



CLASSIC LINES

JUNE 2012



MACLEANS BRIDGE 2012





Daryl Shaw, Bruce Chamberlain and Max Parnell.
Competing for team glory in Macleans Bridge Regularity



Macleans Bridge, Lakeside. 19-20 May 2012

The weather was brilliant, and the weekend at Lakeside lived up to expectations.

Saturday saw Twenty four teams of drivers competing for the “Pacemasters” trophy, and the Jaguar team finished ninth overall. Not sure where our president ended up, but I suspect the red mist may have played a part in his scoring.

There were a number of excellent race drivers in some teams, and a few tragics just to make it interesting. Traffic at times was peak hour stuff. Like playing dodgem cars!

Sunday, your club fielded Twenty One cars, including two entered in the Concourse D'elegance.

A huge roll up, both of exhibitor cars, and the general public. The organisers said the numbers exceeded expectations. There were cars to please all tastes, a large trade display area, and a number of workshops.

Congratulations to members Trevor and Joy Jones for achieving finalist status in the Concourse D'elegance with both their MG and Corvette.

By mid afternoon most were on their way home, leaving the circuit to the “happy lap” brigade. I think some may still be circulating out there. Budding super car pilots maybe!

A very well run and entertaining weekend.

Daryl

President's Report — Bruce Chamberlain

I wonder if everybody appreciates the significance of this year's

“Noosa Beach Classic Car Show”.

If you have been reading Classic Lines you will know it is the **25th Anniversary** of this iconic event and as such members should be proud to be involved in the organization of this major event on our Calendar.

Garry Bates, the Classic Committee Chairman is seeking members to become involved at any level and all members are encouraged to contact Garry on noosaclassic@noosacarclub.com.au to discuss further. In particular he is requiring a person who is Media savvy and has possible contacts etc in this area and this role may suit a female member. In addition, a Sponsors officer who is able to approach both the large and small businesses around the Sunshine Coast for financial support of the Classic whether it be by monetary or services contribution.

Whether you be an old or new, male or female member the event will only be as good as the effort put into it so let's make this years' the best ever.

The last Social run to the French Restaurant for lunch highlighted an area of concern, which after a number of comments I thought I should address.

As with past similar runs a route map was supplied and I believe it was fairly clear in its directions, but despite this we ended up with two groups of cars going different ways for the first section of the run to Imbil.

The whole point of these runs is to enjoy driving your cars and appreciating the countryside and whilst doing this as a one group we lookout for each other in terms of speed of the slower cars and the odd mechanical mishap, hence everybody enjoys the outing without unnecessary concerns.

I would ask all members to please keep this in mind for future outings and if in doubt please ask the event organiser.

New members:

Michael and Alyson Chadban with their Falcon XT
Tony and Heather Meares with their Falcon Force 6
FPV

Are you interested in..... The running of your Club??

If you are, then you have an opportunity to put forward ideas and suggestions, raise matters of concern or ask questions of the Executive Committee at our next

General Meeting

To be held on **Wednesday 20th June 2012**
Starting **5.45pm in The Emu Hall**
At the **The Peregian Beach Community
House,
255 David Low Way, Peregian Beach**
(Directly opposite the Peregian Beach Shopping Village.)

Afterwards we will ad-journ to The Peregian Beach Surf Club a short walk from the Community Center to enjoy the Roast of the Day or A la Carte as your fancy takes.

This is a good opportunity for **New Members** to become involved, meet their Executive and get to know other members and enjoy a social meal.

MGTC 5643's 1st trip to Hobart for the 42nd MG National Meeting.

