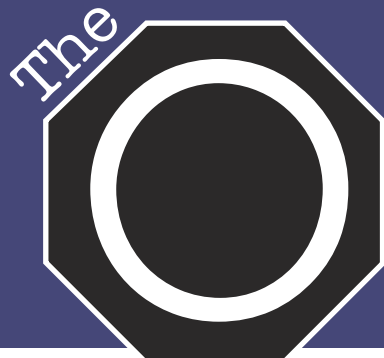


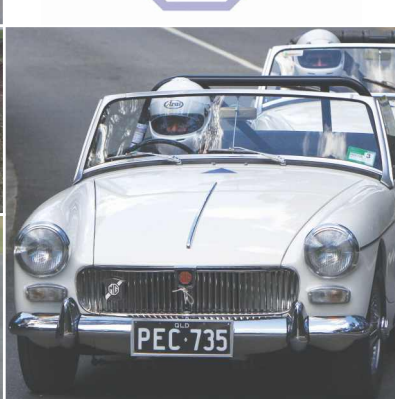
Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 5

September 2011



A collage of Club Midgets at various activities from various photographers.

Logo of Midget50 reproduced with permission of International Midget50.

Patron: Dick Johnson

www.mgccq.org.au
email: mgccq@mgccq.org.au

MANAGEMENT COMMITTEE

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Andrew Willesden (Susan)	3398 1389	0410 059 266	aswillesden@bigpond.com.au
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Rob Brown (Kaye)	3885 3019	0414 187 712	rjbcoach@bigpond.net.au
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Mandy Tighe (Dean)	3271 6001	0401 850 903	sales@tighecams.com.au

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Event Secretary	Fred Sayers	3359 2623	Clubrooms	Tony Slattery	3391 3022
	Annette Truscott	0407 494 867	Hillclimb	John Davies	3341 6798
Event Sec. Asst.	David Robinson	3255 9037	Library	David Robinson	3255 9037 _(w)
	Richard Mattea	3325 0409	Point Score	Ian Fettes	3803 3858
CAMS Delegate	Gary Goulding	3351 3506	Membership Sec.	Peter Rayment (Delia)	0407 693 947
(Alternate)	Ann Thomson	3378 1368		Desley Collins	0408 57 55 29
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Club Captain (Social)	Larry Ryan	3279 0440	Far Nth Old Chapter	Ken Freeburn	0488 195 570
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	pstrange@bigpond.com		Darling Downs Chapter	Brian Phillips	4615 4761
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E & OE Hillclimb: Gramzow Road, Mt Cotton

President's Report

With this Octagon being committed to print before the holding of the Annual General Meeting, we are once again without a President to write this report.

Any report on events since the last Octagon was published would include a list of events which seems to get longer with every issue.

There has been the hillclimb at Noosa held in conjunction with the Noosa Beach Classic Car Club, four Noggin 'n' Natters, two midweek runs, two day runs, one night navigation run, a round of the Tighe Cams hillclimb series, Concours, Christmas in July in Warwick with the DDC, working bees at both the hillclimb and the clubrooms and, as I write this, the mammoth Great Outback Tour organized by the Darling Downs Chapter which is nearing its end.

Coming up in September is another round of the Tighe Cams series, two Noggin 'n' Natters, the AGM, the Ironman weekend, a Come and Try at the hillclimb, a hire-out to the Porsche Club for a hillclimb, the Noosa Beach Classic Car display featuring MG as the major marque, a day run to the Noosa display and a midweek run. And this list does not include all the events put on by our four country Chapters.

The next issue will feature words from the incoming President and will probably be more in the form of a Forecast of goals planned than of a Report of events held so will make interesting reading.

Hopefully this issue of the Octagon will reach you before the AGM. You are urged to come along on Friday 16 September at 7.30pm to have your say in who you want as President and who you wish to have on the Management Committee.

As for the next President's Report --- Watch this space!

Elaine Hamilton
Hon Sec

Some words from Elaine...

Well, once again, it's a mammoth issue for you. All you have to do is look at the events I listed in the "President's report" to realize just how much activity there is available to you all in this Club.

Our cover is a tribute to the (modern) MG Midget which celebrates its 50th birthday this year. Watch for an article in a coming issue which will explain why I included the word 'modern' in the last sentence. Also to celebrate the birthday, there is a special 4 page section of interesting items. Many thanks to ardent Midget driver, Steve Purdy, for providing the impetus for the birthday celebrations both in print and at the hillclimb on Saturday 17 September.

Because of the timing of this issue (deliberately early in an endeavour to get it to you before the AGM) the

spate of events coming up will be reported on in the next issue. This includes the results of the AGM. Instead of waiting two months to find out 'Who's Who' of the Club for the coming year, check out the Committee page on the Club website. It will be updated asap after the first Committee meeting following the AGM.

We welcome some new advertisers to the 'Octagon'. It is a tribute to the magazine that we are approached by people wanting to advertise and never have to seek them out. Our advertisers are important to us as they provide a service to you but they also help offset the costs of producing a magazine such as this.

Next issue will be published in November. Closing date for material is the end of October.

Membership

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

Hugh Ballington
Mark Burnham
David Davis

John Fransen
Nigel Oldridge
Rebecca Wasley

Peter Cook
Russell Douglas
David Ferro

Zac Potter

Welcome back to Richard Higgs.



As there was no Hobart representative available at Newcastle to take expressions of interest for the 2012 National Meeting, many MGCCQ members seem to have forgotten to inform the Tasmanian club, our Nat-meet co-ordinator, or our accommodation organiser.

Have you registered your interest in attending the Hobart National Meeting in 2012?

Have you advised the MGCCQ Nat Meet Co-ordinator of your interest?

Have you advised the Qld Accommodation Co-ordinator of your interest?

If not, you should do so ASAP via the following:

MG Car Club of Tasmania Inc

Desley Collins MGCCQ Nat-Meet Coordinator

Julie Kunst MGCCQ Accommodation organiser

iwa85237@bigpond.net.au

patdes@bigpond.net.au 0408 57 55 29

juliek26@bigpond.net.au AH 49972553 or mobile 0409 82 73 62

Bulletins 1 & 11 have been distributed.

Accommodation at Riverfront Motel and Vilas, 897 Brooker Highway, Hobart is still available through Julie.

