn't disappointed. I am happy because I got what I paid for, which brings me to another point – buyers not getting what they have paid for, with the hidden problems in overpriced, "restored" MG's. In the past year or so, the prices of classic cars have risen sharply, due I believe, to the ban on international travel and therefore lots of well-heeled regular overseas travellers are wanting to cheer themselves up by using their disposable income to "invest" in the arts, home renovations, and of course classic cars etc.

Regrettably the urges are always on the lookout when these situations arise, so more stock suddenly arrives onto the market and amazingly the prices of these now being offered for sale are higher than last year. Funny that, how something doubles in price overnight when the interest/demand rises?

However, these new offerings are not always what they seem.

I am very aware that many people don't have my repair skills, and as a result, are unwitting victims of non-disclosures when buying any car, and even more so when it is an expensive MG classic.

External inspections usually reveal the polished and shiny bits etc, but the innards, which are hidden, are the weak link. There have been many instances recently, of a sudden interest in the MGB GT, the coupe version, and keen buyer's paying a lot more than usual, for allegedly "restored" cars, and discovering mechanical problems that should have been repaired previously, or which should have been disclosed before any money

changed hands.

I have witnessed this in one city MG Car Club recently, where a club member, bought a nicely presented and gleaming MGB GT, from a regional seller for around the \$26K mark. I felt it was overpriced, but the scarcity of this particular model, created a kind of buyers frenzy which still persists as I write.

He proudly showed it off at several, club events and unfortunately, a few weeks back, a long way from where he started, on what should have been a pleasant Sunday Club outing, the clutch failed and it was taken home on a tilt-tray tow truck, at great expense.

Later investigations revealed the clutch facings, and the throw out bearing, both worn down to the metal.

Sadly, this chap, who has no mechanical skills, had to engage help, as the engine needed to come out.

Last I heard was, that the repair had been effected, however, the owner if not annoyed, should be a bit dirty on the “respected” seller.

I find this attitude by some sellers, to be rather tedious, and feel tremendous sympathy for a misinformed buyer, with them facing unnecessary and costly repairs. For the price he paid, it should not have been an issue. He should have been reasonably confident, that the car was in tip top order, and that all mechanical issues, attended to.

The lesser crime would have been if he had told the buyer that he had not renewed the failed components, and that they may need attention in the future, and priced the car accordingly. My further point is this – when I restore an MG, it is rebuilt to as new condition, and that means no shortcuts, and anything that needs repairing/replacing/rectifying or simply renewed, is done on principle, because that is how I want the car to end up and it is how, I would wish to be treated.

While the engine/gearbox is out during my “restoration” the clutch plate, pressure plate and throw out bearing will be replaced with

new, it should be a matter of course – and not left unchecked by avoiding a few dollars, and absolute laziness.

Each of my previously restored MGB's, had its engine professionally reconditioned whether it needed it or not.

Each car, besides receiving a complete body repair and paint, gets a totally new interior trim, carpets, seats etc, along with a new wiring harness, new shock absorbers, every nut, bolt and screw removed, then replated, and replaced.

Every suspension bush/shackle/sleeve, or split pin was renewed. The brake system was totally rebuilt with all new parts, brake lines, cylinders, connectors as was the clutch system, with a new ring gear, spigot bush, pressure plate, clutch plate and the throw out bearing and fork even earned a new rubber cover. Rather than prolong the “what parts I replaced” part of my story, it is needless to say, that I wasn't happy until it was like new, and the result was my satisfaction of knowing it was as good as I could make it.

So, if anyone has purchased a “restored” MG and all of the above was not part of the restoration, then it wasn't restored – it was given a quickie make-over, and there is a big difference.

Half doing any job, is anathema to me, and I sincerely hope that when any of my restored MG's come on to the market, the buyers will have the benefit of my “over the top” treatment and respect what I have done.

I have only ever sold two of my restored MG's, and I have never heard of a problem with successive owners.

I am often reminded of a great MG clubman, who is sadly no longer with us, who, and whenever he was offering up something for sale, he would politely say, with a twinkle in his eye, and a grin a mile wide, “Please bring your chequebook, line up, and form an orderly queue!” Not for me, offering my latest restoration for sale – it will be my last, and I will never sell it – never.