There was movement at the station for the word had got around that I was going to the Little Island for the MG National Meeting in Hobart. Both Thomas (the Midget) and Black Beast (MGB) had been there several times. I hadn't however. Even though I had been in the family the longest (47 years). I thought it must be a strange place as Dad Rayment started to do some maintenance to me. I was not used to that. I had new rubbers in the spring shackles and shock absorber links and tightened the axles to my springs. Dad had even made my side curtains fit. Even the Perspex was cleaned so you could nearly see out. I was confused when he even changed my front stub axles. Breaking front stub axles is normal for TCs so I could not understand why Dad did not want me to do that again. This was very odd. On the way home after attending the first MG National Meeting in Sydney in 1970, I had broken the left nearside stub axle at Singleton. At the meeting, I did not enter the Concour (£2) at Vacluse House (Girly Stuff) but ran at the Hillclimb and Dirt Circuit at Amaroo. I was a rev head. This was what MGs were made for! I was a bit thirsty at the hillclimb as the petrol pump started to play up but Dad quickly fixed it. I beat quite a few MGBs and Cs at the dirt circuit. Back to the present. I had been having some problems running properly as I used to miss badly for no apparent reason. Normally it happened when I got warm. This was very serious at Mallala when the Nat Meet was at Adelaide in 2010. After an engine change, I still had it. Even after another distributor rebuild I had not improved. Dad had still used the same rotor. I was not going to let anyone know what was happening. Guest what? I could still play up. Dad eventually found what I had done, but only after he threatened to get Basil to give me a dam good thrashing. I had formed a little hole in the rotor so it swallowed the spark and I would not run. A new rotor was fitted and I was good again, for the present.

So finally we left home with me up on the trailer so I would not wear out my new 19"x 4.50 tyres. I enjoyed the ride as I was well tucked in behind the Jeep. I was worried at Forbes because a storm brewed up. Luckily that night, Dad came and put a plastic cover over me so I didn't fill up with water. It happens when you stand still. Finally we arrived in

Melbourne and we were off to Walter Magilton's place to leave the Jeep and the trailer. Walter was not happy when we arrived. His MG ZR was cranky and did not want to run. That's what comes of washing us cars. Turned out they had knocked the "Kill Switch" that lives under the bonnet. I don't have anything like that. I have lots of other things, I can do. So off the trailer I went. I was excited. Then they started to load me up like a Clydesdale horse. Me a thoroughbred, A racing car. We had enough clothes to outfit an army. What was this Tasmania like? Soon we headed off to the ferry boat called "The Spirit of Tasmania II". We travelled along the freeway and then onto Hoddle Street. I could see that Melbourne had learnt from Brisbane how to make linear parking lots on the roads. The traffic lights made certain we were not allowed to move. Somehow we got out of that confusion and finally arrived at the wharf. There were a couple of other MGs there so it couldn't be too bad. After much stop starting on the wharf, we were about to load onto the boat. I had second thoughts about this and so I cracked up. I let my inlet



manifold fall off. I had not done that before so Dad wouldn't be expecting that. It was fun. That will teach them to load me up like a draught horse. Dad had to try and quickly fix me as we were due to go up the BIG ramp into the bowels of the ship. Dad got the manifold back on but he stripped my thread in the carby that holds on the float bowl. He got the bolt too partly

hold the bowl but it was not tight. So I poured petrol everywhere. I showed them. Still we went up the ramp and into the dark noisy interior of the boat. There I had to stay all night with lots of other cars. They did not seem unhappy however.

Next morning before the sun was up we headed off the boat. I was still pouring petrol everywhere as we made our way through the 2nd lot of security. What is this Tasmania?

After that, we pulled up just near the road and Dad fixed me up. He took off the fibre washers that the bolt normally had and put a bit of goeey stuff on both sides of the mating surfaces of the bowl and did up the bolt.

Everything looked OK. So off we went. I was good for a while whilst the roads had a flat surface. When we got to ruts pushed into the road surface from all the big trucks, I played up. Dad had his hands full. I wanted to dart all over the road with the tyres trying to centre on the ruts.



Eventually we got to Low Head Lighthouse just before noon. The notice said “Foghorn sounds at noon on Sundays”. There was only 10 minutes to go. Next thing the ground shook. What a noise. It was even louder than when I used to run at Mt Cotton with just stubs for exhaust. Boy was it bassy. They say it goes more than 10 miles out to sea. I could believe it. After this vibration, Dad checked that everything was OK on me. Then, on to our B&B at Scottsdale. Dad and Mum got to have a wonderful breakfast on lovely bone china. All I got was a stick into my petrol tank to see how much fuel was still there.

Down the east coast we slowly worked our way, seeing several other MGs. Finally we arrived in Hobart. We went to the Botanical Gardens where we had a good chat with the young fella at Pete’s Patch from the Gardening Australia Team. Eventually we arrived at the motel. A lot more MGs were already there.