Notice Board

The Clubrooms are open on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$2.50. A night navigation run which could take the form of a tabletop rally will be conducted on the third Friday of every second month and there will be a concentrated attempt to have something special happening on the first Friday of each month. Your suggestions are welcomed.

Fri 16 Sept

Noggin 'n' Natter and AGM. Noggin 'n' Natter starts at 6.30 pm and the AGM at 7.30pm. Noggin 'n' Natter will resume after the AGM.

Sat 17 Sept

Ironman hillclimb including tribute to 50th anniversary of MG Midget

Sat 17 Sept Ironman night navigation run

Sun 18 Sept Ironman sprint (pm)

Sat 24 Sept

Come and Try morning at hillclimb. Contact Gary Goulding
gsgoulding@optusnet.com.au.

Sun 25 Sept

Noosa Beach Classic Car Display with MG as featured marque. Contact Peter and Delia Rayment on 0407 693 947.

Day run to Noosa Beach Classic Car display is being organised by Graham Moore, Phone 3261 9663. (Both aspects of the weekend are Pointsoring for social points)

Wed 28 Sept

Midweek run. Contact John Tait 3376 1216.

Fri/Sat/Sun 30/1/2 Sept/Oct

Weekend away at Mt Barney. Contact Dino Mattea 3263 2625 for more details.

Sun 9 Oct

Multiclub motorkhana at Willowbank. (Pointsoring)

Fri 7 Oct Noggin 'n' Natter

Sat/Sun 15/16 Oct Tighe Cams Series Rd 5

Fri 21 Oct Noggin 'n' Natter

Sun 23 Oct Day run

The run leaves Mt. Cootha and runs westward out to Lake Manchester before returning to the Planetarium. The distance is 86 km and the middle section covers some very pretty rural countryside which few members will have traversed before.

Please note, there are two graded gravel sections of 2.3 km in total which are unavoidable.

Departure will be from the J C Slaughter Falls

Picnic area (UBD 158 H12) from **10:15 for departure at 10:45**; as it is a very popular picnic area we will meet 600 metres up the track from the junction with the Sir Samuel Griffith Drive. Wood fires are available for those wishing to cook breakfast.

Those members wishing to visit the Planetarium after the run will need to be in the entrance foyer by 13:45. The group rate is \$11.50 per adult or \$7.80 per child under 15 years. The group booking must be made **no later than 14/10/2011**. Please advise Ross by e-mail at rossletten@hotmail.com.

Wed 26 Oct

Midweek run -- contact John Tait 3376 1216

Fri 4 Nov Noggin 'n' Natter

Fri 18 Nov Noggin 'n' Natter

Sat 19 Nov

Mid-afternoon to mid-evening navigation run- Contact Brien Krieger 0417 008 348

Sun 20 Nov Afternoon Run --

Meet at CLUB ROOMS @4pm, for 4.30pm departure to Wynnum Road, Tingalpa for a run which will end at a Sri Lankan restaurant for an all you can eat buffet at \$20 per head. The restaurant has been booked out for us and can accept 50 people so bookings are essential and must be made by Wed 16 November. To book, contact Charmaine Pereira TEL, # 3286 3518 OR 0403 290 374 OR EMAIL: bcpereira@bigpond.com. (Pointsoring)

Wed 23 Nov Midweek run

Meet at Bunyaville State Forest Park, Gully Carpark No 2. UBD Map 118 L9. 0900 for 0930 (sharp) departure. Park entry is off Old Northern Rd approximately 500 metres north of the Collins Rd intersection, BYO Morning tea at Mt Mee with a view of the Glass House Mountains. BYO lunch at shady Cedar Creek (near Samford Village). Lots of winding roads and scenic views. Total run distance is 150km. Contact John Tait 3376 1216 or 0401 752795

Sat/Sun 26/27 Nov Tighe Cams Series Rd 6

Fri 2 Dec Presentation of Tighe Cams trophies

Fri 9 Dec Christmas Noggin 'n' Natter at the Clubrooms including celebration of work achieved there since the flooding.

Sun 11 Dec

Day run Contact Margaret Mattea 3263 2625

Please consult the calendar insert for Chapter events. Club members are reminded that they are welcome to attend any events in the Club calendar. For a full listing of events, see the calendar in the centre of the magazine. Please note that some dates may change; updates are available on the Calendar page of the website.

Bits & Pieces

Some news from Andrew Lake, generally seen at Mt Cotton working the starting line, positioning cars into place and pressing the 'Go' button:

"Finally, after more than 40 years associated with or as a member of the MG Car Club of Queensland, I have got my own MG! It's a 1998 **MGF VVC** and raring to go, perfect for Michelle & I to go blatting about in. So hillclimb, day run, motorkhana, sprints here we come! Due to the fact I have a car, I will be forced to retire from the role of starter at Mt Cotton." How long until we see Andrew on the starting line in an MG? He certainly will have an advantage of knowledge of starting procedure and lines through the first corner. His drives in his dad's openwheeler should help him to cope with the MG's power off the line!



Andrew is obviously comfortable in his new MG



"Three members of the "Spridget Street" crew travelled to MGCC (Newcastle) Ringwood hillclimb complex to try the new hotmixed surface. The weather was kind to us and resulted in good times being recorded. Much to Mike Allen's disappointment, his car developed engine problems and prevented him from running. Alan Barlow (Sydney Sprite club) recorded a good time ...turbos and wide slicks helped considerably. My little red car kept the flag flying for our club, snipping a bit off the old record.

We all remember Doug Barry from his efforts at Mt. Cotton recently....his Lola performed magnificently resulting in a FTD leaving Tim Edmondson's Force in 2nd place.

MG Newcastle is promoting a two day event at King Edward Park on the long weekend in October. Aare there any starters from our climbing fraternity interested? Unbelievable venue for those that haven't had the pleasure of competing there."



Top left: Spridget Street;
left: Steve 'snipping a bit off the old record'



First photo in from the Great Outback Tour organized by the Darling Downs Chapter comes from Ross Kelly and shows that the outback spirit of ingenuity under adversity is still alive and well. This photo was titled "outback hoist north of Charleville"

Outback hoist north of Charleville



Christmas in July may not have attracted as many participants as in the past but that didn't stop them having a great time at The Abbey in Warwick on July 31.



