

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 4

August 2008



Three MGBs on a midweek run to Lake Moogerah

Patron: Dick Johnson

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The opinion of the editor, correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in clubrooms.

President's Report

Should it ever be necessary to remind ourselves that things could be much worse, one only needs to reflect on the Queensland Hillclimb Championship weekend. While the weather over the three days of the meeting was certainly uncomfortable and unpleasant for all concerned, just imagine how things would have been had the weather system that struck on the following Monday arrived on Sunday! Officials and competitors generally accepted the conditions, made worse by unprecedented oil spills on the wet and variable track, and simply got on with the job of doing what was humanly possible and driving according to the conditions. Blessed with improving circumstances as Sunday progressed, those who had coped with earlier conditions simply continued to adapt, with Michael Collins breaking his own record twice and Bill Norman once. Allan McConnell proved the basic integrity of the track by recording a sub 40 second time to regain the Queensland Title, all this supporting the adage that "when the going gets tough, the tough get going."

So it is with most aspects of life, and it applies very much to individuals in our club. Office bearers and committee members, as well as those who accept any position of authority, are very quickly made aware that taking on such positions is an open invitation for all sorts of unsolicited advice and suggestions, generally from those unwilling to accept similar positions of office, or offer practical help. The QHC weekend certainly gave our "advisors" plenty of opportunities to "strut their stuff", but the officials' dedication, hard work and resolve ensured that the event was, in fact, very successful. Thanks for this must go to those who worked so hard during the preceding weeks and during the event, from canteen workers, flaggies, scrutineers, timekeepers, parking marshalls and senior CAMS officials.

The weekend preceding the QHC saw another very important step forward with the creation of our third Chapter, The Capricorn Chapter, based around Rockhampton, Yeppoon, Biloela and other centres in Central Queensland. It was extremely pleasing to be

accompanied by representatives from both Wide Bay and Darling Downs as we met Gurney Clamp, the coordinator and the twenty or so prospective members. A very amicable and constructive meeting with folk from all chapters on the Saturday evening produced discussion of various ways and means of ensuring some standard guidelines and procedures for the current and future chapters to follow. With the overall aim being to provide added value for our country members throughout the state, I believe the concept has a very bright future indeed.

As this publication of "The Octagon" reaches you, our annual Weekend Away and our inaugural Noosa Hillclimb event will have taken place. The Cherrabah Weekend is one of the highlights of our social calendar, providing the opportunity for all members to get together for what is a weekend of fun and fellowship, while the Noosa Hillclimb will, it is hoped, be the forerunner of an expanded Tighe Cams Hillclimb Series from 2009.

Look, also, for more progress to be made during June with our clubroom enhancements, while the Hillclimb improvements continue to surprise. There are opportunities for all members to help and participate in all these activities, so don't be shy, step forward and help your club;s unprecedented expansion.

Last, but not least, is a reminder that the Annual General meeting is not too far away, so it's time to consider the composition of your management committee. This year might well see numerous changes, so please consider just how you might be able to help guide the club through the years ahead.



David Miles
(President)



Some words from Elaine...

The cover photo was taken on the lower road at Moogerah Dam on the June midweek run. If you have the opportunity to go on one of these runs, they are not to be missed and hopefully, this photograph will help to encourage you to come.

Included with this issue of the Octagon are the forms for the AGM: the notice and agenda of meeting, nomination form for Committee and proxy voting form for those unable to make it to the AGM on September 17th. Please make sure that you take the opportunity to ensure that the Club gets the Committee that you want it to have and also consider nominating for a position on it yourself.

By the time you receive this Octagon, two major events, the Ironman weekend and the Cavalcade of Classic Cars, will have been held which, because of their timing, are not reported in this issue. Watch for those reports in the October issue. However, we do have reports on two 'first time' events, the inaugural MG Tighe Cams hillclimb held at Noosa in June and the Open Day/Swap Meet at Mt

Cotton on 20th July.

I am pleased to report that Lionel Ayers was persuaded to put 'pen to paper' to tell us about his early MG racing days. We hope that he will follow that up sometime with his memories of his post-MG racing career.

You will notice that we have been able to include a technical article by Bruce Ibbotson this time. Bruce has written a number of these and, once they have published, they are then put on the Technical page of the website to make them more widely available.

There is also an unusual motor-based collection of 'trivia' gleaned by David Robinson from a book of sporting records; this is quite timely as you will probably receive this Octagon while the Olympic Games are in full swing.

Closing date for material for the next Octagon is 30th September.

Opinion...

Last weekend I attended my very first swap-meeting and in case you are wondering, it was the MGCCQ promoted swap-meeting conducted at our Mt. Cotton Hillclimb facility!

The Club's motive for conducting this event was manifold. It is the first time (at least that I am aware of) that we have held a swap-meeting, which is strange as many of our members regularly attend similar meetings, even on the look-out to locate elusive parts and memorabilia. It also provided a chance to get wives, partners and significant others off members' backs by off-loading excess bits and pieces lying around at home in the garage (mind you one wag noticed that the true hoarders in the club only attended to buy and not sell!)

For my part, Dad and I were happy to sell a few surplus items from our respective collections, but both were probably a little guilty of spending some of our profit on other (different, new, exciting) stuff.

It was also promoted as an opportunity to attract members from our club and others who have not seen our fantastic hillclimb circuit to inspect the considerable effort that our club has invested in making the facility the best venue of this kind in the country. I spoke with a first-time visitor to our hillclimb, who has actively competed in the southern states since the late 1950s, who could not believe that the venue was so good, adding that there is nothing else comparable even the paddock area has paving!

VIPs from local and state government tiers were also treated to personal tours by our President. This is critical, as our club has sought to establish positive relations with all levels of government and actively seeks to be a good community-minded citizen. The circuit is now the oldest active motorsporting venue in the state and I imagine that our continuing success in operating the circuit is partly on account of our willingness to be so.

Although I have personally played absolutely no part in the "Land for Wildlife" accreditation, I am particularly proud of our Club's achievement of this status. This demonstrates that a motorsporting facility can have a positive impact in its local environment beyond its primary purpose. It is a beautiful calm place, with some unique flora, which supports a healthy population of koalas, wallabies, birds and reptiles.

The works completed since 1999 have successfully balanced the requirements for a completely professional hillclimb circuit with this important goal. I also know that this has been a very long-term objective of certain (dare I say visionary) members well before this time.

Beyond all of the above, the day also provided a chance for members to socialize, enjoy a famous MG canteen lunch and have a look at the MGs that rattled down Gramzow Rd. to visit the hillclimb circuit. I hope the committee is planning a repeat performance next year.

Graeme Walker 2787

Notice Board

The Clubrooms are open every Friday night with hot food starting at 6.30 pm with prices starting as low as \$2.50.

- | | |
|--------------|---|
| Wed 27th Aug | Midweek run: Contact David Miles for details (3892 2699) |
| Sat 30th Aug | Queensland Challenge (Interclub event) Contact Malcolm Spiden for more details (3266 6350) |
| Sun 31st Aug | Day run to The Festival of Flight at Watts Bridge Airfield. Contact Tony Slattery for details 0407-364 543. DDC contact Rick Nevile or Grahame Peacock. Have your membership card with you to get free entry. |

Departure in Brisbane will be from the clubrooms, meet at 8:30am for 9:00am depart. Full route instructions provided, morning tea/cuppa stop in Laidley area to meet the DD Chapter, then on to lunch at Festival of Flight at Watts Bridge Airfield (full catering available). Members are free to travel direct to Watts Bridge if they prefer, rather than take the scenic route, but we are not arriving en-masse until 12 noon.

- | | |
|---------------|--|
| Sun 7th Sept | Display at Orion Springfield shopping centre. Contact David Miles 3892 2699 to register |
| Sun 14th Sept | Tighe Cams Mt Cotton hillclimb Round 5 |
| Wed 17th Sept | AGM at Clubrooms 7.30pm See enclosures for Notice of meeting and Agenda, nomination and proxy voting forms |
| Sun 21st Sept | Day run to Speed on Tweed |

This year's theme is "Simply the best." This year may be the final Speed on Tweed. Shanonn's Insurance will be awarding their BEST CAR OF THE SHOW award on Sunday only 21 Sept. The day run will begin at the Yatala Pie shop at 7am for a 7.30 departure. Exit 38 on the M1. Contact Roger Paltridge Ph 0755724735 or 0418450003. This year, Speed on Tweed will be supporting the Mc Grath Foundation.

- | | |
|---------------|--|
| Wed 24th Sept | Midweek run: Contact David Miles for details (3892 2699) |
| Sun 28th Sept | Come and Try Morning/Interclub challenge hillclimb afternoon |
- For a full listing of events, see the calendar in the centre of the magazine. Please note that some dates could change; updates are available on the Club website.

Membership

Welcome to the following new members! May they have a long and happy association with the Club.