Obviously the Vanderkyle’s MGA was upset at coming this far south from Bowen, because it had filled up its rear brake drum with oil. That took some cleaning. Then the Clydesdale’s Midget turned up. It had showed them. The generator broke down at Shepperton but Ron was able to buy a brand new one of the shelf. Not to be outsmarted the Midget decided to have the clutch master cylinder play up. Ian Fettes MG1100 got a bit twisted at Aratula and turned off a drive shaft. John Boyce upset Glen’s MGF by being pulled up by a young female policeman for doing 122 kmh. She decided John was too old and couldn’t drive that fast and let him off. The MGF was so upset that it blew all its coolant out of the radiator cap. Ross Letton’s PA Midget decided it didn’t like the

Melbourne traffic and got very thirsty. This was fixed, by a new petrol pump. When it arrived in Hobart the distributor cap was wobbling as the engine ran. This turned out to be caused by some new bits in the distributor. So Ross had to file down the rotor's length to fit correctly. Then it ran like a dream. Tony Slattery found his new 1936 MGTA Airline Coupe's steering was interesting. It is just the same as me but it had been modified to take some of the play out of the steering box. Certainly very different to the precise rack and pinion of the MGY's. It was good to see all the cars had their own minds and did what they wanted when they wanted.

After we had all been cleaned and polished we went to Registration at the Wrest Point Casino. All the Mums and Dads had their paperwork checked and we cars had to suffer an internal examination. It wasn't too bad however.



Concour day and it was lovely and fine. Dad wiped me down and I shone. It was nice and brisk. Off we went to the Concour site. What a lovely position overlooking the

Derwent. My tyres were cold on the Grass. Mum looked like Paddington Bear in her big red jacket and hat. People milled all around the cars. Some people who had clipboards, seemed to be looking for what was wrong in the cars. This must have been the case because the best one from each group was paraded out in front of the rest and more people looked closely at them also. Later in the day the breeze certainly picked up and it got cooler.

That night which was called a theme night saw all the Queenslanders dressed in bright yellow tee shirts with the front of an MGB on the front and the back on the back. The sparkling headlights really stood out on the women. I could hear lots of noise from the Casino again. For the cars that were very good, the owners got a medallion to say how good they were.



Next day was beautiful again. I was excited as we were off to Baskerville. I had heard the tales of sheep and their poo all over the track. Also that T types had to have plenty of oil in the sump for the tight downhill left hander (we tend to oil surge on lefthanders) following the uphill

right hander after the start. I was looking forward to it. Using the provided map Dad got us lost. Finally we ended up at the big round about on the main north road. There was a couple of racing TC specials so I latched onto them and finally ended up at the circuit. I was given some bright yellow numbers for both Mum and Dad to put on the windscreen. I don't know how they were supposed to see out of the windscreen with all the numbers, tags, dots and registration sticker. My



windscreen is not that big. Soon it was time and out we went for a fast tour around the circuit. Gee the hills are big. Back in again. Dad put his helmet on and in no time we were out on the track. Ed Taylor's little J3 certainly pulled away from us up the hills. Then John Gillette's K3

shot past us. I will have to get Dad to see to my tune as I am going too slow. Boy you should have felt the wind coming down the straight. It was really blowing me round. We had fun however. What would it have been like on my competition tyres? Soon it was Mum's turn. Round we rocketed. Great fun. And it's the motorkhana tomorrow. On the way home we were nearly blown off the Bowen Bridge and Dad was complaining that the water was very hard in the eyes. It was lovely and cold. Back at the motel it was practice for the 3 Motorkhana events. It was running round the cones that had been laid out.

Another beautiful morning, Lo and behold, there was snow on Mt Wellington. We however had a motorkhana to do. It was a great site.

There was some sleet falling when we arrived but it soon stopped. Our practice from the night before certainly helped Dad and Mum know the courses. Soon it was Dad's turn. Round he went smoothly and precisely. He didn't want to be beaten by Mum. She then had a go. Round and round wearing the edges of the tyres (we have photos of this) even



though they were well pumped up. It was now Dad's turn again. Event 1 was OK then I thought I would have some fun in event 2 so I dropped the inlet manifold off again. That stopped Dad in his tracks. One of my brass nuts was missing. Gee the weather was cold! A

spare nut turned up and so I was soon running again. I really do enjoy motorkhanas. Dad and Mum must have enjoyed it as well because they were there before it started and they were there at the finish. What a day. Night and it was back to the casino but still no roulette. More people got badges. Dad got a couple of certificates. You could hear the noise from the Victorians all night. When the night was over, they had whipped us soundly. If we don't get more bums in us cars for the next National Meeting in Toowoomba, they might do it again!