Although there is generally wildlife around at Mt Cotton, the sighting of a long – necked turtle was a ‘first’.



Brisbane Motor Museum

For Australian classic and sports car enthusiasts, 2022-23 is shaping up to be an exciting time, introducing the “Brisbane Motor Museum”.

To register your interest and to receive updates on the museum’s progress, head over to www.brisbanemotormuseum.com.au and sign up for their free newsletter.

The Brisbane Motor Museum is well underway and promises to become a must do destination. Located on Nudgee Road, only 10 minutes north of the Brisbane Airport and Gateway Motorway. And only 20 minutes north of the Brisbane CBD. The Brisbane Motor Museum will feature 3 to 4 month rotating exhibits on all things motoring. Exhibits will include celebrated marques, car club milestones, themed exhibits, artworks and motoring materials and much more.

The museum boasts a generous space, featuring Club Rooms, Meeting Rooms, Motoring Library, Food & Drink Outlet, Undercover Parking and of course the Museum itself.



CHAPTER Chatter

BUNDABERG CHAPTER

April Run

We all met at the Quay St car park at 8:30am We eventually left at 9:15 & cruised to Gin Gin with yours truly leading & Peter & Val as tail end, we had a new potential member in Geoff & Sue Russell who have just bought a very nice MGTD, they decided to leave it at home to the run being a couple of hundred km until they know the car better.

We had an uneventful drive to Tracy & Steve Gable place where they were waiting for us, we had a very pleasant morning tea in their orchard, it is a while since we had visited & it is a credit to them looking after 43 Alpacas, guinea pigs & goats & keeping the place so neat.

After morning tea we head for Mt Perry to the BBQ area in the town, Steve & Tracy joined us a short time later; we had plenty of room to spread out while Eric & Les cooked their tucker on the BBQ the rest of us ate our salads & sandwiches. After much banter we headed back to Gin Gin for an ice cream which was a fitting end to a very pleasant day.

Dave & Jenny Cook in a MGF, Steve & Tracy Gable Musso, Peter & Val Walkington Honda CRV, Les Stevens MGB, Eric & Janelle Beckman MGB, Geoff & Sue Russell Holden Colorado, Graham & Marilyn Bentley 8.



11th May 2022

On a very bleak and wet day 12 enthusiastic MG members braved the elements and drove to Cabarlah for lunch at the Farmers Arms hotel.





again a very enjoyable night with a few wines & beer in front of the fire. The next morning most headed home while Jenny & I headed for a few nights at Cania Gorge.

A very enjoyable long weekend with good friends.

Attendees
Eric & Janelle
Graham & Marilyn
Daryl, Steve & Tracy
Jenny & I

MGs are not the ideal cars to drive in this inclement weather as windscreens fog up water drips on your lap so not surprisingly no classic cars attended. It was good to catch up and escape the four walls of our homes which we have been bound too for days due to the rain

Attended
Rob & Narelle Fraser
Kev & Anne Wruck
Glen Hadfield
Gary & Janis Lawrence
Ron & Judy Gillis
Owen Douglas & friend Malcolm

Monduran

We had a small turn out of five caravans, Graham & Marilyn, Jenny & I arrived after lunch on Friday to find Steve & Tracy already in position (they did not have that far to come from Gin Gin), Eric & Janelle arrived shortly after us. After we had set up our caravans & prepared tea we had a good get together around the brazier fire supplied by Steve & Tracy. Saturday morning while Steve & Tracy had to head home to feed their Alpaca's Daryl arrived without Laura as they had a sick Cat that needed drugs twice a day. Once again a quiet day with many of the world's problems solved especially around the Fire after dark.

Sunday morning the intrepid farmers headed off again to feed their herd, while the rest of us wandered up to the dam Wall & to the boat ramp, by the time we returned for coffee Steve & Tracy had returned to start cooking their camp oven stew. Once





CHAPTER Chatter

CAPRICORN CHAPTER

Sunday 10th April 2022

The thoughts on everybody's minds involved in the days outing on Sunday was "rain, rain, go away, come again another day" and despite a couple of cars pulling out, 15 cars and 24 people turned out for an interesting and enjoyable day.