John Butler	Jonathan Bonnett	Stephen Beck	Floyed Watene
Annika Exton	Samuel Powell	Eden Howard	Peter Moore
Arthur Garcia	Jaime Massang	William Fox	Roderick Pilbeam
Stephen Lloyd	Ian O'Hara	Benjamin Duncan	Adam Harrison
Justin Ward	Russell Tedds	Mark Hunt	Donald Exton
Ronald Tunstall	Graeme Plant	Rodney Harvey	Joe Daly
Caroline Fitzpatrick	Gavin Lancaster	Len Stables	Joe Martens
Kevin Lynagh	Alexander Buttigieg	Douglas McDonald	
Ryan Plant	Robert Jackson	Lisa Heagerty	
Glen Townsley	Michael Quensier	Craig Winter	

Wanted... Continues over the page

Short term storage for two MGs for a Victorian MGCC member who is moving to Queensland. Cars are a TD and MGB GT V8, both in concours condition.

MGB roadster. Preferably MK II but would consider nice MKI with or without overdrive. Wire wheels preferred, paint colour not as important but car must be in reasonable body and mechanical condition and rust free.

Contact Matthew Holmes
megamatt@austarnet.com.au or on
0439 386 757 or 33251052.



Letters to the Editor

Elaine,

Just a short note to thank my fellow club members for their assistance on the weekend at Cherrabah. After an enjoyable weekend at the resort, I went to start my usually reliable MGB (the red one) on a cold Sunday morning but the fuel pump let me down. People came from all directions with advice and help. After a lot of hammering and thumping on the pump it still would not c-operate. Paul and Kerry were on their way to breakfast and Paul said he had a spare. I removed the old one and I was struggling to fit the new one (bad eyes, bad shoulder) when Paul was coming back from breakfast; he took over refitted it for me. Guy and Pam West from Warwick came out to help, Ray and Sue loaned their Falcon for a jump start and Peter and Merle Roberts helped out as well. I would also like to thank fellow club members for their help; another special mention to Ray for helping two or three other cars to get started.

Many thanks, Gary Lawrence.

I would like to sincerely thank those gentlemen who helped me start my MG on the Sunday morning of the Cherrabah weekend. I truly appreciated the time and effort you put into getting me back on the road.

Thanks again
Elizabeth Collins

Elaine

Just a thank you for arranging the swap meet at Mt Cotton last Sunday. I drove down from T'mba with Ben Cain and we had a very enjoyable half-day out. I purchased many useful parts for my 67 B at considerably less than might be expected. I love swap meets. Hope the Club makes this an annual event.

Regards

Jim Carstens (member DD Chapter)

Wanted...

Information as to the whereabouts of 1956 MGA 1500 Engine No BP15GB/4279; chassis number HDC27/14167.

If you know anything of the current whereabouts (or even past whereabouts) of this car, please contact Eric on 07 4661 2474.



For Sale...

3.9 Diff - (centre only), Banjo fitting, suit MGB, from Russell's 1966 MGB Price - \$300.00 Phone Glenda Crew 07 33414397, 0411 451154 or gbk@optusnet.com.au

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Contact Robert Humphries 0407 385 007 or 02 66512592

Would the person who had MGA Sidescreens for sale at the Swap Meet please contact Elaine Hamilton (vprojects@uq.net.au or 3893 2438) as she knows of someone who wishes to buy them.



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SUMP PLUG



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Sump Plug reported last issue on a member who ran out of fuel on the motorway on a Club run and was assisted by the RACQ. Seems that said member has Ultra level membership which means he is entitled to 10L of fuel whenever he runs out of fuel. Since that first occasion, there have been several more when he has needed the RACQ's assistance for the same problem. How long with the RACQ's generosity last, particularly given the current fuel prices?
.....

There is one hillclimb competitor who is obviously far more capable of putting his car around the hillclimb than of parking his trailer without causing damage to property. Photographic evidence is available but shall be withheld to protect the photographer.
.....

The following warning has been issued by one who would appear to be a sufferer of the named disease: ANTIQUE MG POX
Symptoms: Patient has blank expression, often deaf to family and friends. Speaks strange, lost Pommy dialect "T-type-Y-type-Cecil Kimber-saloon-scuttle-Nuffield-Abingdon-Whitworth-SU-BSF-Lucas-Lockheed" which is generally muttered to himself. Has no taste for work of any normal kind. Frequently checks collector car magazines. Makes secret phone calls. Mumbles a lot. Lies to everyone. Keeps large bulky objects hidden under tarps behind shed. Unfortunately there is NO KNOWN CURE.

Medication will have no effect. Victim should be allowed to visit as many auctions, mates' sheds and swap meets as he wishes as he is useless for anything else, anyway.
.....

And who took two whole days to swap an MGB gearbox when the plan was to do it by early afternoon on day one? The story seems to go as follows:

The two people involved did the Fri Night Run and then went back to the home of one of them where they had a bottle or red EACH while watching the Tour de France pushbike riding on TV. Thirsty work, this TV watching! Late Sat morning the pair were observed to be working 'very steadily'. They got the old gear box out of the MGB and went to change over the overdrive units (Laycock de Normmanville D?) but it would not go on the last 20 mm or so. Consultation of the manual followed and they presumed they were correct. Numerous variations of fitting were tried in moving different shafts etc around but without success. When asked if they had done as the manual said, viz. 'line up the 2 internal splines with a long screwdriver', the terse response was "Yes yes yes of course we did !!!"

Owen McNiell was phoned and he advised that it was a "1/2@#%" of a job but to make sure to 'line up the 2 internal splines with a long screwdriver'. A neighbour provided an extra long screwdriver. To humour the observer, one of the two (please note that their identities have been 'carefully' suppressed) lined the splines up with a torch and long screwdriver. When offered up to the gearbox, the overdrive unit clicked into place immediately. Fancy that !!! By then it was 4.45pm so the intrepid pair retired for drinkies and finished the job the next day.
.....

And did you know that Will Charlton (Fraser Clubman) joined the ranks of the exalted open wheelers at the Maryborough Sprints when the organisers put him in the same class with Alan McConnell, Bob Haines etc.? Must have a closer look at the clubroom next time it's around and see how quickly removable the



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Bits & Pieces

Check out the Tech Talk page of the website for updated articles including one by Bruce Ibbotson on his MG C GT experiences. Any technical articles which are published in the Octagon are then made available more widely through the website.

A number of Club members took part in Wheels on Wide Bay at the end of June. These included Ted Peel (MGB) and Philip Youel (TD 2000 Silverstone) shown here along with the shadowy photographer. Ted was running his MGB as his Midget had suffered a terminal engine problem at Lakeside the previous weekend.

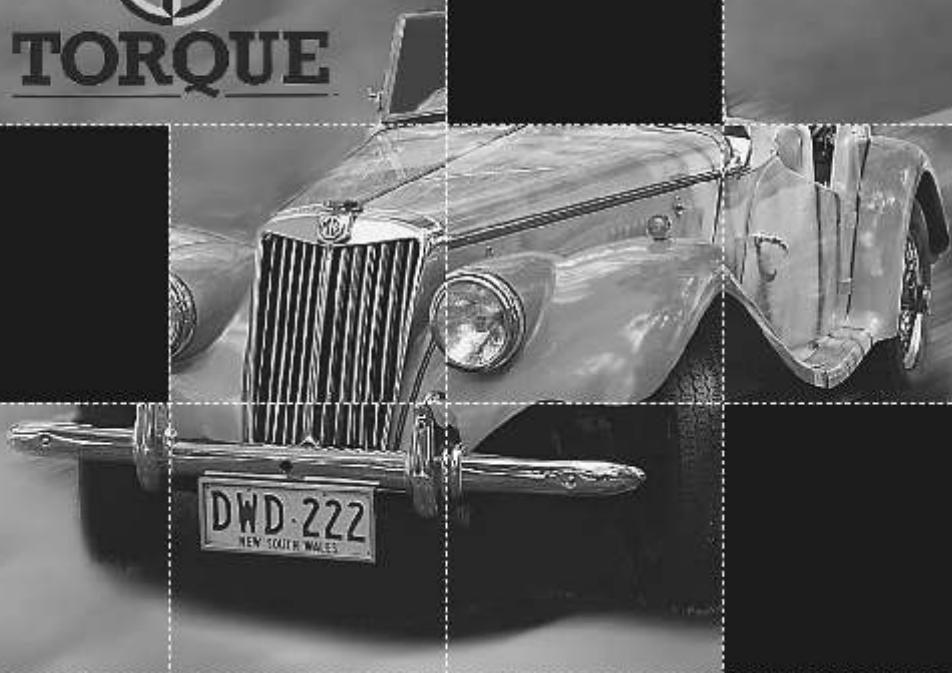


Enjoying the weather and the warmth provided by Kaye's scarves at Maryborough were Alan Dansie and John Davies.