Next day was fairly quiet after breakfast but in the afternoon we headed off for Mt Wellington. I was very excited. I had never seen snow before. Down through Hobart and then we started to rise as we headed west. Then with a hard right through the infamous Pat Brake Corner we started up the mountain proper. At the top, the mist was swirling round. There were little pockets of snow in all the nooks. My tyres and radiator was very cold. It was enough to make you shudder. Then down the mountain we went in 2nd gear. Dad hardly had to touch the brakes. We continued down to the waterfront where Dad and Mum had fish and chips.

Next day, loaded up like a Clydesdale again, we headed NNW. I decided to drop my manifold again. Dad had to fix me again. What fun. Then it was on to Bothwell to look at the southern hemisphere's oldest golf course. After lunch in the old Pub, we then continued up past Arthur's and the Great Lake and through the ever-changing tree types with finally a run down the Tiers to Poatina for the night. Here once again I was with the red MGB that followed us the entire trip. In the morning, it was good I had a friend, for the fog came in and covered us. From here we went to



the famous Woolmers Estate where we stayed the night. Dad and Mum had a lovely fire whilst Bee and I had to stay out in the cold. I will remember this. In the morning after photos in front of the big house, we made our way to all the funny shaped bushes at Railton. Then it was to the boat for our trip

back to Australia.

I was good going onto the boat. However soon after we got off I decided to foul my plugs. I enjoy Dad playing with me. Soon we were away again and what fun it was to be driving on steel tramlines. I remember them from when I was young in Brisbane. Dad used to enjoy looking at the girls on the drop centre trams. That's another story. Back at Walter's and I was soon up on the trailer. This was going to be easy now. Up though the hilly country to Yea and up the long straight road from Benalla to the boarder. Everything went well till south of Narrabri, the clouds started to look serious. Next there was rain, then hard cold rain. It was hailing. Dad couldn't see past the end of the Jeep's bonnet so he stopped in a rest area under some trees. There was no wind but it slowed down some of the hail. Much rain followed again. Then some mucky roadworks. I was covered in mud and the rain would not wash it off. Finally we were back home to Tinbeerwah. Dad gave me a good wash with the Karcher and then a polish so I am all clean again. I did about 900 miles at 25 mpg in Tasmania and had great fun.

TC5643

Minutes of Noosa Beach Classic Car Club Committee

Meeting held on the 16th May 2012 at the Tewantin- Noosa Golf Club –
Meeting opened 5.35pm

PRESENT Bruce Chamberlain (Chair), Bill Williams, Randall Jenvey, Neil Cope, Adam Krueger, Len Falknau, Jay Bowden, Peter O’Toole, Garry Bates

APOLOGIES

Alan Salmon, Graeme Block

PREVIOUS MEETING Minutes of Committee Meeting 18th April 2012

Moved – Randall Jenvey, Seconded – Garry Bates

BUSINESS ARISING FROM LAST MEETING

Web Site Changes – Bruce advised that he conducted a review with available executive members. The main change to occur is to allow visitors to the web page to go direct to Classic/Hill rather than through the Events Menu. Bruce to meet with Adam and Garry to collate registration/expression of interest changes for Hill and Classic

Macleans Bridge at Lakeside – Garry & Adam have updated handout for Classic/Hill pamphlet to take to Macleans Bridge event. Caps & jackets to go to the event for sale.

Deployment of new database – Len has advised that he will install database at Bill’s during the next school holiday break which starts on the 23rd June.

CORRESPONDENCE IN & OUT

Correspondence Out

CAMS Social Media Workshop – Garry to attend as there maybe some benefit for the Classic.

Letter to Lions Club People and Pets Project V

Letter to Sunshine Beach State High declining request for donation to their HPV Challenge Project.