It all started when the Rockhampton group assembled at the Government buildings on Norman Road whilst the Yeppoon group assembled at the Oaks servo and met up at the Cawarrel turnoff at Dairy Inn Road. Here we learnt that a large gum tree had fallen over the road near Rockhampton and one of our group had a near miss when coming upon it. Never mind it all ended well.

Jo and her friend Kim were busy organising the poker run for the day while everyone said their hellos. Then it was off to Cawarrel where Glynn Blair had organised for Ross and Mrs Robinson to open their shed and allow us to have a look inside. Well, what a surprise! Inside was chock a bloc full of antique and modern racing cars along with memorabilia that would be the envy of any motoring museum. I'll let the photos speak for themselves but needless to say it was impressive.

Who would have thought? Ross told us that from Monday, it was all being relocated to his new home at Emu Park although the new shed was slightly smaller and so a couple of his cars, a 1927 Chev truck and a 1947 Hudson Teraplane were up for sale. We look forward to seeing Ross's new shed when he is organised.

All too soon it was time to go and so Gary Kunst and Clare Lynam did a reekie around Cawarrel to see if they could find some undercover picnic tables for smoko. Gary

soon rang back and we were all set up for smoko but not before a few of the ladies had discovered a book market going on in a hall near the town's public toilets. Needless to say, some came away with real bargain priced books.

When Jo opened up her boot, it was discovered that the Easter Bunny had come early and everyone there was treated to some chocolate easter eggs. Very thoughtful of him or her maybe. Jo and Kim distributed more cards and drew the lucky door prizes for the day. Gary and Doris won the first draw a box of favourites that was donated by Supercheap Yeppoon after our recent display down there and Robbie and Gary won the second draw. In normal tradition, we were all treated to chocolates.

Next stage of our day's activities was a trip to the Joskeleigh South Sea Islanders Museum where a small but interesting display was set up to commemorate the near slave treatments of the South Sea Islanders in the early days when they were brought to Australia to work in the sugar industry for little or no pay. There was a sugar mill and plantation at Joskeleigh and another at Fairborough, which are long since gone. A quick visit to the cemetery and then on to Keppel Sands for lunch.

Our table was a long table set up for us but due to our numbers increasing at the last minute we overflowed onto another table nearby. Lunch was once more, delicious and again huge servings. Jo and Kim distributed the final cards in Gloria's poker run and the winners were Gary and Doris. Time marched on and soon we all said our good byes and returned to our homes. Another very well attended and enjoyable day.

Jim Armstrong

Photos by Clare Lynam and Phil Henry

Those in attendance were;

Clare Lynam

Phil Henry

Gary Kunst

Paul Davey

Glyn Blair

John Rowe

Gary Whight & Doris

George & Lyn Ganter

Brian & Glenis Russel

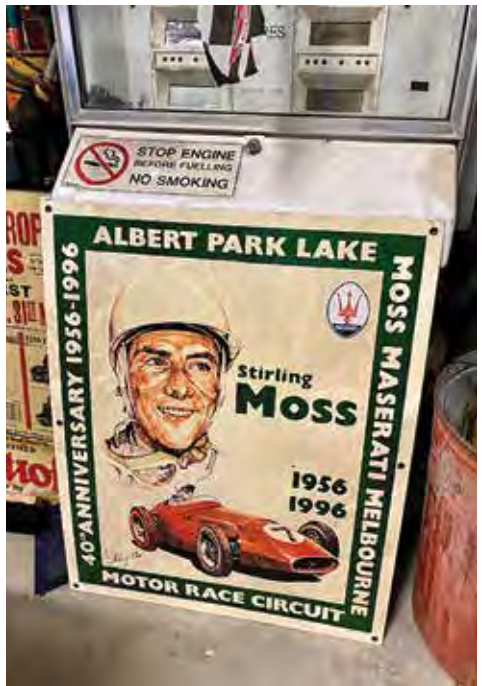
Laurie Chetter & his Mate

Robbie & Gary Galloway

Michelle & Rick Taylor

Jo Emmert & her friend Kim

Sandra & myself





CHAPTER Chatter

DARLING DOWNS CHAPTER

Our monthly lunch run on the 13th of April took us to the familiar Bull and Barley hotel at Cambooya.