The great kitchen installed by Roger Paltridge has been further enhanced by the ceiling and lighting recently installed by Owen McNeill and friends. Many thanks to all involved!

John Campbell reported that he was in the Valley recently and walked past 622 Wickham St (the old MGCC building). Apart from the colour it still looks much the same though I think finally some action is about to occur on the site. Every other piece of dirt has been redeveloped, some quite spectacularly. Remember the small "parking lot" on the corner? It's now a Lamborghini dealership! And just a few doors up towards the Valley are dealerships for Bentley, Ferrari, Maserati and Alfa. So obviously the MGCC presence way back left an influence that caused all this. Impressive.



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Lumley





Three birthdays were celebrated at the morning tea on the June mid-week run but it was Renate who had the job of cutting the cake for the other two, David Miles and Trevor Jones.

'Unique Cars' magazine is offering to publish 'for sale' colour ads in their magazine for \$10. They are also offering special subscription rates. To place an ad, phone 1300 362 272.

It's not good to hear that two of our lady members have suffered health problems recently. Best wishes go to Daphne Mills and to Janine Woodhams, the latter discovering that even gardening can have its hazards.

Oakey is the latest town choosing to host a street sprint. The inaugural event will be held in late 2009 but expressions of interest are already being called. If you wish to lodge an expression of interest, write to The Chairman, The Oakey Street Sprint Management Advisory Committee, PO Box 105, Oakey Q 4401.

Wayne Reed has put together a disc of photos (some unusual, some dramatic) which will give you hours of viewing delights. On the disc are 1600 photos taken at Mt Cotton from 2004-2007, 220 other car photos, 110 bike photos and 50 general photos. These are available for \$20 each from Wayne and can be purchased by contacting Wayne by email at Wayne@osella.com.au or by phone 0428 179 476.

Bits & Pieces



Vouchers for 10% discount at City Powder Coating are available for Club members. Contact Elaine Hamilton (vprojects@uq.net.au) or phone 3893 2438 to have one sent to you.

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The Bay to Birdwood Run organizers have written urging people to enter this year's event on Sunday 28th September. More information is available on their website www.baytobirdwood.com.au.

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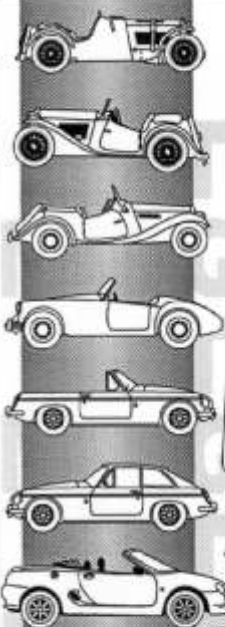
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The Toowoomba Carnival of Flowers will be including a car show as part of its program of events on Saturday 20th September. Registration for the car display is \$10. More information is available from David Liffin 07 4659 1910. Registration forms are available from Elaine Hamilton.

Following our popular Swap Meet/Open Day, another event which may be of interest is the Nanango Auto Spectacular on Sunday October 12th which includes a 'Show and Shine'. More information is available from Noel on 41710730 or henry@bordnet.com.au

Bits & Pieces

Vale Bruce Bone

Bruce John Bone passed away suddenly on Monday, July 14. While Bruce wasn't a member of MGCC, he was a generous supporter of the club and Mount Cotton Hillclimb. His "Tyreworks Inala" business and "GT Tyres and Automotive" (as it became more recently known) advertised at Mount Cotton and in our magazine. "GT Tyres and Automotive" was one of the first to advertise on our club van.

Bruce was always ready to offer discounts to club members and was a Guest Speaker at one of our "Noggin n Natter" evenings where he generously provided his favourite "gold" beverage and "GT Radial" T-shirts to numerous members.

Our sympathy, as well as our thoughts and prayers, go to wife Karen and family.

Event report by Malcolm Spiden, Club Captain for Competition

July 13 saw the 3rd MG motorkhana held during the Holden Sporting Car Club series. Six tests were run; Hopkirk, Eighty-Eight, Paddy, Twist, Cloverleaf and Fly. Members who competed were Brant Rayment (MG Midget), Malcolm Spiden (MGB GT), Graeme Walker (MGB) and Matthew Johnson (Volvo S80). Matthew found he had to counteract the cunning Volvo computer which engaged maximum turbo boost at the most inopportune moments during each test as well as the ABS system which did not understand the hand brake concept as fully as humans do. Next motorkhan is on 19th October.

Once sorted, they left MG past Welling and Crossley Co to the Brisbane Markets to find the BBQ special pork chops. They then went past the area which was a munitions store during the World Wars and on to cross the four rail tracks on Sherwood Rd before finding the Allan Fletcher Research Station. Next there was a quiet trip through the more expensive parts of Chelmer, past Hoppy's Car Wash, the Brass Shop Magins, the State Member for Mt Coot-tha, Craig Roy Solicitors and the Swim school on Settlement Rd before crossing the two rail tracks at Grovely and the State School.

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The July night navigation event found runners sitting at tables at the MG Clubrooms busily reading some saga of a love-struck couple named Dazza and Sharon before any team ventured on its way. Director Brian Krieger found an innovative method of giving instructions as the route was hidden in the story. Combining these clues with the list of location questions, teams were able to plot the shortest mapped route (the correct way) on their UBDs.

Next on route was the Jinka Trackm past the native animal warning signs, onto Curves Gym before noticing the Macadamia on Bronson sign, down past the 7 Muller Rd Bicycle signs, Zillman Waterholes, over the three rail tracks at Geebung, past the Valley Hockey club before using the Inner City Bypass to the finish at Paddington.

Club runners in the event were Brant and Selena Rayment (Falcon S/Wagon), Ian Fettes and Mike Anderson (MBW Z4) and Malcolm Spiden (MGB GT).

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On Sunday July 20th July the Club opened the hillclimb, not for a speed event, but for a swap meet and Open Day. The day was about the best Queensland Winter day possible and the venue was at its sparkling best. With a good number of people arriving in MGs (including people from the Darling Downs and Hervey Bay Chapters), an impromptu car display was quickly assembled to add another feature to the day.

For a first-time event, the response was quite rewarding with about 25 stallholders taking advantage of the Swap Meet and many more lookers/buyers coming along to either view the 'goods' on offer, to view the venue at leisure and, for many, to walk the course. There were a few who thought they were coming to see a competition in progress, but they still enjoyed the day and vowed to return for the next hillclimb.

It was gratifying to have four Redland City Councillors, including the Mayor, accept our invitation to come along to meet us and to view our facility. They gave willingly and generously of their time and expressed their surprise and also appreciation at having such a wonderful venue within their Shire. One Councillor took the time to walk the track while the Mayor enjoyed a steady tour of the track from behind the wheel of her car.

The majority of stallholders seemed to be happy with their sales and went home smiling. The willing canteen workers were kept steadily busy during the day as were those manning the Club's Regalia stall.



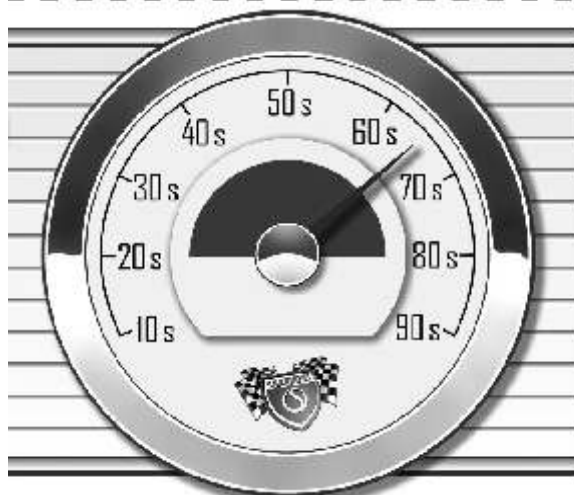
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“Australia's Fastest Square Rigger MG TC”

Australian Motor Sports Magazine

Story by Lionel Ayers

Without a doubt, the most popular sports car available post World War II was the MG TC manufactured by the MG Car Company Ltd, Abingdon on Thames (as part of the Nuffield Organisation).

Developed from the pre-war MG TA-TB series, the 1250cc MG TC was to become the backbone of Australian motor sports in the 1950s.

I purchased an MG TC from Sydney in 1952. Soon afterwards the car was entered in the Strathpine Airstrip ¼ mile sprints organized by the Queensland Motor Sporting Club.

With some cylinder head modifications and increased compression ratio, it soon became an under-1500cc sports-car record holder on 21 Nov 1952. Many more records, along with further modifications, continued to be broken through 1953-1955.

A popular venue at Coorparoo, a Brisbane suburb, was a challenge on dirt road for hillclimb competition. On our second meeting held on 16th March 1953, we broke the existing 1500cc sports car record!