Ken Wasley had every reason to smile at Concours. He is shown here with his daughters, Rebecca and Sarah. Between them they entered 7 MGs in the competition and won 5 classes; the only thing stopping them winning more was that they were competing against each other in two of the classes.



This interesting photo and story was sent in by Jo Emmert of the Capricorn Chapter:

"This photo was taken by a lovely Rockhampton police officer who had just pulled me over on the way to taking my son to his Year 12 formal last October.

I was on the Bruce Highway having just left home only 1 km prior, not far from home. Yes I know you are looking

at 5 people in the car and that is what the police were questioning as well!!!

I informed the lovely police officer that "my 1964 MGB was registered for 5" (yes 5!!!). They said they would check that out and asked for my licence, before returning to their flashing police car which was attracting many passer by looks. The police officer also asked re seat belts in the rear for the passengers, I replied as politely as possible – "pre 66 did not come out with seat belts there is no requirement." The very patient yet puzzled police officer said I will check this out as well and back to the mobile disco the enforcer went.

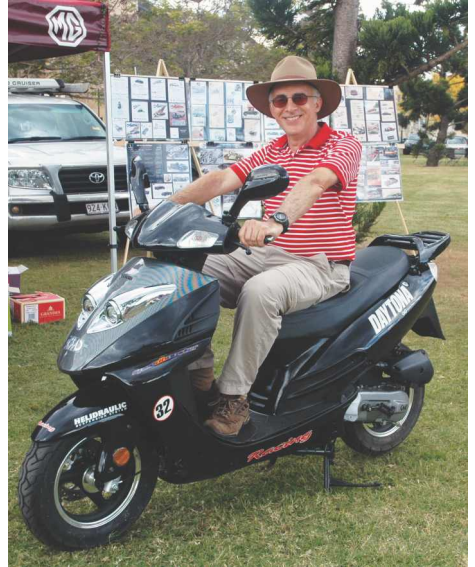
Some time passed and as anyone may be aware who owns a MG three in the rear multiplied by any amount of time, does not go well, legs were numbing by the second.

The bemused Rockhampton Police Officer returned when they were sure my passengers were suitably compressed. "Yes you are right, registered for 5!!! and no seat belts required in the rear." I was told that this might not be the only strange stoppage they might encounter that night.

Both police officers admired the very clean MG and then asked if we wanted them to take a photo for us with their car in the background, very accommodating I considered, and something to laugh about for many years to come."



After the show was over, Norm Goodall helped fire up Ross Kelly's 1935 NB Magnette ready for John Walker and passenger Alexander Gastaldon to deliver home for him. As well as being a major organizer of the Concours, Ross also had to organize ways and means of getting his five MGs to and from the venue. Many thanks to all who helped.



Club Captain for Competition, Richard Mattea, livened up the presentations at Concoors with a spectacular dash through the crowd to deliver the raffle prize scooter for presentation to the winner. Maybe Richard has been starved of a bit of competition recently? Raffle winner, was Greg Hoyes with ticket number 0925. Greg was a participant at Concoors and was present for the drawing of the raffle. He is shown happily astride his new possession. Congratulations, Greg. Latest news is that the scooter is already registered and in use by the family.

This photo was not taken at an MG event but it may well have been as there were plenty of Club members in attendance at the recent GEAR day (otherwise affectionately known as the Geriatric Day) at Lakeside recently. Tom Lane was given assistance by John Walker, Greg Hannant and Jeff Hesselwood.



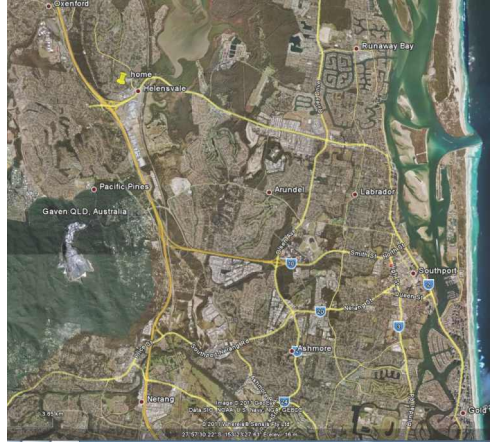
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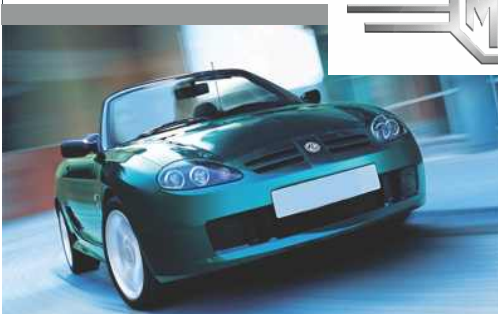


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TIM THE TECHMAN

Dear Tim the Techman,

The wife and I go for a drive in the MG on Saturday or Sunday and we always stop for tea or coffee somewhere. The wife always insists on sitting at a table close to other people. She shushes me when I start talking. I don't talk too loud but it's got me puzzled why she does it. Is she eavesdropping?

Malcolm Gaddabout.

Dear Malcolm,

Women are multi-skilled. They can do many things at the one time. They can talk on the phone while stacking the groceries while they write a list of things for you do.

Men are mono-skilled. They can only do one thing at a time. You drive the MG.

All women are highly skilled in social matters. Their currency is gathering good quality information. Armed with some good quality information, they can trade it with other women's good quality information and pass on that good quality information to other women et cetera, et cetera and et cetera.

No doubt, some women might read this article aloud to their husbands. That is an anomalous situation because the husband won't pass it on. However, their social system based on good quality information means that the wife will pass her husband's disinterest on to one of her colleagues.

You just drive the MG and everything will be fine.

Dear Tim the Techman,

Our teenage son wants to drive our MG. He is saving for a 2nd hand Subaru. I know my husband doesn't want him to drive it because he will be using it all the time and doing donuts and wheelies and drifting although he tells us he won't. We don't want to discourage him but we don't know what to do?

Madeline Googley

Dear Madeline,

Let him drive it. He will only drive it the one time. It will be too slow and too quiet.

Dear Tim the Techman,

We have friends in England who have asked us for a photo of us in the MG.

They are very, very nice people and I want to do it but my husband always does rabbit ears behind my head when our photo is taken.