Correspondence In –

Letter received from Sunshine Coast Council regarding road closure for Hill climbs. See general business.

VICE PRESIDENT’S REPORT – Peter O’Toole.

Peter advised that he was unhappy with the Flaxton Run and there was a need to have a set protocol for all such events which the organiser can run through with the participants. He said that he would be happy to develop a checklist

that should be used at these events. One of his concerns was that we do not look after new members well and need to assign someone to do this. He said that he thought a BBQ could be arranged to induct new members over the past 12 months. Peter moved a motion that we endorse his suggestions to improve induction of new members to the club. This was seconded by Adam all those present supported the motion.

Peter stated that the coffee morning hosted by Geoff Eldridge was a huge success and the club thanks Geoff and Erika for conducting the event.

TREASURER'S REPORT – Randall Jenvey.

Randall presented Income and Expenditure for the Hill. The overall profit (Joint Venture) for the Hill was down from 2010 this was mainly due to reduced sponsorship and increased Race operation expenses and Spectator expenses. Advertising site preparation and Announcer expenses contributed to the increased costs. Randall said that the increased spend on advertising did not provide the cost benefit to justify the increased spend.

Randall also presented current financial performance for the 10 months to 30th April. This showed an operating surplus that is likely to be used up by the end of the financial year. Randall asked executive members to review statements presented and get back to him with any questions.

MEMBERSHIP REPORT – Bill Williams.

Membership Report May 2012

New members:

Michael and Alyson Chadban with their Falcon XT
Tony and Heather Meares with their Falcon Force 6 FPV

Enquiries

Matt Hunt of Tewantin, with a 1968 Falcon XT GT
Craig MacDonald, concessional, of Buderim
Gary & Gloria Edwards of Widgee

Updating Database.

Completed, awaiting installation by Len.

Number of memberships - 397

Awaiting response by Database author, Lisa Christie via Len.

Len advised additional field has now been provided with 3 classes of membership, just needs to catch up with Bill to explain.

SOCIAL REPORT – Allan Salmon

Nil report

SPORTING COORDINATORS REPORT – Len Falknau.

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Macleans Bridge

There will be a large showing from NBCCC members and all are encouraged to attend and support

Stanthorpe Sprints 25/26th May

Skidpan, only days available at this stage 22/23rd Sept and 20/21st Oct, the October date was deemed to be most suitable as the September date was too close to the Classic. There was some concern that by October it would be getting hot at Gympie.

Bruce was to enquire with the Westfield club as to the cost of their skidpan event at Lakeside.

EDITORS REPORT – Jay Bowden

Plenty of event reports coming this month so far.

Still having trouble with laptop not sending e-mails, will talk to Len about remedy.

Adam thanked Jay for producing his first edition of the magazine so expertly in the short time he has been doing the job. All those present agreed with Adam's comments.

CLASSIC REPORT – Garry Bates.

Garry advised that the All British day was on the same day as the Classic. Garry said this highlighted the need to keep across event calendars. He noted that the Rolls Royce club has a run to Maryborough on the Saturday of our event and he hoped to work with them to get their cars on the run on Saturday to our Sunday event

We also need to ensure we are on the Council event calendar. He said he noted that the TAFE students were planning on conducting a fashion parade at Twin Waters in early September and maybe we could combine this event with our attendance at Twin Waters prior to the Classic. That way we may be able to obtain a reciprocal parade at the Classic by the TAFE students as part of supporting our local community youth.

Garry said that he still needs a media manager. He has Peter O'Toole looking after approvals, Peter Bettess as registration manager with himself and Ken Smith looking after the Major Sponsors. It is likely that Shannon's and Euromarque will be our major sponsors. In conjunction with Peter Bettess they have developed a new registration form which will need to be implemented on the club's web site. A paper draft of the form was presented at the meeting.

HILLCLIMB REPORT – Adam Krueger.

Adam advised that Fred Sayers would be the HRCC representative and MG Car Club representative for the November Hill and the MG Noosa Hill climb.

On his committee this year he has Jim Morton and Rob Van Wegen looking after sponsorship.

Track licence has been approved

Adam suggested writing a letter to Tony Wellington inviting him to one of our hill climb events, Bruce said he would undertake to do this task.