Lionel in the TC at White's Hill on 16th March 1953

The TC was sold and replaced with a TD model fitted with a new higher ratio crown wheel and pinion. A very successful competition result at Leyburn was achieved in the under 1500cc sports car scratch race. This TD (Mk I) was soon replaced by a TD Mk II which was raced briefly at Mt Druitt (NSW), Strathpine etc.

It soon became obvious that too much valuable time was being wasted in converting a road registered sports car to a race car complete with alloy cycle guards, alloy door panels, alloy bonnet and petrol tank all necessary for a lightweight sports racer.

Towards the end of 1954, a badly smashed MG TC was advertised for sale at Wallangarra. This wreck was duly purchased; a broken engine block casting and bent differential axle housing were all in the 'deal'. Also, at this juncture, a pre-war MG TB fitted with a Tickford Cabriolet body was purchased; a car in poor condition but with all the necessary parts to complete a car with the badly smashed TC and the spare parts became very important.

One of the first modifications in the rebuild was the introduction of a small amount of negative camber into the rear axle housing to help overcome the wild oversteer problems of normal TCs. 16" wire wheel conversion, cool air ducting to the brakes, competition brake linings, cables from the chassis forward to the top of the kingpins to rid the TC of the dreaded front axle tramp under heavy braking, lightweight alloy cycle guards, and aluminium doors completed the exercise. The compression ratio was raised to 12.5:1 on a larger bore 1386cc engine.

Post war, methanol became the fuel of choice as 'pump petrol' was rated at approximately 72 octane ... not good for racing engines. Other blends of alcohol/petrol were available with BP, Shell and Mobil as the main suppliers.

The 'race car' was completed in due course and made its first competitive appearance at Southport circuit in November 1955 at the Qld Road Racing Championship meeting. Road registered for towing purposes, NAW 660 on Qld plates was taken to circuits with an A frame. Head gasket problems resulted in a retirement at Southport, a problem quickly solved but unfortunately not on that day.

A single axle trailer was soon to be built to transport the TC behind the bronze TD Mk II to make race days a lot easier.

A special competition camshaft as supplied by the Nuffield Organisation was installed in conjunction with the special 'extractor' exhaust system as detailed by the MG Factory. Extensive cylinder head modifications were again carried out. Extra special large inlet and exhaust valves were made for the race engine by a brilliant local engineer, Dave Duncan. Engineered from Dufor KE965 material, these valves proved to be 100% reliable no gas flowing in those days however it all worked with much increased performance. The usual 1½" SU Carbs in combination with the larger and better porting all helped.

Strathpine Airstrip, situated on the northern fringe of Brisbane, became the popular and convenient race circuit. An ex-Spitfire fighter airfield, it was modified with a short loop at the northern end and later on sported a more extensive loop through some trees on the southern section.

Lowood airstrip was used occasionally. It was later to be owned by the Qld Racing Drivers Club (QRDC) and then established as a permanent road racing circuit.

Hillclimbing at White's Hill, Samsonvale, Warwick, Toowoomba, Burleigh Heads, Currumbin and Terranora were the main venues for competitive racing.

Mid 1956, the engine was enlarged from 1386cc to 1500cc with a Len Cumming (Sydney) sleeve conversion. Len (LJC Motors) had established a good reputation for high performance MG tuning. With new pistons and 12.5:1 CR it proved to be a formidable performer.

June 1956 was the date set for the second Burleigh hillclimb event. Fastest time of day went to the TC against all comers. The highly modified MG TC was proving to be unbeatable as an under 1500cc (unsupercharged) sports car.



Lionel in the TC at the Burleigh hillclimb in 1956

During the latter part of 1956, my main mechanic, Dud Anderson, and I looked at the Australian Land Speed Records for Standing and Flying Mile. We engaged a qualified surveyor to "peg out" the necessary accurate mile on the new highway between Oakey and Dalby towns to sit between the rise and fall guidelines. The necessary pegs were all certified and in place. It was proposed to close the highway just after dawn. However, after many protracted negotiations with Qld Police and the Mains Rd Dept, it was eventually canned by the authorities. (It was not long after this that BP set up the record attempts at Coonabarabran (NSW) when Jim Johnson tragically lost his life in a special bodied MG TC. No Queensland cars were invited to compete.)

Towards the end of 1956, one of the best aspects of Australian motor sport occurred the involvement of the oil and fuel companies. BP, Shell, Mobil, Esso and Castrol became involved in sponsorship with circuits and drivers. All companies were eager to showcase their products and support motor racing.

I was approached by BP Fuels and Oils (George Lukin was in charge of BP's motor racing activities) and with a signed contract to be renewed on a yearly basis, it ensured our motor racing success.

My loyalty to BP was to be of great benefit when we

constructed the first "big banger" sports car in Queensland in 1968.

When the TF 1500cc was released, and spare parts became available, I was able to source a new engine block and crankshaft from the MG agents (Howards) in Brisbane. This enabled us to build a new 'short' engine with 13:1 CR pistons.

One of my regrets was that we did not continue with the adoption of 1¾" SU carburetors. We had manufactured two cast aluminium manifolds to link the 2 SUs. Performance figures did not show a marked improvement immediately and we were reluctant at that time to upset the tried and proved 1½" SU set up. It was a pity!

The TC chassis was undertrayed with very light gauge alloy sheeting in an effort for improvement. However this was not to be and the idea was scrapped.

I was lured to compete in the QMSC sprint meeting at Strathpine Airstrip on the 13th October 1956 to contest the Class F Sports car records. The TC shattered all existing 1500cc sports car records with a 16.12 sec standing start ¼ mile and 9.4 sec for the flying ¼ (approx 95.7 mph/154 kph). These were excellent times considering the short Strathpine airstrip length of approx 7/10 mile (1127m). The new established times of the 1500cc TC were faster than the new record established on the day by Lloyd Whittaker in the race-tuned TR2 2000cc with class record times of 17.76 and 9.9 for the standing and flying quarter miles respectively. It was a great result for the TC.



Des Kelly (Holden Special) and Lionel (MG TC)

We enjoyed many memorable dices at Lowood in 1957, in particular with the late Des Kelly who had purchased the immaculate Norm Crowfoot Holden Special race car. We swapped places

repeatedly. By now, all the Triumph TR2s, Austin Healey 100s, MGA/MG TC/MG TD/ MG TFs were fitted with the lighter and more aerodynamic Buchanan fibre-glass bodies but were no match for the 'square-rigger' even on the fast '2000 yard' Lowood circuit straight.

Early in March 1958, George Websdale from NSW entered his Buchanan fibre-glass light weight bodied MG TC 1500cc for the Strathpine Road Races. George had an unbeaten record and was anxious to do battle! On race day, our cars were never more than 'feet' apart in the Group A scratch race. George was the victor on this occasion (our TC had developed a slight misfire) beating the TC by a metre or so. Jack Edwards in the Godfrey Special race car filled the third placing. We soon achieved our revenge on George at the Bathurst Easter meet!



George Websdale (Buchanan MG TC 1500) and Lionel (MG TC 1500) in the southern loop at Strathpine on 9th March 1958



Lionel (117), Frank Walters (So-Cal Ford V8) and Paul Samuels (MG TB Special) at Bathurst, April 7th 1958

In the main race, the Bathurst 100 (run as a Handicap event), we had the misfortune to

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MG Information

	Name	Home		Name	Home
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T-Type	Peter Rayment (Delia)	0407 693 947	MGC	Chris Carswell	3378 4140
MGA	Richard Mattea	3325 0409		Bruce Ibbotson	3366 1889
MGY	Bill Spall	3420 5573	MG V8 RV8	Barry Evans	3425 1695
Magnette Saloon	David Robinson	3255 9037(w)	Midget	Ron Clydesdale	3263 6575
			MGF	John Boyce	3345 2530

collapse a rear 16" spoke wheel in Forest Elbow at the top of the Con Rod Straight whilst racing in a great position for handicap honours. The TC was to be written up in 'Australian Motor Sports' magazine as 'Australia's Fastest Square Rigger TC', a name that really stuck hard and fast. Our TC had stamped its authority on a very difficult circuit at this meeting.



Dud Anderson and Lionel with the collapsed wheel

George Pearse of Sydney had developed a highly tuned 1250cc motor and installed it in a modified Cooper 500cc race car chassis. Front-engined, supercharged at 14 lb per sq in, MG TC gearbox, with lowered drive train linked to an independent rear end, it was a potent race car. Unfortunately George, in the Cooper MG S/C and Alex Mildren tangled disastrously on the narrow rough and irregular Southport Australian Grand Prix circuit. The badly damaged Cooper MG was sold to Ray Revell (of Speedway fame), repaired and raced briefly.

With the huge success that we had enjoyed in the 'square rigger', we envisaged great potential in this race car which we duly purchased.

Our 'square rigger' TC was sold to Blair Shepherd, a Queensland speedway ace, who raced the car with success for a short time. It was later sold to Denis Geary who also raced it.