I don't want to offend our friends because they don't like uncouth behaviour. What can I do?

Mary Godsworth.

Dear Mary,

Take the photo and send it to the Pommies. Just add a line that your husband is a great admirer of Sir Winston Churchill.

Dear Tim the Techman,

We love to go for a spin in my 'B' on week-ends. We sometimes go to Glass House or Tambourine or Toowoomba. It's beautiful and relaxing. But when I get back to the outer suburbs, I get impatient with the intersections with no traffic lights. I have to wait for the long line of cars which seem to go on and on. The infuriating thing is that the last car is always the slowest.

That last car is always close enough to make me wait but not far back enough to let me through. Why is it so?

Mick Gillett

Dear Mick,

The slowest car is always the last because it's the slowest car.

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MGCCQ MID WEEK RUN - 27th July 2011

“Understanding the Dams”

By Bruce Mutch; photos by Bruce Mutch and Gary Lawrence



On a brilliant, clear and cold morning a group of 24 MGs and others with 40 year old plus singing at 3000 revs for 180 miles, the folks really enjoyed a wonderful run to the mountains and the dams.

“How good is That --- “ Mountain Roads and an MG.”
Safety Fast

The trip was to understand the Dams, Wivenhoe and Somerset, after what we have been through this year. The run started at Ferny Grove through Samford and then up the wonderful climb to Mt Glorious. There was time for a quick look at the Wivenhoe from top of Mt G (pity they hadn't lopped the trees) before the trip down the other side on Northbrook Park Way to Somerset for late smoko. (You should have heard JW and Red Dog). We then headed North along Somerset Lake to view the very full dam before heading west along the D'Aigular Highway.

A turn South onto the Brisbane Valley H/W to follow the Brisbane River to Esk took us on to Logan's Inlet for an overall view of Wivenhoe itself before lunch at the Cormorant Bay picnic ground on the Eastern side of Wivenhoe Dam wall.

Lake Somerset has a capacity of .904 m mega litres and at present.383m M/L of drinking water. The Wivenhoe Dam has a capacity of 2.6m M/L of total storage of which 1.165m M/L is drinking water and at present is holding .962m M/L or 82.6% full (DW). The amount of 1.45m M/L over the drinking water capacity is for Flood Mitigation.(ref SEQWATER DAMS) . The Wivenhoe dam got to 197% in Jan 2011 and held 2.57m M/L before urgent releases were effected and the rest is history.

We had a wonderful day with good company, great weather, open tops with our mostly 50-60 year old cars purring and fun on the radios.

Hope you all enjoyed it.

“This is CHARLIE BROWN signing off “
Safety Fast

Participants:

Gary Lawrence/Rodney	MG B
Blair Salter/ Judith Johnson	Getz

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David and Meryl Miles	MGB GT	Aubrey Ross	MGB GT
Bruce and Tip Ibbotson	MGC GT	John and Trish Cranley	NSX
	(The Truck)	Kerry and Val Horgan	MX5
Ian Fettes/Karen Dobbyn	MG 1100	Terry and Lynn Jones	MG TC
Howard Dyer/Anglea Watson	Porsche (Visitors)	Jeff and Pat Heselwood	Subaru WRX
Denis and Diana Kelly	Corolla	Greg and Rhonda Hannant	MGB
Ian Kirkpatrick	MGA	Jan Bourke	MGB
Denis Thomas (Leprecaun)	MGB	John Walker (Flash)	MGB GT V8
Phil and Sue Young	FIAT X19 Plus	Trevor and Joy Jones	MGA
Allan and Joyce Tebbutt	MGB	Bruce Mutch/ Ross Brunckhorst	MGB

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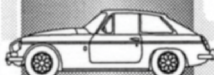
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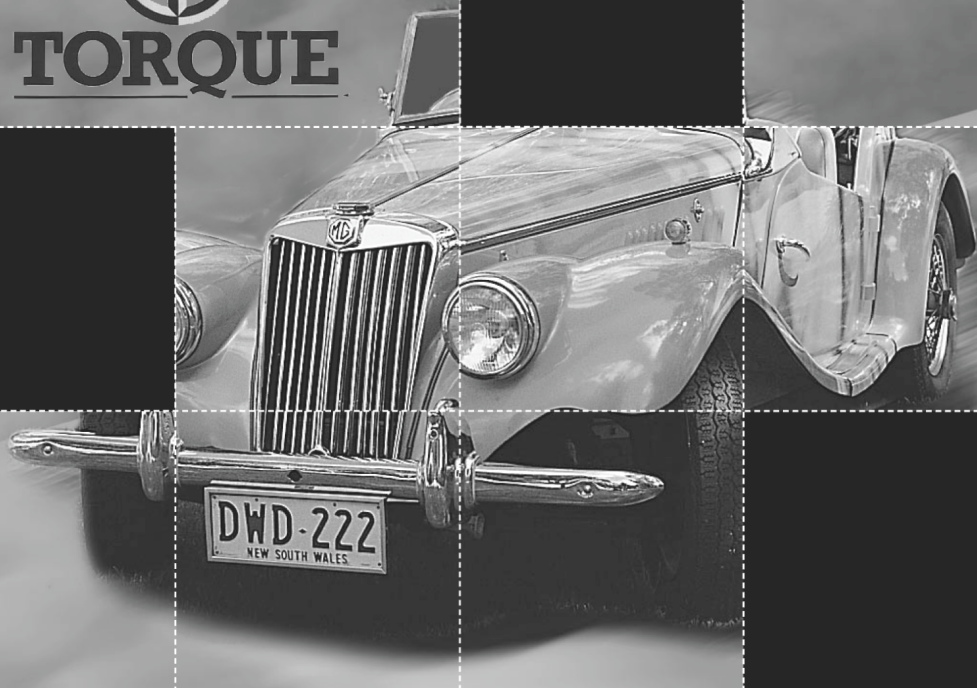
Email: abingdon@mgcity.com.au
Website: www.mgcity.com.au

CLUBROOM IMPROVEMENTS

Thanks to a team of workers under the leadership of Max Johnson the progress on the Clubrooms is now starting to be very visible. A lot of the fiddly and time-consuming preparation work has been done and reconstruction has begun.

The photos were taken by Max at a recent working bee. – that is why he's not in them!