Web Report - Graeme Block (by email)

Have nothing to report other than to say that I am waiting on updated content for website.

All reports accepted Moved – Len, seconded – Jay

GENERAL BUSINESS.

Letter to council regarding closure period for Hill Climbs. A reply has been received from council regarding their request for shortening of the time the road is closed for when hill climbs are on. Bruce in a discussion with council agreed that road closure for the mid-year hill climb could be changed from 8am on Friday to 9am on for the mid-year hill climb only.

Club Merchandise – Peter exhibited some polo neck shirts in various colours and styles that he and Grayham Bickley had received from a local supplier. Committee reviewed colours and catalogue but no firm decision was made re colour or style. Ladies to be shown selections.

Anzac Day Procession – Neil tabled a letter from Max regarding the problems at this year's parade where our club provided a surplus of cars due to incorrect information received from the RSL. To resolve the situation next year Max has suggested that our club co-ordinate the pick-up of the veterans for the parade. The committee agreed with Max's suggestion. Neil to work with Max to produce a letter from the club to the RSL Club President detailing a suggested process for next year.

Protocol for Club Members – Adam raised the issue of what should members do if there is a grievance. It was stated by Bruce that the Model Rules allows for this, stating that any member can write to the Secretary if they have an issue. The use of public forums is not a suitable venue for such issues. An article will be produced for Classic Lines stating the process.

Meeting closed 7.25pm.

Next meeting a General Meeting will be held at the Peregrine Beach Community House 255 David Low Way Peregrine Beach 20th June 2012 at 6.00 pm

Oakey Sprints 2012

Due to previous rain the usual Oakey Dust Bowl was a nicely mowed green paddock for camping which was a pleasant change from previous years . The organisation this year was second to none with competitors receiving 14 runs for the weekend which made for a good value for money event .Club members all did well, with Ian Duffill winning his class and Bruce Anderson and myself bringing home a trophy for 3rd in class . I had an eventful meeting running into the concrete wall on Saturday morning bending suspension components and destroying fiberglass panels . In the true spirit of motorsport other competitors brought spare bits and pieces back Sunday morning and we fixed the damage and managed to compete and bring home a trophy and I must thank all those people that helped out and got me motivated to get back running. Bruce is continually getting faster with each event and the development of his little open wheeler is really coming along. Bernie had a great event again with the new motor proving super reliable so far this year. Steve Victor Hogg in the cute corolla and Ian Duffill, battled it out for second fastest in the club for the weekend with Ian pipping him by 0.01 of a second but honours go to Damien Maher in his very fast Silvia .

Results

Driver	Best Time	Overall	Place in class
Damien Maher	48.74	28	2
Ian Duffill	51.94	66	1
Steve Victor Hogg	51.95	67	5
Bernie Hollis	53.14	78	4
Len Falknau	53.54	83	3
Bruce Anderson	59.06	112	2

A special mention must go to the Noosa Beach Classic Car Club timing group that timed the entire event at Oakey and did the usual fantastic job, Pete and Delia Rayment, Bob and Bev Haynes and the others in the van I don't your names sorry, THANKYOU. Also thanks to Steve and Damo for hanging around to pack up all the gear at the end of the race day.



“Show ‘n’ Shine”
&
“Christmas in July”

Sunday 15th July

Spit and polish is the order of the day to be prepared for the Club’s Premier event in the year’s Social Calendar, where members display their “Classics” to be judged by their peers and to be admired by the passing public.

Location: On the lawns of the Apollonian Hotel, Boreen Point under the Club’s Marquee.

Time: Arrive by 10.15 am for BYO Morning Tea
Judging of cars at 11.00am

Lunch: “Christmas in July Luncheon”
Choice of spit roast or from the menu at reasonable prices
NO BYO beer or wine as premises are licensed

Santa: Please bring a present for Santa to give out to the value of \$10-00, wrapped and labeled male/female(same sex as giver) and decorations for your table.

Prizes: Best 2 door car; Best 4 door car; Best Racing Car & several mystery prizes.

Raffle: The Apollonian has donated a ‘Spit Roast ‘ Lunch for two Voucher together with stubby coolers to be raffled on the day

BYO Morning tea, Tables, Chairs and lots of good cheer.