The beautiful restored hotel always offers great meals. Gaye's two grand children accompanied her and Deb.

Not mentioning any names but two of our members seemed to have taken a wrong turn and arrived a little late.

Rob & Narelle Fraser	MGB
Ron & Judy Gillis	MGB
Alan & Deb Maskell	MGBGT
Pat Birmingham	MGB
Brian & June Phillips	MGBGT
Cheryl Francis	MGB
Gary & Janice Lawrence	Ford Escort
Gaye Hawkshore & Deb	Camry

May Lunch Run 11th May 2022

On a very bleak and wet day 12 enthusiastic MG members braved the elements and drove to Cabarlah for lunch at the Farmers Arms hotel.

Mgs are not the ideal cars to drive in this inclement weather as windscreens fog up water drips on your lap so not surprisingly no classic cars attended.

It was good to catch up and escape the four walls of our homes which we have been bound too for days due to the rain

Attended

Rob & Narelle Fraser
Kev & Anne Wruck
Glen Hadfield
Gary & Janis Lawrence
Ron & Judy Gillis
Owen Douglas & friend Malcolm

DDC Chapter Our monthly lunch run on the 13th of April took us to the familiar Bull and Barley hotel at Cambooya. The beautiful restored hotel always offers great meals. Gaye's two grand children accompanied her and Deb. Not mentioning any names but two of our members seemed to have taken a wrong turn and arrived a little late.

Rob and Narelle Fraser MGB
Ron and Judy Gillis MGB
Alan and Deb Maskell MGBGT
Pat Birmingham MGB
Brian and June Phillips MGBGT
Cheryl Francis MGB
Gary and Janice Lawrence Ford Escort
Gaye Hawkshore and Deb
Toyota Camry

March 27th.

Twenty four enthusiastic members brave the weather for our monthly run. We welcomed old and new members John and Marg Boland from Brisbane Malcolm



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and Barbara Campbell and Chris and Peta Fraser. Helen Goodfellow's passenger was Juanita Keegan. Her and her husband Harry were inaugural members of the Darling Downs Chapter.

Standing in drizzly rain we were briefed and departed Mt Kynoch at 9am. We travelled down the highway to Griffith St, Mort St and Hermitage Rd to the Wellcamp airport. With the cloud slowly dissipating we entered the airport travelling past the fibre composite area, RSPCA ,airport terminal ,and 3 virgin air craft resting waiting to take flight again one day. Also drove past the quarantine centre and the Qantas training school. This was the first time a number of members had travelled through the airport and thoroughly enjoyed the experience.

We continued on our way to Mt Tyson for morning tea in the park only to find a large orange sign spread across the road saying road closed. This was due to water on the road!,oh dear oh bother,where to now. Thankfully one of our knowledgeable members Sue knew another road to Mt Tyson where we enjoyed fresh cake and a cuppa.

Continuing on through puddles, passing high silt build ups and drenched sorghum fields made our way to Pittsworth. Another panic-we had lost the last 3 cars. Contacting the lost souls and finding out they took a wrong turn, we all eventually ended up at our destination at Clifton Arms hotel for lunch.

Our run coincided with the steam train arriving in Clifton that day. The staff at the hotel did a great job serving our meals before the arrival of the passengers from the train.

Narelle & Rob Fraser	Triumph TR8
Ron & Judy Gillis	MGB
Marg & John Boland	MX5
Sue & Andrew Willesden	MGB
Owen & Kay Douglas	MGB
Cheryl & Frank Francis	MGB
Alan & Deb Maskell	MGBGT
Chris & Peta Fraser	Ford F100



Gay Hawkshaw & Deb	Toyota
Helen Goodfellow & Juanita Keegan	Mercedes
Michael & Marilyn Keating	MGBGT

16/3/2022

Another beautiful autumn day for a drive in the country for our monthly lunch run.