The Cooper MG was fitted with an MG TF 1500cc block and crankshaft. I had a suitable cylinder head with Lucas Laystall shaping in the

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combustion chambers, at approximately 10:1 CR with flat top pistons. All waterways on the block and cylinder head were cast-iron welded by our engineer Dave Duncan as water transfer was effected by external piping. A solid copper gasket was used in conjunction with special high tensile studs for cylinder head location.

A new J100 Marshall-Nordec supercharger capable of a boost pressure of 22 lb per sq in was installed.

The latest TF 1500 crankshafts were changed frequently; however, the Nardi (Italy) forged alloy conrods with enlarged gudgeon pin diameter gave tremendous reliability with a trouble-free bottom end. Unfortunately, forged pistons were not available for the MG in this period. Cast alloy pistons proved to be the weak link, even with lowered boost to 14 lb per sq in.

As an example of sheer performance, our Cooper MG led the field in a scratch race at Lowood on October 26 1958 that included notables Bill Pitt (Jaguar D type), Glyn Scott (Repco Holden racing car) and Ern Tadgell (Sabakat-Lotus). Unfortunately the Cooper MG ran out of fuel! Many races were contested with the Cooper MG at Lowood, Strathpine and Bathurst. There was also some hillclimbing at Milmerran (FTD) in Queensland, not always with the success deserving of the car's potential.

The Cooper MG S/C 1500 was sold in 1962 as a new Lotus 20 FJ race car was purchased. Thus ended an era of MGs, fastest in Queensland history. However, the purchase of the new Lotus 20 FJ opened a new pathway in our motor sporting career.



Lionel (Cooper MG S/C No.12) and Curly Bryden (Ferrari No 9) at Bathurst on 30th March 1959

MID WEEK RUN, JUNE 25 - A DAY AT MOOGERAH

By Bruce Mutch

On a beautiful and cold winter morning, a group of MG enthusiasts left Errol Margenson Park at Goodna. It was to be one of the most pleasant day runs for a while.

We went due south to Redbank Plains and then out on to the Cunningham Highway. As usual, folks don't read the instructions and our leader missed the turnoff. (He said a new bridge blocked off the sign.) But anyway, we all ended up at Peak Crossing for smoko.

After that, it was another unscheduled diversion to Harrisville to overlook the village and then on through Kalbar to Moogerah Dam for a very

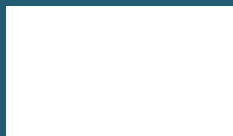
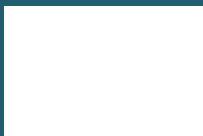
leisurely lunch. The country, although dry, has many new winter cereal crops looking good and what a treat to drive through Lucerne country when they are making hay. Moogerah Dam is now half full and, with pelicans and other wildlife, looks really something.

Following a very relaxed lunch, we drifted back through Dyers Ridge to Boonah and home. A great day out and very little annoying traffic.

A good run. Safety Fast..... Charlie Brown

Thanks to Malcolm Campbell for supplying the photos. Photos continued page 21...





MG Tighe Cams Noosa Hillclimb

BY ACE REPORTER

On the initiative of Ivan and Dean Tighe and the Noosa Classic Car Club, the MG Car Club combined with the Noosa Club to promote a hillclimb at the Noosa venue.

The event was very well supported and enthusiasm for an annual event there in the future was expressed at the presentation of trophies where class winners were presented with a specially labeled bottle of wine along with their trophy.

01 Class trophy and commemorative bottle of wine



The November hillclimb held at Noosa by the HRCC is traditionally an event with an emphasis on historic cars so the 'open' nature of this event allowed a wider variety of cars to be eligible and 104 competitors took advantage of the opportunity to compete there, most of them for the first time.

Sighting runs (at reduced speed) were available on Saturday for those unfamiliar with the course. Sunday was very cold; however the mood in the pits was warm as a large percentage of the field were the usual Mt Cotton competitors. Many of the usual class winners at the Tighe Cams Mt Cotton series continued their success at Noosa.

The longer track distance (1.5km compared to the 948m at Mt Cotton) meant that few would record a sub 60s run and that the margin from first in class to other runners would be greater than we have come to expect. However, there were some close results. In Sports cars 2001cc and over class, Troy Moffatt won the class on 64.91, just ahead of Andreas Mueller (Locost Clubman, 65.81s). Phil Eather (MGA, 67.44) just beat Will Charlton (Fraser, 68.25) in the Marque sports cars 1601-2000cc and, in the Road Reg up to 1600cc class, Steve Arlidge (Suzuki Swift GTi, 68.98) just pipped Ferris Lee (Honda Civic, 69.09). In Sports sedans 2001cc and over, Stuart Murchison (Mazda RX7, 60.72) was given close competition by Cameron Freeman (Datsun 1200 Coupe, 61.44) and in Group N, Neil Lewis (Cortina, 66.05) and Glen Wesener (Torana GTR, 66.61) were extremely close on times.

Class Placings:

Road Reg 0-1600cc	Steve Arlidge	Suzuki Swift GTi	68.98
1601 2000cc	Brett Cullen	Peugeot 405 M16	69.35
2001cc & over	Craig Hornibrook	Commodore	63.79
AWD Forced Induction	Michael Collins	Subaru WRX	61.27
Sports Cars 0-1600cc	Bill Norman	Gek	58.22
2001cc & over	Troy Moffatt	Nissan 180SC	64.91
Sports sedans 0-2000cc	Alex Cowie	Ford Escort	66.15
2001 & over	Stuart Murchison	Mazda RX7	60.72
Marque sports up to 1600cc	Paul Masterton	PRB 7 Clubman	62.88
1601-2000cc	Phil Eather	MGA	67.44
2001 & over	Simon Rhodes	Triumph TR7 V8	63.21
Formula Libre 0-1300cc	Simon Lake	Ecurie Escargot	59.62
1301cc & over	Alan McConnell	Van Diemen RF87	55.30
Formula Vee	Steve Riley	Hornet	66.01
Impr Prod 0-1600cc	John Gibson	GSR Lancer	69.37
1601-2000cc	Danny Mischok	Ford Escort	62.26
2001cc & over	Scott Trenoweth	Maxda RX7	63.08
Group K	Barry Smith	Ford V8 Special	80.27
Group N	Neil Lewis	Ford Cortina	66.05
Group Q	Vern Hamilton	Elfin 623	63.24
Group S	Darryl Shaw	Jaguar XJS	72.55

Not surprisingly, fastest time of day went to Alan McConnell in a time of 55.30s. Second to fifth places outright were filled by Bill Norman (Gek, 58.22), Simon Lake (Ecurie Escargot, 59.62), Darren Duffield (RPV 01, 60.33) and Stuart Murchison (Mazda RX7, 60.72).

It was a good weekend of excellent competition, co-operation and fellowship and, hopefully, the forerunner of others to come.

Many thanks to Gary Pitt and Ken Krenske for supplying photographs of the event.

The Superkarts class found Carlo Chermaz (PVP 250, 44.31), ahead of Barry Kunowski (Stockman MR2, 47.42), and Cameron Moxley (Gladiator, 50.69).



Gary Pitt, Escort



By Ace Reporter

July 5 and 6 gave us a wet weekend. The Interclub Challenge section of the event was scheduled for Saturday afternoon; however, the 47mm of rain on the day forced a postponement of the event until September 28. With the Pipeline Alliance workers clearing the trees and vegetation along Gramzow Rd in order to lay the pipeline, the lower portion of the road below the spectator gate became a real quagmire.

to be broken on the day. Bill Norman was the only one to record a sub 50s time on the first run with a 49.53. He was followed by Michael Collins (50.86), Danny Mischok (51.32), Darren Holland (51.85) and Craig Hornibrook (52.43). As the day progressed, the times were lowered but still with most being 2 to 3 seconds from their personal bests.



The pits on a miserable Saturday

Sunday was overcast with the track damp and cool thus caution was needed until a drier line was formed. It became clear that no records were going



The pits even had a waterfall

The exception to the rule was Michael Collins (Subaru WRX) who won the All Wheel Drive class in 43.92s, just outside his own record of 43.65s. Second in class was Darren Holland (Subaru WRX STi, 46.45) followed by Glen Hooper (Mitsubishi Lancer GSR, 46.82), Rodney Blank (Subaru WRX STi, 49.54) and Jae Collins (Subaru WRX, 50.82). Jae had the misfortune to have the throttle jam open into the hairpin on his last run.

Bill Norman won the sports cars up to 2000cc in a time of 42.37s (his record in 42.29) from the father and son team of Chris and Terry Johns (Suzuki Cappuccino) with Chris second on 54.33 and Terry third on 54.61. Troy Moffatt (Nissan 180SX) won the 2001 and over class in 50.04 just ahead of Scott Goody (Gem Clubman, 50.30) and Nathan Ferdinands (Locost Clubman, 54.59).