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HAPPY 50TH BIRTHDAY, MG MIDGET

Space does not allow for the full history of the Midget to be reproduced here, but you will find it at the following website: <http://www.mgmidgets.net/history.htm>

In our celebration of the 50th birthday of the MG Midget, we bring you an advertisement which may remind you of why you wanted to buy one way back when

 A vintage advertisement for the MG Midget. The image shows a dark-colored MG Midget parked on a pebbly beach. A man in a light-colored sweater and a woman in a patterned dress are standing behind the car, looking out at the sea. The car's license plate reads "5 UML". In the upper right corner, there is a large octagonal MG logo. To the right of the logo, there is a poem.

Trail of dark hair and smell of wild heather
drift of gold day into silver sea night
sizzle of salt in driftwood fire
sweet bird of youth
sans mortgage sans carrycot
days of your sports car years
grab them fast
don't let them get away from you.
MG Midget –
road-hugging
fun-filled
slung low
sweet chariot
at MG dealers.

This advertisement appeared in Autosport magazine and the wording is repeated below for those who want to appreciate more than just the photo ...

"Trail of dark hair and smell of wild heather
drift of gold day into silver sea night
sizzle of salt in driftwood fire
sweet bird of youth
sans mortgage sans carrycot

days of your sports car years
grab them fast
don't let them get away from you.

MG Midget – road-hugging fun-filled slung low sweet chariot at MG dealers"

Also reproduced, with permission, is this article on the MG Midget Mk III from Safety Fast magazine, November 1966 which contains more facts than the advertisement.

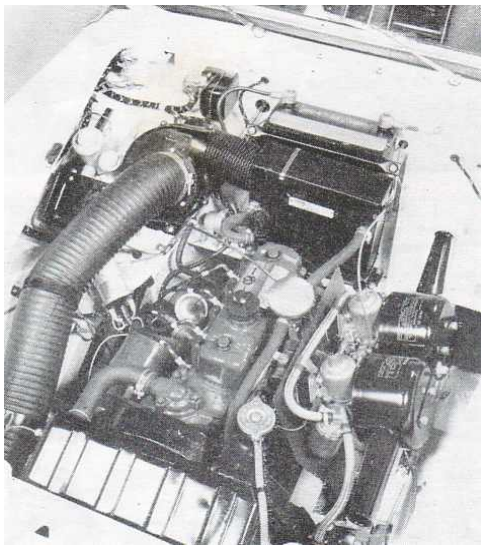
NEW MIDGET & SPRITE

MG Midget Mk III and Austin Healey Sprite Mark IV feature 1275cc engine and sleeker, quick-fold hood



Illus 1 (no caption)

THE Mark III M.G. Midget and the Mark IV Austin-Healey Sprite are the latest versions of Abingdon's popular small sports cars and certainly the best yet! Although they look substantially the same as before, they embody two big advances -- a 1275-c.c. engine based on that used in the highly successful Mini-Cooper 'S' and a true folding hood, quick to raise and lower and far better in appearance.

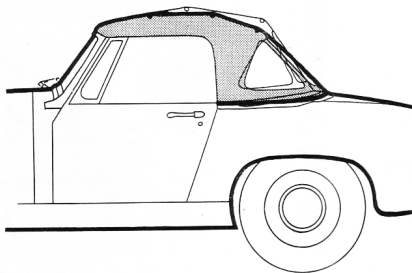


Illus 2:
The latest 1275cc engine for the Midget and Sprite looks little different from its predecessor but carries the engine prefix 12CC. Separate brake and clutch master cylinders are visible here, and there is also a new diaphragm-spring clutch

Power output has gone up to 65 b.h.p. at 6,000 r.p.m. (the earlier 1100 c.c. model produced 59 b.h.p. at 5,750

r.p.m.) and torque is now 72 3,000 r.p.m. (previously 65 3,500 r.p.m.). With more torque at lower revs. and more power at higher revs., the flexibility of the engine is markedly improved, as well as acceleration and maximum speed. The power unit was developed by way of a number of racing prototypes, including the class-winning Le Mans Sprites and there is plenty of scope for tuning the production version still further.

Detail mechanical improvements include the introduction of a 6½ in. diaphragm-spring clutch, which is better balanced, smoother in operation, and requires less pedal pressure; and there are now separate clutch and brake master cylinders, replacing the combined unit used previously, and meeting the latest U.S. safety regulations.



Illus 3:
In this diagram, the shaded outline shows the new hood shape, with the 'ghost' of the old hood superimposed.

The new soft top gives the car a much more rakish line than the earlier model had, partly because the new frame has three bows instead of only two and partly because the hood line starts further rearward, giving more of a slope to the rear window. The window itself is now larger than before and rearward visibility with the hood raised is exceptionally good.

To accommodate the new top the cockpit opening has been cut back further and a new raised rim incorporated. The hood fabric is fixed at the rearward edge of the cockpit, while the frame is pivoted in mountings at either side. When folded, it sits neatly inside the edge of the cockpit and is secured with a close-fitting cover of matching hood material.

To raise the hood, the cover is removed and the hood lifted up and forward in one movement, which can be done with one hand from inside the car. As the header rail is brought down and secured to the top of the windscreen with two easy over-centre clips, the fabric is automatically tensioned. All that remains is to secure the rearward sides of the hood with eight pop fasteners.



Illus 4:
In one movement, the hood is raised and the cockpit is under cover.

To lower and stow the hood takes a little longer because the fabric has to be folded neatly, but it is much quicker and simpler to stow than the old hood, and, after all, you are not usually in such a hurry to lower the hood as you are to raise it when it starts to rain!

When the hood is stowed normally it does not restrict the available space behind the seats because it folds very compactly and the cockpit has been enlarged to accommodate it. This has meant that the bulkhead between the cockpit and the luggage compartment has had to be sloped rearward, encroaching a little on the luggage space at the top, but only by a very small amount.

The hood can easily be removed altogether for racing, or to install the new hard top which will be available for this model before long.



Illus 5:
The car is the same familiar shape but more power and more comfort make it better than ever. The furled hood takes up scarcely any cockpit space.