Our destination was at the Murphys creek Tavern, passing through some damaged areas and road works from the recent floods.

An enjoyable lunch and chat was had by all.

Present	
Anne & Kevin Wruck	MINI
Cheryl & Frank Francis	MGB
Ron & Judy Gillis	MGB
Narelle & Rib Fraser	MGTD
Brian & June Phillips	MGTF

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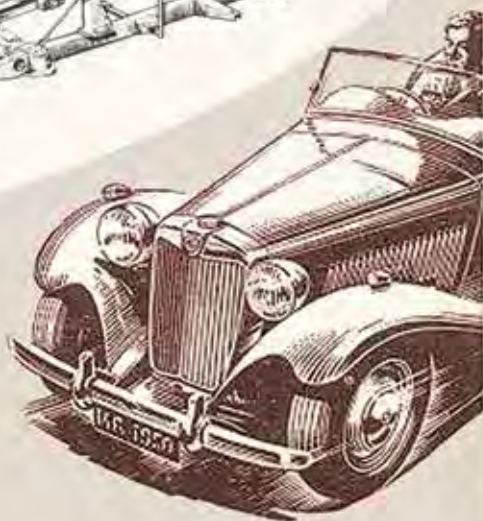
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MGCC of Qld Inc - Capricorn Chapter

All Chapter Meeting Rockhampton

23rd-26th September 2022

The Capricorn Chapter of the MGCC of Qld welcomes chapter members from around Queensland this September to come and experience the Rockhampton/ Capricorn Coast region.

If you have any questions or concerns, please do not hesitate to contact our Coordinator, Jim Armstrong. Jim's mobile is 0417 544 222 and his email address is: james.armstrong4@bigpond.com

The programme for this event will be as follows:

Friday 23rd September

Registration and Welcome: 2.00pm to 4:30pm Rockhampton Leagues Club, Cambridge Street Rockhampton

Noggin N' Natter: 6:30pm to 10:00pm Rockhampton Leagues Club, Cambridge Street Rockhampton

Saturday 24th September

Car Display

8:00am to 12:00 noon Car display at Glenmore High School

Tour – Capricorn Coast Tourist Drive: 1pm onwards

Saturday Evening

No organised activities. This is free time where members may like to experience some of Rockhampton's fine dining venues.

Sunday 25th September

On Sunday morning we are offering 4 different Kimber Runs.

Kimber Run 1: Archer Street Rail Museum

Kimber Run 2: Capricorn Caves

Kimber Run 3: Koorana Crocodile Farm

Kimber Run 4: Byfield Tea Tree Farm and Eco Tour

Sunday Evening

Formal Dinner:

Monday 26th September

Farewell Breakfast

Registration

We are now taking registrations for the MGCC Queensland all-Chapter meeting

Cost: \$180 per person

Please note: Your registration is only regarded as complete when payment is received.

Further details and the entry form are on the MGCCQ website in the Chapters page.

CHAPTER Chatter

FAR NORTH QUEENSLAND CHAPTER

Sunday 8th May 16, 2022

Wet Season Comes Late by Pauline Hepburn

As usual for runs south, we met at Macca's Gordonvale for leisurely coffee and snacks. In spite of continual heavy rain, and reduced numbers due to Mother's Day, a unanimous decision was made to continue the run to Babinda Boulders.

We splashed south down the Bruce Highway, turning through the main street of Babinda and headed to the Boulders Recreation Area. On arrival we paddled from the car park to an undercover picnic table, joining a very wet, sad looking scrub turkey. The rain continued to fall as a few tall tales were told.

The group then, under cover of umbrellas, walked down to the swimming area for a look and a photo shoot. Some people, much more adventurous than us, were even swimming. The Boulders area is notorious in the North for accidents and drownings. A bit further down from the swimming area there are waterfalls and rapids, with very slippery rocks. About 20 people have died here over the last 50 years, including two last year. A couple of us decided to walk the 400m to see the falls, but the rain increased in intensity, and they surrendered to the conditions and came back.