In the historic classes, Group K went to Barry Smith (Ford V8 Special) in 57.31, Group N to Brad Stratton (Torana XU1, 50.54) and Group O to Ross Devencorn (Elfin Mallala replica) in 56.69s.

Ferris Lee (Honda Civic, 51.56) won the Road Reg up to 1600cc class from Steve Arlidge (Suzuki Swift GTi, 52.48) thus reversing the result from the Noosa event in June. Two very standard cars in this class, Celise Paddle in her Honda Civic and Colin Barry in his Ford Ka achieved times of 61.54 and 62.60 respectively. In the 1601-2000c class, Mark Dunstan (Escort, 53.17) won from Floyd Watene (Escort, 53.31), Nev Newton (Cortina, 55.82) and Dave Sidery (VW Type 1, 56.36).

In the Improved Production 1601-2000cc class, Danny Mischok came close to his of 45.33 with a best run of 46.53 to take the class from Gary Pitt whose Escort has had suspension upgrades completed. Next were Chris Sloane (Datsun 1600, 50.73), Tyson Cowie (Escort, 53.24), Ben Cowie (Escort, 53.82) and Ken Krenske (Escort, 57.88) whose second run finished when the Escort understeered into the bank before the finishing line. Ken Graham 48.31) won the 2001cc and over class from wife Pauline (48.93) in their Datsun 1600 followed by Noel Preston (Saab 9.3) in 53.82. On Noel's last run, the Saab arrived at the hairpin with little response to the braking effort. Apparently Noel had performed a customary tyre cleaning burn out with the ABS engaged and this really confused the computer.

Michael Ciccattelli in his Gladiator LC500 kart won the Formula Libre up to 1300cc in 54.62 from Darren

Robb while Alan McConnell (41.05) was the victor in the 1301cc and over class from Rod Johns (42.87), John Boyce (46.13), Bob Haines (46.66), John Moore (51.26), Christopher Moore (54.66) and Tom Lane (62.41) in his repaired VW Wasp.

The Formula Vee class went to Steve Riley (Hornet, 51.09) from the Spectre of Michael Peoples (55.69) and Noel Stanaway (66.15).

Paul Masterton was quickest in the Marque sports up to 1600cc on 47.13 in his PRB 7 clubman ahead of John Broadbent (Triumph Spitfire, 55.26), Ross Kelly (MGA, 62.28), Ron Clydesdale (MG Midget, 63.70) and Peter Rayment (MG Midget, 63.83). After recording the slowest time of day on his first run (97.49), Wayne Reed recovered to win the 1601-2000cc class with a 51.95! Next was the MGA of John Walker (52.94), Chris Robinson (Fiat Abarth X19, 57.51), Malcolm Spiden IMGB GT, 58.09) and Andrew Willesden (MGB, 66.47). Ian Fettes (BMW Z4) was quickest in the large capacity marque class until the last run when Ross Buganey (Datsun 240Z) just pipped him with a 51.35 to Ian's best 51.45s. Next was Simon Witt (mazda RX7 turbo, 53.85), Cameron Hurman (Mazda RX7 turbo, 54.50), the beautiful TR3A of David Dumolo (58.62), Michael Lane (mazda RX7, 58.70) and Jonathan Koch (Porsche 911, 59.01).

Stuart Murchison (Mazda RX7) won the sports sedan class in 46.48 from David Homer (47.56). Stuart had acquired the Mazda from the ACT where it was owned and hillclimbed by Pedro. It took Stuart about a year to strip and rebuild the car from the ground up with everything in place as the factory had put it.

It was an exciting Top Six competition. Alan McConnell looked like he would extend his lead in the Top Six series until a missed gear change foiled that plan. Bill Norman then appeared to be the winner until a superb run from Rod Johns of 42.17 gave him his first win in this competition.

With Wayne Reed enjoying himself as a competitor these days, we miss his action photos. However, Mark Scells has made his photos from the event available to us and the ontrack photos in this report are from his collection.

Pictures on page 29...

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The cover-up on Sunday morning before the day improved



Tom Lane, VW Wasp



Happy cream bun munchers



Mark Cogan, Escort



Michael Ciccotelli in action in his Gladiator LC500



Wayne Reed behind the steering wheel



A very boggy Gramzow Rd



Noel Preston (Saab) tries a different line through the hairpin

Day Run, Wednesday 23rd July 2008

Understandably deterred by the forecast of inclement weather, many "Mid Week Regulars" decided to stay home, but eight hardy, true MG enthusiasts braved the cool and showery conditions to be ready to depart the Keperra Picnic Grounds at the appointed time of 9.30am.

The route took in Samford and Clear Mountain on the way to the morning tea stop at Bullocky's Rest where Dan and Jill Casey, along with friends Ron Thomas and Malcolm Gibb, were patiently waiting. Maintaining the high standard of food preparation for which the mid week runs are becoming famous, morning tea was consumed and numerous and varied discussions were held under one of the very welcome shelters, kindly provided at this particularly well maintained park. In spite of the increasing rain and cold breeze, all was going to plan!

Club President and run co-ordinator David Miles, however, failed to follow his own instructions, compiled only the day before, and led the hapless band well off course to Dayboro. It was a much more interesting drive than that planned, so it was decided (as Kerry and Val Horgan missed the

assembled group and headed west) that the best plan would be to continue via Mount Mee, Wamuran and Caboolture to the intended lunch spot at Bribie Island. Malcolm and Renata failed in their bid to find the Horgans, so it was off to lunch.

We need not have worried, however, as Kerry consulted the GPS navigator (the one he said he would never use!) and actually arrived before the main group.

The longer than intended drive from morning tea then dictated that lunch was immediately served, if for no other reason than to add some warmth to those assembled, now huddled under the shelter as wind and rain increased. The conditions failed to dampen the spirits of these hardy folk, with lunch being accompanied by the usual discussions, interposed by the odd joke from Kerry. The one or two umbrellas on hand were shuttled back and forth as the rain increased further and cars began their homeward trek.

Shame about the weather and the co-ordinator's navigation, but a good day was, eventually, had by all.



AUSTRALIAN SPORTING RECORDS

A few facts gleaned by David Robinson from Ampol's Sporting Records - Jack Pollard - 1973 and Winfield Book of Australian Sporting Records - Jim Shepherd - 1981

AUSTRALIAN BEGINNINGS

Unlike most Western countries Australia took slowly to motor racing. All manner of restrictions were imposed by police and government to discourage even the most harmless form of the sport and, probably for this reason, no factory European or American racing cars were seen in Australia until after 1912. Rebellious motor-sport enthusiasts probably slowed the establishment of the sport by flouting laws and embarking on record attempts between towns; something that remained in vogue until the 1930's although totally illegal. The early years of Australian motor racing were exclusively American-style speedway on dirt and gravel tracks and even the first Australian Grand Prix was held on a dirt 'road' circuit at a time when Europe boasted dozens of specially-built or modified sealed-road-circuits.

First motor sport demonstration

31 January 1904 when 20 cars driven by members of the Automobile Club of Victoria, covered a 29 km reliability run from Melbourne to Aspendale and competed in 'speed' demonstrations on the local racecourse.

First car races

12 March 1904 at the Sandown Racecourse, Melbourne. Feature race was won by J.R. Croke in his Locomobile Steam Car.

First specially-built racing circuit

The Aspendale Speedway, a one-mile (1.6 km) crushed gravel track built by Melbourne businessman J.R. Croke at a cost of £1700. The track opened for the first meeting on 28 January 1906.

First racing circuit in N.S.W.

The Victorian Park Speedway, a 1.8 kilometre clay-and-cinders track built around the horse-racing track on the site later occupied by the giant British Motor Corporation factory. First meeting at Victoria Park was held on 6 October 1908.

First 'road' racing circuit

A rough square of existing dirt-and-gravel public roads situated at Cowes, Phillip Island, Victoria. The track measured approx. 10.5 km and was selected for the first Australian Grand Prix.

First events at Phillip Island

Eight-Hour Day, March 1928. This was the original date announced for the first AGP, but when heavy rain made racing impossible the organisers, the Light Car Club of Australia, compromised by staging half-mile (800 metre) sprint races on a dry section of the track.

First Australian Grand Prix

21 March 1928 at Phillip Island. The AGP was held as two separate races for different capacity cars with the outright winner decided on fastest time. Winner of the first AGP was Australian Captain Arthur Waite (b. Adelaide, SA) who averaged 91.7 km/h for the 167 km race in his factory entered, supercharged Austin Seven Brooklands prototype.

The beginning may have been humble but those with the foresight to start this event have since had the satisfaction of yearly visits by great overseas drivers eager to win it.

First AGP on a sealed road circuit

26 December 1936 when the AGP was held on a public road course at Victor Harbour, SA. Prior to this, all AGP's had been held at the Phillip Island circuit, which was never sealed.

First Hill Climb

In 1911, Artillery Hill in Sydney's National Park was used for the first time for a hill climb. The winner was L. W. Pye, who completed a ¼ mile climb up a 1 in 8 slope in 126.8 seconds in a Vauxhall.