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The RACQ Motorfest will be held on Sunday 15 July 2012 at the Eagle Farm Racecourse, Ascot in Brisbane. Q'ld.

The fun, atmosphere and excitement of RACQ MotorFest will return to Eagle Farm Racecourse, Ascot on Sunday 15 July 2012. And, as always, the event promises to have something for everyone. Last year, approximately 15,000 people - car buffs and families - turned out to explore the 750 prestige, vintage, unique and collector vehicles that were showcased in a colorful carnival environment. The abundance of roving entertainment, fresh produce and craft markets, kids' rides and food stalls ensured a great, inexpensive day out all to raise funds for RACQ's Helicopter Rescue Service. RACQ MotorFest 2012 will mark a number of important milestones in motoring history including the 101st anniversary of the iconic Datsun/ Nissan brand, and the 50th anniversaries of the MGB and Ford Cortina. To ensure your place at MotorFest 2012, note the following key dates: Early Bird Registration opens on Thursday 1 March 2012 and closes Friday 4 May 2012. Full Registration opens on Monday 7 May 2012 and closes Friday 15 June 2012. Vehicle registrations will not be accepted after Friday 15 June 2012 or if full registration is reached prior.



Le Relais Bressan Restaurant Run

By Bruce Chamberlain

On a beautiful autumn morning Thirty Seven club members gathered at the Corooy Memorial as a starting point for the drive to Imbil through the beautiful mountains and it was good to see a number of new members participating. All cars that could, had their roofs down to enjoy the drive and views offered on the way.

Some members had a leisurely drive whilst others would appear to have a somewhat faster unplanned trip, which defeated the purpose of the initial drive. Having arrived at Imbil the Markets were in full swing and ladies disappeared to browse and shop whilst the gentlemen sipped coffee and enjoyed the sunshine and a chat.

At about 11.00am we located our cars and in various convoys made the drive down to Kenilworth and then Mapleton to arrive at the Flaxton restaurant with our host Thierry Clerk providing a lovely welcome. In addition a couple of extra members were there to meet us and after viewing the cars on display we adjourned to the dining room to enjoy some wonderful French Cuisine and of course a couple of wines.

After satisfying the nutritional urge it appeared the shopping urge was still gnawing as a number of wives were seen in the Nursery next to the restaurant with husbands walking behind or gathered in groups.

Members drifted home as they saw fit and despite an initial hiccup the day out was very enjoyable with both the company and the weather .

Our thanks go to Alan Salmon for the initial organization of the run and our thoughts were with him on the day.

Vale: ‘Three Motoring Greats’

- **Alan Mann**, motor-racing team owner, born 22 August 1936; died 17 March 2012
- **Ferdinand Alexander Porsche**, industrial designer, born 11 December 1935; died 5 April 2012
- **Carroll Shelby**, racing driver and engineer, born 11 January 1923; died 10 May 2012.

OBSERVATION FUN RUN

Sunday 17 June John and Lea Warren have prepared a few challenges for you so get your clip boards and pens ready and bring your special car.

MEET: At Bli Bli Sports ground at 9.15 for a 9.30 start.

Take Willis Rd,(about 0.8 ks from Bli Bli roundabout near Castle) off Bli Bli—Nambour Rd, right into Lefoes Rd, Sports grounds on right.

We will travel thru' Rosemount and meander through the countryside to end up at Mooloola Park for morning tea

Then further south to the Glasshouse Mountains before working our way back to Mooloola for lunch at the Thunderbird Café who will have taken our lunch orders while we are at morning Tea.

The Rally will be a full on observation run but a great fun rally with a few twists, not hard to navigate but something for everyone. The run is about 100ks on good roads.

BRING : Morning tea,chairs,tables clipboard pencil and rubber.