We then convoyed back to the Village of Babinda for lunch at Kool Café. The service was prompt and efficient to our reserved table, the food and company both great. Of course, once we were under cover the rain ceased. The next day's weather report said The Boulders that day had the heaviest rain for the district, and the heaviest at The

Boulders for some years. We really know how to pick them!

Consequently all of our company travelled in tin tops, but the atmosphere in the group was not diminished by this.

Participants

Tony Basham, Kim and Fiona Halloran, Brendon and June Hammersley, Graham and Pauline Hepburn, Barry and Maureen Grieve, Alan Wardlaw and Padma.



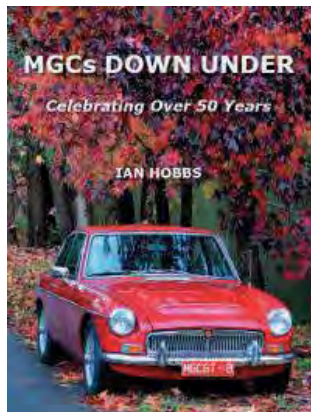
Hi MG Enthusiast (Australia),

The Book, 'MGCs Down Under', is now available.

Description:

The chapters cover a range of topics from the creation of the MGC, with a particular focus on the Australian connection, personal stories from MGC owners, Bruce Ibbotson's modification and Richard Mixture's technical ramblings, to how the new MGC ended up Down Under in Australia, New Zealand and Papua. It also includes a list, with thumbnails photos, of MGCs in Australia and New Zealand - who knows, your MGC might be there.

'MGCs Down Under' is 285 mm x 217 mm with 208 pages and full of useful photos.



What it costs:

It's excellent value at AUD \$79 for the soft cover, AUD \$110 for the hard cover (only 100 copies available). Australia Post charges AUD \$13 postage in Australia.

How to get a copy:

Please email the author, Ian Hobbs, your mailing address and let him know which Book cover you'd like. He'll send you an invoice and once the money has been received, He'll post off your book. His email address is: mgc@picknowl.com.au.

Quotes:

"No other MG book that I have, has so much technical information about problems and the fixes required, it should become a reference book for MGC owners." Bruce, Aust.

"Congratulations on this monumental effort and at first glance I can see a lot of new information in it for me. This is a quality production and a must for MGC owners." David Aust.

"The second MGC book following Graham Robson's "Abington's Grand Tourer" to be published and it is a great read, informative, amusing and Richard Mixture is a national treasure! If Graham was still alive, he would have been most pleased to see it." Barrie, UK.

"I want to say that I am amazed at what was done by the guys in Australia and New Zealand to improve the C. You really put together a fine book ..." Jeff, USA.

"What a fabulous book it is and so nice to get an insight to other owners' stories and see so many pictures of Cs in the one place. I particularly like the technical mutterings." Michael, Aust.

It is a "totally different style of MG book written by MGC owners not Journalists or Authors. This is probably the best ever book on the MGC/GT, as it is humorous and technical all at the same time." Bruce, Aust.



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CHAPTER Chatter

WHITSUNDAYS CHAPTER

13th February 2022 – Attend “Covered in Chrome” followed by short run, morning tea and private museum visit. Report by Richard Collier.

Weather predictions for the day were less than favourable, increasing winds and coastal showers. Combined with report increases in local COVID-19 infections saw many members erring on the side of caution. With this front of mind, we knew it was a big ask to expect a large turnout to either event. As the day dawned, the weather gave every indication that the forecasters had got it right. After several phone calls, group decision that daily drives be wheeled out whilst our precious classics remained safe, sound, and dry in their respective garages.

With no Chapter cars on display (several land cruisers), attendees ordered “take away coffee” which allowed a level of separation to be maintained. A potential fair weather window appeared to be opening, group agreeance not to cancel run and continue as planned, meeting up with two MG cars along the route.

Amended run sheet recorded cars and participants as MGBV8 (Gerry & Barbara Degura); MGRV8 (Roger & Lesley Green & Dougal); Cruiser 1 (Ian & Eileen Hall) and Cruiser 2 (Richard Collier). The small convey arrived at their planned destination under ever threatening skies.