First Australian championship

2 November 1947 Australian Hill Climb Championship at Rob Roy (Vic.) won by Arthur Wylie (Ford A Special)

Best Australian Hillclimbers (As at 1973)

Lex Davison and Bruce Walton. Davison, a top Grand Prix driver, won the Australian Hill Climbing title three times, Walton six times after Davison began to concentrate on more glamorous motoring.

"CHERRABAH" CHRISTMAS IN JUNE 2008

By Pat Walker

Our winter Christmas Celebrations at Cherrabah came a little earlier this year but it made no difference to our numbers. There were 91 guests for the Christmas in June Dinner with 87 of them staying at Cherrabah. We were only 1 room short of a full house and, as usual, everyone had a great time.

Our country members were well represented by Jim and Sandra Armstrong and Gary and Julie Kunst from Moura, Wayne and Kerrie Kirwan from Biloela and Malcolm and Elizabeth Cumes from our Wide Bay Chapter. Fourteen members from the Gold Coast MG Car Club also attended. They had a very early start with David and Laurel Godwin taking them on an extended Day Run beginning at the Gold Coast, stopping at Boonah for morning tea and visiting Queen Mary Falls before heading to Cherrabah in time for lunch.

Some of our members had a very relaxing Friday night at the resort, others made their own way there earlier on Saturday morning and fitted in a walk and some tennis before lunch. The main group left our Rocklea Clubrooms at 9.00 a.m. and met up with the remainder of the merrymakers at Aratula for morning tea. It is amazing what some people can eat! Ian Fettes consumed a coffee, doughnut and a double ice cream cone! Maybe he missed breakfast!

The weather was beautiful. The sky was clear and blue but with that Warwick chill in the air. Lunch was a buffet BBQ eaten either indoors or out in the sunshine. In no time everyone had mixed in and were sharing their experiences. Tennis was on the agenda for some after lunch. Others borrowed the resort's bicycles and went off to explore the area, some people took a walk to the dam and some others just had an after lunch nap.

The crew from Moura and Biloela arrived just in time for Happy Hour. There was some catching up to do, as we hadn't seen them since the Easter National Meeting.

Dinner was from 6.30 p.m. but the lure of the wonderful fireplace in the lounge had most of us gathering earlier to enjoy the warmth and the creativity of so many people who appeared in their Christmas hats. Would you believe that even Dan Casey broke tradition and wore a Christmas hat! It got the party off to a great start with so much laughter and chatter around the room. Of course there were a few drinks being partaken also. Alexis Thomson had her headlights on all night and Diane Davies is very worried about a certain photograph taken by the Editor of the GC magazine, Carole Cooke. Anne Mulder had forgotten all about organizing a Christmas hat for her family, but her

Toowoomba guest, Clare Neale, came to the rescue with headgear for the entire family.

The Christmas Buffet was excellent. There was a delicious pumpkin soup (just for John Davies) followed by a roast meats selection with accompaniments, a curry and rice, mussels, seafood salad and the Christmassy Ham and Turkey and salads. The desserts were to die for. A wonderful selection including miniature Christmas Puddings, Pavlova with raspberries and cream, Trifle, Strawberry Mousse, Apple Streudel and a Chocolate Cheesecake. Then there was tea and Coffee to finish off. No one was complaining.

After eating our fill, the \$2 gifts were distributed. Calvin and Michaela Mulder helped out by carrying the Lucky Dip Boxes to each table and some of these gifts provided the best entertainment of the evening. What some people can come up with for \$2 is truly amazing. I have never seen so many adults (mainly male) acting so much like children over one of the titillating presents. Everyone in the room got to inspect it, hold it, squeeze it, etc. and its recipient, Trevor Jones is going to give it pride of place in his shed.

Everyone received a Lucky Door number and we had 12 winners. The prizes ranged from bottles of wine, chocolates to several items from our Club regalia. We all had loads of fun and eventually headed off to the lounge and fire once more for one or two nightcaps. It was pretty cool outside after leaving the warmth of the lounge.

Breakfast began early for those intending to do practice laps at Morgan Park. It was chilly, but the whole resort was bathed in sunshine and you could see the low cloud in the valley. The road to Morgan Park was covered in fog most of the way but, once there, it was all sunshine again. We certainly needed our warm coats, but as the morning progressed, it warmed up considerably to a beautiful winter's day. Twenty-seven drivers lined up for their practice laps including Nathan Tebbutt, Tony Jones, Brant Rayment and Peter Van Der Meer who drove up from Brisbane to join in. Ross Devoncorn and Geoff Frizell who had attended the dinner the night before were runners also. There were 17 MGs and 7 other others. The cars of Barry and Julie Evans and Pat and Desley Collins were double entered, as was the MGTF of Madeleine Weenink who shared her car with Elexa Thomson. Gary Kunst was a first timer as was Jim Armstrong although he has had several attempts to get his MG on the track. Both had big grins afterwards and plan a return trip. The first cars were on the track by 9 a.m. and the last run was around 12.15 p.m. No major incidents, just 3 spinouts to keep the spectators oohing and aahing.

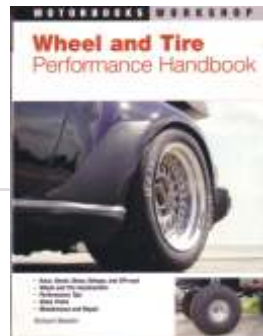
Continued on page 40 and 41...

BOOKREVIEWS

The following book has been made available for review by Capricorn Link.
It will now become part of the Club's library.

WHEEL AND TIRE Performance Handbook by Richard Newton

Reviewed by Vern Hamilton



This very recent (2007) American publication has sections which may be of little interest to readers of the Octagon e.g. Truck Tires and Wheels, Trailer Tires and Wheels and Off-Road Tires and Wheels.

However, there is much to recommend it apart from the glossy paper and excellent photos, charts and diagrams. Your attention may be grabbed very early as the author defines five concepts of handling viz. Response, Precision, Gain, Progression and Balance. If this doesn't cause interest, this statement may do the trick: 'One of the great myths is that a larger tire will give you more contact with the pavement. Wrong..... The one thing a larger tire will do though is change the shape of the contact area.' (Yes, I do know how to spell 'tyre' but this book is from the USA after all.)

A summary of the fundamentals of vehicle dynamics is dealt with before the author

moves onto more detailed discussion of a wide range of wheel and tyre topics, both road and competition. The section on interpreting tread temperatures is a good example of simply presented but helpful text.

He seems to really know his onions and his enthusiasm shows through. What makes the reading enjoyable, though, is his common sense approach teamed up with some gentle sarcastic humour. The author's comments about wheels made in China put a smile on the dial. He can also laugh at himself e.g. his obsession with tyre gauges can 'probably only be cured with medication'.

In summary, this handbook is pleasant and instructive enough and probably has enough relevance to our needs to make it well worthwhile.

These books are also available from all good bookstores.

For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au.



by Ian Bryant

Chapter Chatter

W I D E B A Y C H A P T E R

"Appropriately on the first day of Winter," he said. "Warm welcome to our sunny region," he crowed! Look what happened on the first EMR for June; no sunny and salubrious Selwyn Prasser hosted BBQ in Bundaberg that Sunday, but a rained out and cancelled run! SORRY!



Herr A.Volunteer (aka Bob Emslie) with his MG-Mercedes at Bargara

Nevertheless, the following Wednesday, Herr A.Volunteer in his MG-Mercedes (see pic 01) shepherded a group of fourteen people in seven cars to a visit to the Port of Maryborough Residence for coffee and lunch at the Westside tavern where new member Bob Bleakley (and Ingrid) joined us for lunch. Following on from the Datsun Sports Owners' Club nationals at Hervey Bay on 7/8 June, MG clubman Peter Worland conducted a Chapter coffee run the following Wednesday, with the remnants of the Datty Club, to Burrum Heads and Torbanlea. After a few false (push) starts (see pic 02), 19 cars and 32 people made the run, including Helen Bryant returning to MGB duty while nursing her injured (clutch) foot. Eight Datsun people made this run, with

additional attendance from the visiting Elson sisters Janet and Dianne, and Warren Sleaman from Torbanlea in his nicely restored MGA.



The Worland Datty is given an MG helping hand at the start - then half way, and then to the finish too!"

The next weekend saw the Chapter congregate at Bargara for the weekend away, picking up yet another Lyn Emslie idea for four-cylinder socialising. Regrettably, there was insufficient reason to make the full journey to The Town of 1770, so we settled for a local tavern evening meal and chat that evening. A Bargara BBQ on a vast meat tray won by the Youels kept the wolves and Iceman at bay on the Saturday night. Not well served by our (un)salubrious accommodation, high tea with Ron and Cheryl at home and a Presser escorted tour of the Monduran Dam the next day saw a positive conclusion to an otherwise most enjoyable weekend away. Fine motoring weather and a pretty full programme, including a much overdue evening meal/party with the Bundaberg crew, proved the value of the old adage: "Who Cares Who Wins."