Another interesting point is that the sleek new hood is nearly an inch lower than the old one, although the head room inside is unchanged. This is because the three-stick frame fits round the occupants' heads better. It is worth remembering, too, that the current MGB-type seats which were introduced part way

through the production life of the previous models are substantially lower in the car and give usefully more head room than the earlier models did. The adjustable back-rests can help in this direction, too.

A new body colour has also been added to the Sprite and Midget range. Basilica Blue is the name and it is a slinky, really deep blue, matched with black interior trim. The Riviera Blue and Primrose Yellow colours have been discontinued.

The UK prices of the new models are as follows:

MG Midget Mk III: £683 18s 2d (including £128 18s 2d Purchase Tax)

Austin-Healey Sprite Mk IV: £671 121s 4d (including £126 12s 4d Purchase Tax).

.....
Ever wondered what happened to the very first of these Midgets? Information received from Mark Baldry is that he owns the car and it is in the UK in 'dire need' of restoration. The photos he sent confirm both the status of the car and its current condition ... and location. Mark will be at Mt Cotton on Sept 17 for the Midget display but not with this one.



Spring Sale

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090900KIT	SUSPENSION BUSH KIT FRONT TD, TF, Y	KIT36	53.57
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080915KIT	SUSPENSION BUSH/PAD KIT REAR MGA	KIT14	40.37
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010420Z	GASKET SET VRS MGB ALL 4 CYL NOT USA	EA	30.47
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180486K	MGB, MGC REAR TELE SHOCK KIT INCL 2 ADJ HYD SHOCKS	KIT	247.31
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AUTOBARN NOOSA HILL CLIMB

by Ace Reporter: Photos from Steve Spencer of www.spencerphoto.com.au

The autObarn (Gympie-Nambour) MGCCQ Noosa annual hillclimb is promoted in conjunction with the Noosa Beach Classic Car Club. Held over the 2nd and 3rd July weekend the competitors completed 7 climbs over the 2 days. By late Saturday afternoon 3 class records had been lowered with one equalled and another established then lowered. Michael Collins broke his own record on his first run from 61.27 to 60.65 then to 59.89 on his second try. Danny Mischok reduced his class record from 62.26 to 62.04; Mark Edwards broke Glenn Trigger's time of 65.82 to 65.18 seconds; Steven Anderson equalled Barry Smith's record with a 80.27 time on his first climb, whilst Ross Rundle established a record of 73.81 then reset the time with a 73.71 on his second attempt.

The activities on Saturday concluded with the quickest fifteen being Warwick Hutchinson (57.36) followed by Michael Collins (59.89), Troy Moffitt (61.77), Mark Crespian (61.99), Danny Mischok (62.04), David Homer (62.05), Nicholas Contojohn (62.17), Scott Trenoweth (62.23), Cameron Freeman (62.51), Rodney Blank (63.00), Garry Ford (63.07), Neville Scott (63.15), Steve Faulks (63.28), Michael Ciccotelli (63.56) and Paul Mienert (64.07). Five runs would be held on Sunday.

240K, 68.38), Bernard Hollis (Datsun 1600, 68.73), Patrick Hager (Nissan Skyline R33 GTST, 68.78), Scott Anable (BMW 325i, 70.07), Doug Anable (BMW 325i, 70.34), Kevin Lynagh (BMW M3, 71.41), Glen Anable (BMW 325i, 72.12), the President of the Noosa Beach Classic Car Club Max Parnell (Jaguar 3.4, 72.36), and Daryl Shaw (Jaguar XJ-S, 74.47).

Victory in the Improved Production up to 1600 cc went to Scott Dean in his Toyota Tercel in a time of 64.77 secs. Steve Arlidge (Suzuki Swift GTi, 66.27) was next from Graeme Wood (Suzuki Swift GTi, 67.29), Mike Anderson (Daihatsu Charade, 67.92), Stephen Victor-Hogg (Toyota Corolla, 70.69), Damien Maher (Hyundai Excel, 71.09) and the Hillman Imp of Ken Martin in a time of 71.64 secs.

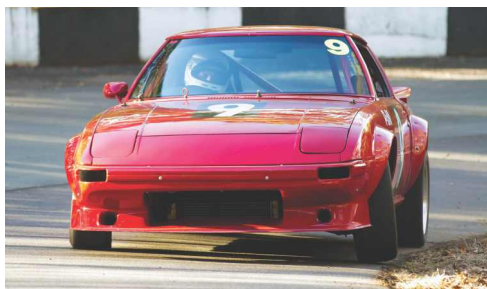
Danny Mischok lowered his own class record again to 61.81 secs to win the Improved Production 1601 to 2000 cc in his Escort followed by Peter Baguley (Escort, 62.94), Peter Cusato (Escort, 64.83), Shane Merrick (Datsun 1200 Coupe, 67.32), Les Palmer (Escort, 67.75), Ian Marshall (Datsun 1600, 70.50), Wally Conway (Escort, 72.00), Jay Bowden (Escort, 74.22), and Grayham Bickley (Escort, 78.51).

SEDAN TYPE CARS

Mathew Nicholson won the Road registered up to 1600 cc class in 70.38 secs in his Toyota Sprinter, from Pat Devine (Morris Mini, 71.82), Greg Bankin (Datsun P411, 72.65), Alan Greenbury (Hillman Imp, 74.58), Alan Roberts (Suzuki GTi, 76.20), Bill Williams (Ford Escort, 77.01), Mindi Devine (Morris Mini, 77.90), and Greg Moller (Isuzu Bellett PR20, 89.56 sec).

Road Registered 1601 to 2000 cc went to Mark Edwards further reducing his class record to 65.12 in his Datsun 1600 ahead of Robert Van Wegen (BMW 2002, 66.01), George Foessel (Mazda MX5, 69.50), Benjamin Foessel (Mazda MX5, 69.89), Darren Weston (Ford Escort, 70.61), Stephen Beck (Honda Civic Type R, 73.01), David "Skippy" Evans (BMW 320, 74.43), Barry Cox (Alfa Romeo GTV, 75.43), Charlie Stafford (BMW 2000 TiLux, 77.53).