The group received a warm welcome from host Chris of “Yesterdays Memories”, located some 17kms north of Mackay.

It is a privately owned small museum with good parking and access for grey nomads. Chris has assembled a wide and varying

collection of artefacts over the past forty years covering life in the district during the early twentieth century and includes a small adjacent cemetery and former church site.

As is the case with many museums, display space is at a premium with many items still in storage and/or awaiting change out with displayed items.

To do justice to the collection at least three to four hours should be allocated.

Under the cover of several large mango trees with thick canopy, morning tea was spread out on tables provided by host who regaled attendees with background information and stories supporting the collection during morning tea.

Unlike some previous morning teas at other venues, which will remain nameless, there were no complaints about the service nor food quality as BYO to share with the wider group was in play.

With one eye on the weather, the small group were given a personalised tour which provided ample opportunities for questions responses.

With the inclement weather closing in it was decided to pack up and head for home, at least this was true for those whose weatherproofing was marginal and more aligned with sun protection than keeping dry.

Overall, an excellent visit enhanced by an informative host, good facilities, and the high quality of items on display.

The decision to proceed was the correct one with participants reaping the benefits associated with a small, personalised group.







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Competition Corner



MOTORSPORT AUSTRALIA STATE CHAMPIONSHIP RACE MEETING ROUND 1

Following mighty work behind the scenes by the 4 people of the organising committee, a very good entry assembled for the first round for the 2022 State Racing Championship.

This was held on the weekend of 25-26-27 March at the Morgan Park circuit at Warwick.

This Championship event was promoted by MGCCQ. With club members including Andrew Lake (Chief Flag Marshal), Judy Evans (Pit Marshal), Berenice Stratton and David Evans (Safety car), David Robinson and Richard Mattea (Competitor Relation Officer), Mary Caplet (Steward) and Annette Truscott (Event Secretary) both having been officials at the Off Road at St George the weekend before – St George yes just 189 kilometres from Moonie, the Pig Hunting Capital of Australia.

Thank you for all the volunteers who made the event a success.

Number of events 34 Events were scheduled over Saturday and Sunday with private practice on Friday which was mixed with a little rain.

After the Saturday practice the Queensland Fire and Rescue Club held a tribute lap for one of their members,

Ray Weatherley who had passed away over the break since the final race meeting in 2021.

Following the lunch break 13 races were conducted.

Twenty-one races were scheduled for Sunday with the weather forecast predicting an 80 percent chance of rain by 3.00 pm and 100 percent chance of rain by 4.00 pm.

The eight of the nine groups had 4 races over the weekend with the Excel racing three times.

First group of Saloon Cars, HQ Holdens and Gemini cars witnessed good racing between Jamie Manteufel (Holden VT) Brandon Madden (Falcon AU) then a gap to Stephen Cook (Falcon AU) Cameron Klee (Commodore) and Jaiden Miscamble (Falcon EA).

Jamie won three races with Brandon the victor in the remaining event.

Second group being Series Production Gregory Symes (Mitsubishi Evo X) dicing with Ben Gersekowski (BMW M3) and Robert Gooley (Mitsubishi Evo X RS) with a small gap to Jacob Camilleri (Mazda 3 MPS), Thomas Needham (Mazda 3 MPS), Tim McDonald (BMW M240i) and Lea Medhurst (BMW M3).

Hyundai Excel X3 had the feature race, the MGCCQ Cup. Not as valuable as that Victorian Cup run in November but

there was a lot of jockeying for positions occurring over the 18 laps. 42 starters and as the dead vehicle car park started to fill, 33 Excels made it to the finishing post. Results were Jarrod Hughes from Jack Wood then Brock Giblin.

Prodsports cars encountered rain for their second race. You know when the track surface is damp when your Porsche GT3 Cup car on slicks is passed by a Nissan R35 plus not one but several Mazda MX5.