W I D E B A Y C H A P T E R



The Queen Mary, with escorting classics on display at Torbanlea for morning coffee

Following Graham Scott's welcome conduct of another MWR on 25 June to Truly's Esplanade coffee with a dozen people in seven cars, John Shield kindly organised the crew to the Cordalba Pub past Childers on the following Wednesday's MWR. Again, a dozen people in six cars made the run, including the Queen Mary (the Mills' DB18 Daimler) which had just emerged from dry dock having had its bottom scraped.

The Wide Bay Chapter enjoyed a mid-Winter's Dinner in the Illusions Restaurant on Friday evening, 9 July, with thirty-five members and guests attending. It was lovely to see Mavis Lloyd back in the MG social whirl and Bill Scott also attending. The Youels were the only pair to drive their MGB - topless - to the event by night from Maryborough in very low night temperatures. Brave souls!

On Sunday 13 July, 19 people in ten cars made the run via Mungar and Tiaro to the Theebine Pub for

lunch and to meet up with ten cars from the Sunshine Coast MG Car Club. There was quite a wet finish to the day, but nevertheless it proved most enjoyable. Peter Boxall made a Triumph-ant entrance into Maryborough, skidding to a very (wet) stop but was saved from very bad red-light intersection damage by the heroic actions of an intervening MGB GT. The driver of the latter was heard to remark that it was most unwise to ever get in front of a bloke who once wore a skirt in the Army!



MGs pausing at Bargara at sunset

Five cars made the run to attend the Club's "open day" and autojumble sale at the Mt Cotton track on Sunday, 20 July. Regrettably, a single run down was impossible due to differing departure days but, given the track walk-around conducted there, a Chapter run to attend a live "drive & try" must be programmed. No doubt greater publicity and more stalls will make the MG autojumble a future success. Again, the Mahaffeys, Youels and Mortimers kept the parts sellers busy!

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Chapter Chatter

DARLING DOWNS CHAPTER



Just when we thought that winter had given the Downs a miss this year it arrived with a vengeance and it was time to dig out the scarves and gloves again. Despite the image, a flat hat doesn't do too bad a job of keeping the top of the head warm when, as is the case with many of us, the thatched roof grows a little thin. Top down motoring on the Downs, once you have protected your ear tips, is a definite plus at this time of the year.

The June run took place on a delightful day and raised the topic of a possible future picnic lunch to be held at Lake Moogerah. The run provided excellent MG motoring, particularly the run down from the Queen Mary Falls to Lake Moogerah. It must be said, however, that the near total absence of opposing traffic on the trip down the hill was a decided advantage. As the group, filled with the joie de vivre that comes from driving MGs, made the climb up to Cunningham's Gap on its way back to Warwick other traffic was probably wondering why all these little cars were so enthusiastic about beating them to the top. The lunch at O'Mahoneys Hotel topped off a very enjoyable day, well organised by Graham Cope. A large log burning in the fireplace gave the room a cosy

atmosphere and set the stage for another top country meal. The first course, soup, was universally acclaimed and after a deal of negotiation, some very determined ladies winkled the recipe out of the chef. The soup will, no doubt, appear on a number of Darling Downs tables during this winter. The attendees at this run were: Rod Alford (MGB), Ben Cain (MGB), Jim Carstens (Mustang), Graham and Lyn Cope (MGC), Helen Goodfellow, Neville King (Holden SS), Denis and Imelda Logan (MGB), Bob and Mavis Marsh (MGB), Eric and Verna McMurtrie (Subaru), Rick and Sharon Neville (MGB), Trevor and Del Watkins (Suzuki) and Philip, Sue and Luke Watkins (Prado).

Midweek runs are proving popular but with varying attendances and are visiting a wide variety of venues including Leyburn, Clifton and Nobby. Trevor continues his efforts to make this additional social outlet available to the members of the Darling Downs Chapter.

The run scheduled for Sunday, 31 August will include a visit to Watts Bridge Memorial Airfield near Toogoolawah to visit the annual 'Festival of Flight' vintage aircraft fly-in. It should provide an excellent opportunity for meeting some magnificent men and their flying machines.







Chapter Chatter

by Gurney T Clamp

C A P R I C O R N C H A P T E R

Members of the Capricorn Chapter started its trip to the Calliope River Heritage Village markets departing from Rockhampton Kershaw gardens at 8.20 a.m. on a very cold morning on Sunday 27th July. We were only small in numbers: the 4 MG's of Gurney and Gloria Clamp, David and Sue Oliver, Dale and Margaret Volling, Phil and Pam White. Bill Fox was on his motor bike as his car is undergoing restoration in Yeppoon. Two owners had to withdraw due to a flu that is current in Central Queensland.

The trip was our longest trip out of Rockhampton to date and everyone enjoyed the experience and enjoyed the markets and buildings in the heritage grounds. All members sat down under cover and had their

BYO lunch and watched the district Belly dancers going through their routine, an event that was thoroughly enjoyed by all but specially the male members.

Our next trip will be a little longer in distance, when we travel to the township of Moura to be part of the Moura Coal festival procession on Saturday 23rd August commencing at 10 a.m. This is one of the most popular festivals in the Central Queensland district and it is hopeful that we will have available some sort of a banner to fly at the event. It is expected that there will be up to 10 cars present at this event.

The three photos were taken at the Calliope River Heritage Village markets near Gladstone. Two, at different angles, are of our

MG's and a vintage car owned by the President of the Gladstone Vintage and All classic car club, John Smith. John explained that they had the Clyde hotel transported from Calliope to the Heritage Village to use as their club house.

The other photo is of some of the timber craft work that was on display and for sale at the markets.





DRIVING OBSERVATION, Alloy "V" Old Wire wheels

Bruce Ibbotson

On the return from a Mid-Week run three of us decided to return via the Stanley River Road, Woodford, D'Aguliar and Mt. Mee. As usual, it was follow our president who tends to drive enthusiastically. When we got to Mt. Mee David just drove away from me. I could keep up but in a very untidy manner as the car squirmed all over the road while David's car was smooth and always well positioned.

I commented on this to David when we got home and he said, 'That's strange. Last time you had no trouble following me up the mountain from D'Aguliar.' I thought little about this until a few weeks later when I had occasion to look at my Log Book only to discover that on the previous run behind David I had the 5.5 inch Alloy wheels with current Michelin tyres fitted on the car.

Tim Harlock and John Fraser have always told me that stiff wheels and new rubber would make a lot of difference to the handling and this really proved the point: a real life A "V" B test. I hope the old MXV-3A's wear out soon then the 37+ year old CWW's will never be refitted. I will keep the best as the spare.

Weekend in Warwick

So many people approached me with their thanks for putting on this weekend. It is always special to hear that everyone had such a great time. It was terrific that we could be joined by some of the members of the Gold Coast Club who also appreciated the welcome they received. A big thank you must also go to Bev and Ron Clydesdale who are always there when there is something to be done. Thanks too to John Walker who worked as starter at the track, Alan Tebbutt (flaggie) and John Davies (track official and also Emcee at the Dinner).

I must also mention our visitor from West Australia, Kamal, who arrived on Friday for an unexpected visit

to Steve and Roz Riley and ended up with the mob at Cherrabah and had a wonderful time. Other visitors were Clare Deane and David (from Toowoomba) and Jack and Narelle Lemke, friends of David and Dee Halifax, Gold Coast members.

Mike Anderson - MGB

Pat and Desley Collins - MGB GT

Steve Riley - MGB

Charlie Provis - MGB GT V8

Nathan Tebbutt - MGB

Clive Mulder - MG Midget

Nick Holman - MGB

John Davies - MG 1100

Tony Jones - Nissan

Ian Fettes - BMW

Barry and Julie Evans - MGB GT V8

Ross Devencorn - Lotus

Alexa Thomson - MG TF

Bruce Ibbotson - MGC GT

Jim Armstrong - MGB

Geoff Frizel - IElfin

Gary Kunst - MGB

Carole Cooke - MG TF

Gary Lock - MGA

Madeleine Weenick - MG TF

Ian Rogers - RV8

Brant Rayment - VW Golf

Mark Ellington - Subaru WRX

David Halifax - RV8

Peter Van Der Meer - Porsche





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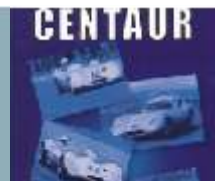
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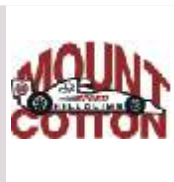
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MG CAR CLUB OF QUEENSLAND INC.

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

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!

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Race Meetings



REMEMBER - THE CLUB'S SUCCESS DEPENDS ON MEMBER INVOLVEMENT!