The Road Registered 2001cc and over class went to Dave Gaines (2078 cc Datsun 1200, 66.48) from Barry Hayes (Commodore S/c, 67.40), Darren Jones (Datsun



(Top) Scott Trenoweth; Improved production 2001cc and over, 61.00
(Bottom) Alex Cowie, Sports sedans up to 2000cc; 65.92

Another to lower their own class record was Scott Trenoweth in his Mazda RX7 who reset the mark from 61.76 to 61.00 to take the Improved Production 2001 cc class from John Gilbert (Holden Commodore, 64.98), Ken Luxton (Mazda RX7, 67.06), Paul Holter (Pontiac Trans Am, 67.54), Neville Nawratzki (Holden LX Torana, 69.86), Sam McCaughey (Mini Cooper S-JCW turbo, 70.88), with Ray Ferguson (Prince Skyline GTB) and John Connell (Commodore VL) both recording a best time of 71.53 seconds.

Sports Sedans up to 2000 cc class saw the Cowie family take first and second places with Alex Cowie reduce his own class record from 66.15 to 65.92 with Tyson Cowie also under the old mark with a 66.07 run, both in the Ford Escort. Next was the Escort of Robin Smyth (67.01) then Gerry Allen (Escort, 69.80). Garry Ford (Escort, 60.31) won the larger capacity class also setting a new record by besting Stuart Murchison's previous record of 60.72, ahead of Jason Gava (Escort, 61.83), Cameron Freeman (Datsun 1200 Coupe turbo, 62.27), Stuart Borrows (Nissan Skyline R33 GTST, 64.20), Guy Nawratzki (Datsun 120Y turbo, 67.13), Michael Ranson (Datsun Stanza turbo, 67.15), Garry O'Halloran (Holden FE S/c, 68.40), Chris Knight (Nissan Skyline R33 GTST, 69.83) with Leonard Falknau (Nissan Bluebird) in a 74.04 time.



Michael Collins, AWD forced induction; 59.75

All Wheel Drive Forced Induction class saw Michael Collins (Subaru WRX) just hold onto the class with another record run of 59.75 secs on his final run, from another great final climb by Neville Scott (Subaru WRX) who recorded a 59.83 time. Troy Moffitt held third place with a 61.74 time in his Mitsubishi Lancer Evo, with the proverbial blanket covering Jae Collins (Subaru WRX, 61.97) Nicholas Contojohn (Subaru WRX STi, 61.98) and Steve Faulks (Subaru WRX, 61.99). Next in the class was Rodney Blank (Subaru WRX ST Spec Ci, 62.10) then Paul Mienert (Mitsubishi Lancer Evo 9, 62.16), Mick McMillan (Mitsubishi Lancer Evo IX, 63.89), Richard Opie (Mitsubishi Evo 9, 65.25), Ferris Lee (Subaru WRX, 67.05), Scott Cooper

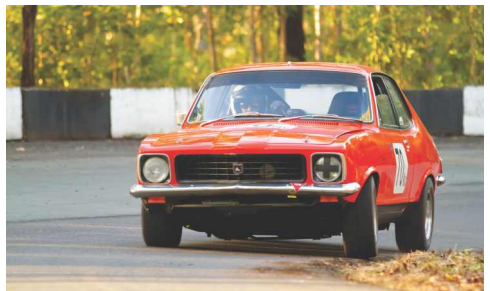
(Subaru SVX, 68.27), Quinton Nicholson (Toyota Landcruiser Turbo, 70.26) and David Nicholson (Toyota Landcruiser Turbo, 71.10).

SPORTS CARS

Ainsley Fitzgerald won the Marque Sports Cars up to 1600 cc with a best time of 65.92 secs in his Westfield Clubman ahead of Bruce Chamberlain (Westfield SEi clubman, 67.15) and Roger Marshall (MG Midget, 68.48). Ron Prefontaine (Lotus Elise) was the quickest in the 1601 to 2000 cc class in a best run of 66.61 secs, with the Mazda MX5 of Graeme Fleming next in 67.18, from Steve Donka (Lotus Elise, 68.51), Mark Cowley (Alfa Romeo GTV 1750, 69.84), Bob Bear (Alfa Romeo GTV 1750, 71.37), Greg Ashe (Fiat 124 Spider, 71.48), Peter Andrews (MGF, 72.45), Craig Carlson (MGB, 73.61), Neil Cope (Alfa Romeo GTV 1750, 78.50), Stephen Callaghan (MGB, 83.86) with Phillip Seeley (MGB, 87.15). Roy Davis won the Marque class (2001 cc and over) with a best run of 65.31 from Lou Szekeley (Mazda RX7, 72.04) and Bill Manns (MGB V8, 79.34).

Having his first attempt at hillclimbing sport was Stuart Paterson (Westfield 95 SE clubman, 68.10) who won the Sports Cars up to 2000 cc followed by Jeff Jackson (Jackson Sportser, 69.54), and Lindsay Derriman (Fiat Abarth 695 SS turbo, 88.27). David Homer (Suzuki Swift Evo turbo) won the larger capacity class in 60.87 just 0.02 second from Mark Crespian (Mongrel Ford, 60.89) then Troy Moffitt (Nissan 180SX turbo, 63.94), Warren Robb (Mongrel Ford, 67.46), Ian Fettes (BMW Z4 S/c, 67.74) and Michael Norman (Triumph TR7 S/c, 69.59).

HISTORIC GROUPS



Warren Tegg, Group N, 65.55

Group K went to Steven Anderson (Triumph/Wolsley, 80.27) from Barry Smith (Ford V8 Special, 82.59) as

both struck mechanical troubles before all the runs had been completed. Warren Tegg, another having his first try at this form of motor sport, won the Group N class in his Torana GTR XU1 as well as lowering Anthony Beaham's record from 65.63 to 65.55 secs. Next in class was David Malone (Torana GTR XU1, 66.56), Ron Duffield (Hillman Imp, 78.28) and Jim Waugh (Morris Major, 80.84). Group S saw Trevor Bassett in his Ferrari 365 GTC4 win in 64.94 secs ahead of the MGB of Antoinette Redhead (65.56 secs), Steve Purdy (MG Midget, 65.65), Mike Allen (Austin Healey Sprite, 68.10), Phil Redhead (MGB, 68.25), Keith Rolton (Fiat 124S, 78.47), and the Austin Healey BN1 of John Anderson with a best time of 92.31 seconds. Ross Rundle twice lowered his new Group V record to 73.04 then 71.97 seconds in his Elfin Malmark.