Different results in the dry Lachlan Harburg secured two race wins, Grant Sparks a win with the wet event going to Hugo Godson. Vehicles in this group included a variety of Porsches, Mazda MX5s, Ginetta G50s, Chevrolets, Nissans, with a Fiat and Mosier. Formula three, Formula Ford and Sports cars saw Michael von Rappard in his Stohr WF-1 (999 cc capacity engine) claim a race win on Saturday however on Sunday the 2000 cc engine Formula three of Blake Varney (Dallara F304) with the larger engine won both races with Michael second.

In the grid were six radical Sports Racers with Jue Lin who wanted to be known as "Tommy" having his first race mixing with the other Formula Ford racing cars.

Group six were the Sports Sedans with three wins to George Kulig (6 litre Howe Ta) from James Simpson (Dodge Challenger) with Ashley Bright claiming the fourth event in his Commodore.

Grant Wilson claimed all Historic Touring car races in his Chevrolet Camaro from the Ford Cortina GT of

Cameron Hein with Morris Cooper S cars of Adam Duce, Ken Nelson, David Perkins and Brad Seagrove.

The Minis, all three wheeling through Siberia (turn six) were to engage in close racing with BMW, Falcon Sprint, Mustangs, Mazda and Torana cars.

Improved Production cars saw Jason Grimmond (Commodore) take the first race win, Kyle Organ-Moore (Commodore VS) the second race victory before Bruce Cook wound up the Zetec engine Escort to take the remaining two events.

The previous engine Bruce used had Cosworth go bits however as these became a little more expensive it was replaced with a bigger Zetec unit. We also saw Brad Stratton run FrankenFocus now that he has sorted out the misfire.

Seems stronger engine mounts stop the engine from rocking onto the turbo bits and causing issues with the electrics . The field had the mixture of Commodores, Falcons, BMWs, Mazda and Toyota cars.

Formula Vees 1600 ccs great racing between Alex Macdonald (Jacer F2k3), Tim Alder (Rapier) and Alexander Hedemann (Rapier Mk 2). Of the 15 Vee all but one used the 1600 ccs engine with Graeme Clarke in the 1200 ccs Concept Formula Vee.

As we watched the dark clouds gather to surround Warwick, the promised rain did not eventuate much to the relief of all drivers, the officials and those flag marshals on posts around the circuit.



CELEBRATING CECIL KIMBER'S BIRTHDAY

THE MG M-TYPE GATHERING 2022

It all started back in 2017 when Keith Durstan from the UK dropped in to say Giddy and have a look at my M-Type (M1524). As it was very close to the anniversary of Cecil Kimber's birthday (12th April 1888), a few other M-Type owners were invited along for a chat to Keith, and to look, listen & learn from each other.

It went so well the M-Type Owners in South East Queensland decided we would do it every year – with or without visitors from the UK. In 2018 we gathered six M-Types and seven owners for a BBQ lunch and chat about Cecil's little gem of the MG world.

In 2019 we had five M-Types, but at a Covid delayed event in 2020 we gathered eight M-Types.

On the 17th April 2021 we again gathered eight M-Types, but not the same eight as in 2020.

So on Sunday 10th April 2022 we gathered three M-Types at Black Mountain (M1523, M1524 & 2M2551), along with three more Pre-War MG's (a J3, L1 & SA).

We decided this year on a bit of a driving challenge, so after a quick driver briefing, he headed 4km to the summit of Black Mountain. Now it's not Beggar's Roost, but to the three M-Type drivers it was quite the challenge for the last 900m. The Supercharged J3 blasted past us on the final climb to maintain the revs, while the SA just cruised to the top, with the F1/F2 following.

We gathered for the obligatory photos at the top, while the cars cooled down. I was rather chuffed personally that M1524 was finally starting to show a turn of speed.

After crawling over all the cars back at The Classic Workshop, we retreated for a lovely lunch and the cutting of the Octagonal Cake for Cecil – Happy Birthday and thank you for the M-Types.

We are already planning our 2023 gathering – there are nine known M-Types in the region (and a couple more lurking nearby), so in the Centenary Year of MG, we hope to beat all expectations.

Tony Slattery, The Classic Workshop
Black Mountain, Queensland



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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:

Matt Johnson
MEMBERSHIP SECRETARY
0402 314 947



Hillclimbs



Concours



Day Runs

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

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

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Race Meetings