For Sale
Mercedes Benz
420 SEL
160,000kms
Registered and
Roadworthy
One owner.
\$10,000

Contact Dave Dunwoody 0405089270

Committee Members 2012

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Address: PO Box 1115, Noosa Heads 4567

www.noosacarclub.com.au



SOCIAL CALENDAR 2012

Jun 17 Sun	John & Lea Warren	Observation Fun Run	Details in this Mag
Jul 15 Sun		Club Show'n'Shine Xmas in July	Apollonian Hotel Boreen Point
Jul 21-22 Sat-Sun	NBCCC & MGCC	Autobarn Hill Climb	.Gyndier Drive Tewantin
Aug 12 Sun	NBCCC & EFFC	Eumundi Food Fest With Car Display	Details in Later Mag
Aug 19 Sun	Grayham & Judy Bickley	Club Golf Fun Day	Par 3 Golf Course Eumundi Rd Noosaville
Sept 02 Sun	Bruce & Maz Chamberlain	NEW & OLD Members Get to know you BBQ	Details in later Mag
Sep 30 Sun	Gary Bates	NBCCC Classic Car Show	Noosa Woods
Oct 14	Barry & Ellie Bladen	Cedar Pocket Picnic Lunch	
Nov 10-11 Sat-Sun	Adam Krueger	The Hill Historic Hill Climb	The Hill, Gyndier Drive Tewantin.

If anyone would like to organise an outing please contact
social@noosacarclub.com.au .

Service Directory

Race/rally preparation/car trailer hire

David Gaines 5441 6553

Digital SLR Photography

boblewis@gotalk.net.au

0403 512 782

Income Protect/Term/Trauma Insurance

Wayne Dunn 5474 3544

Laguna Jacks

(10% discount for members)

John Whimpress 0412 773 769

Noosa Graphica Printers

Adam Krueger 5449 7933

Car Detailing, Window Tinting, Hayman Reese Towbars

Dirty Deeds Automotive

Jay 5492 7755

Ground Force (Landscapes and Paving)

groundforcenoosa@yahoo.com.au

Scott Muzeen 0407751128

Building/renovating solutions, roof space, attic ladders

Ken Smith 0412 456 693

Noosa Marine Upholstery (Automotive & Marine Upholstery) Con Donovan

5474 2266

Cooroy Gourmet Pies

Peter & Annette de Visser

5442 6317

Ian Bradford Plumbing Consultants

Ian Bradford 0412 654 598/5448 3875

Aquatic Homes & Pools

Liza Sterlson 0419 483 677



Sporting Meetings 2012

EVENT	LOCATION	DATE	TYPE
Muscle Car Showdown (5 → 8 laps)	Q R	23/24 June	Circuit
Tighe Hillclimb Round 3	Mt Cotton	23/24 June	Hillclimb
Multi Club Circuit Event (MGCCQ)	Morgan Park	30/1 July	Circuit
V8 Supercars	Townsville	6-8 July	Circuit
National Histories (HRCC)	Morgan Park	14/15 July	Circuit
Autobarn MG Noosa	Noosa	21/22 July	Hillclimb
GEAR	Lakeside Park	25 July	Circuit
Fraser Coast Sprints	Maryborough	28/29 July	Sprint
Lakeside Touring Car Classic	Lakeside Park	27/28/29 July	Circuit
V8 Supercars	QR	3-5 August	Circuit
GEAR	Q R	23 August	Circuit
Tighe Hillclimb Round 4	Mt Cotton	25/26 August	Hillclimb
Leyburn Historic	Leyburn	18/19 August	Street Sprint
Speed on Tweed	Murwillumbah	8/9 September	Street Sprint
Pittsworth Sprints	Pittsworth	8/9 th September	Street Sprint
Historic MT Cotton	Brisbane	16 September	Hillclimb
GEAR	Lakeside Park	26 September	Circuit
V8 Supercars	Bathurst	4-7 October	Circuit
Tighe Hillclimb Round 5	Mt Cotton	13/14 Oct	Hillclimb
V8 Supercars	Surfers Paradise	19-21 October	Street Circuit
QLD-NSW Sprint Challenge	Carnell Raceway	27/28 Oct	Circuit
The HILL (Historic)	Noosa	10 th /11 th November	Hillclimb
Tighe Hillclimb Round 6	Mt Cotton	24/25 Nov	Hillclimb
GEAR	Lakeside Park	6 December	Circuit



Le Relais Bressan
Restaurant Run

6th May

“THERE IS SOMETHING IN THE AIR”

A little birdie told me that 2012 will see a great Milestone in the Club’s History.

The 25th “Noosa Beach Classic Car Show”

Over the next months the magazine will run articles and photos originating from the Very first Classic Car Show in 1988 .



Replica Mercedes Benz



Dodge