Warwick Hutchinson, class record and fastest time of day, 53.73

TOP 15

Warwick Hutchinson (53.73), Michael Collins (59.75), Neville Scott (59.83), Garry Ford (60.31), David Homer (60.87), Mark Crespan (60.89), Scott Trenoweth (61.00), Troy Moffitt (61.74), Danny Mischok (61.81), Jason Gava (61.83), Jae Collins (61.96), Nicholas Contojohn (61.98), Steve Faulks (61.99), Michael Ciccotelli (62.02), Rodney Blank (62.10).

Fastest Lady and fastest MG went to Antoinette Redhead (MGB 66.06). Class records to Ross Rundle, Warren Tegg, Garry Ford, Alex Cowie, Danny Mischok, David Homer, Michael Collins, Scott Trenoweth, Mark Edwards, while Steven Anderson equalled a record, and an outright record for the MGCCQ event to Warwick Hutchinson.

The presentation acknowledged the efforts of two drivers, Barry Smith who has competed in all but one of the Noosa Hill climb events (Historic, Tighe Cams and MGCCQ/Noosa Beach), whilst Phil Redhead has competed in every event held at the Noosa hill and it is anticipated this equates to over 100 individual runs.

RACING CARS

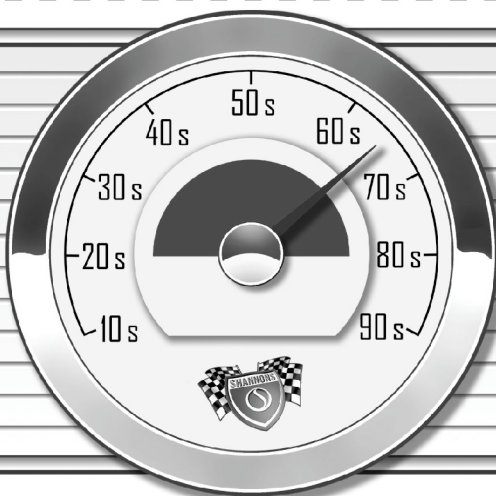
Formula Vee class saw Ryan Collins in the Hornet Vee record a 102.77 secs run before the throw-out bearing problem forced the retirement of the Vee for the weekend. The Formula Libre up to 1300 cc went to Michael Ciccotelli (Gladiator LC500, 62.02 secs) from Greg Bouwhuis (Eliminator Kart LC500, 65.16), Phil Smith (Dino Kart, 68.92), Graham Arnold (Piranha TD4, 78.79) and Bruce Anderson (Custom Renault, 81.17). Warwick Hutchinson set a new class record in the Formula Libre over 1301 cc class breaking his old time of 54.10 for a new outright MG Noosa record of 53.73 seconds in his Van Diemen RPV02.

He was followed by Chris Moore (Hi-Jinx Buggy) with a final run of 63.50 to edge out father John Moore (Hi-Jinx Buggy, 63.89) who had been the faster of the two all day until that last climb.

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Concours

**Photos supplied by Bruce Mutch, Ian Kirkpatrick,
Ken Wasley and Elaine Hamilton**



The sun shone, the cars gleamed and the admirers came in droves – that was Concours 2011. Thanks to the good organisation of Malcolm Spiden, Ross Kelly and helpers, the day went smoothly.

Many thanks go to all those who made the effort to come along to compete or put their cars on display and to the many who took on the mostly unrewarding job of judging.

Special thanks to Ross Kelly who, in an impressive logistical effort, succeeded in having five cars in the event and to Ken, Rebecca and Sarah Wasley who managed to upstage Ross's effort by entering seven of their cars.

The Club's major raffle for the year was drawn on the day and, rather happily, it was won by a Concours competitor, Greg Hoyes, who was able to take immediate possession of it.

Class winners each received a bottle of wine decorated with a special medallion. The three section winners and winners of their classes (pictured below) were Bernie Pereira's TD (Pre MGA section and Class E), Mike Allen's Midget (Post MG TF section and Class T) and Peter Gannon's MG Maestro Turbo (Post 1980 section and Class W). Bernie, Mike and Peter will receive their trophies on a later occasion.



Class winners were:

Class	Entrants Name	Model	Body Type	Year
A	Barry Evans	MG J1	4 Seat Tourer	1933
B	Ross Kelly	MG C Type	2 seat Racing	1931
C	Ross Kelly	MG L Type	2 seat Sports	1933
D	Aubrey Ross	MG TC	Roadster	1948
F	Cyril Bennett	MG TF	Roadster	1953
G	Ross Kelly	MG A Single Cam	Roadster	1960
H	John Vonhoff	MG A Twin Cam	Coupe	1959
I	Bill Heraghty	MG A Single Cam	Coupe	1958
J	Andrew Willesden	MG B Mk 1	Roadster	1964
L	John Smuts	MG B Mk 2	Roadster	1971
M	Bruce Mutch	MG B	Roadster	1971
N	Bruce Hill	MG B	Roadster	1975
O	Neil Mills	MG B GT	GT	1967
P	Owen McNeill	MG B GT	GT	1971
Q	Pat Collins	MG B GT	GT	1975
R	Rick Devonshire	MG B GT V8	GT	1973
S	Ken Wasley	MG C GT	GT	1968
U	Bill Spall	MG Y	Sedan	1949
Y	Matt Johnson	MG	Broadster	1964
ZA	Mark Hocking	MG R V8	Roadster	1995
ZC	Sarah Wasley	MG ZR 160	Sedan	2005
ZD	Ken Wasley	MG ZS 180	Sedan	2004
ZE	Ken Wasley	MG ZT 260	Sedan	2005
ZF	Rebecca Wasley	MG F TF 135	Roadster	2003
NM	Bernie Pereira	Holden Torana	Sedan	1975



Class A



Class B



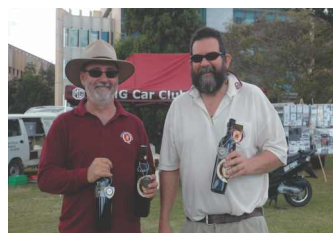
Class C



Class D



Class F



Class G



Class H



Class I



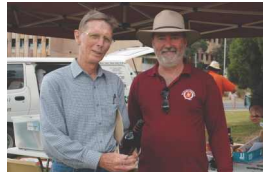
Class J



Class M



Class O



Class P



Class L



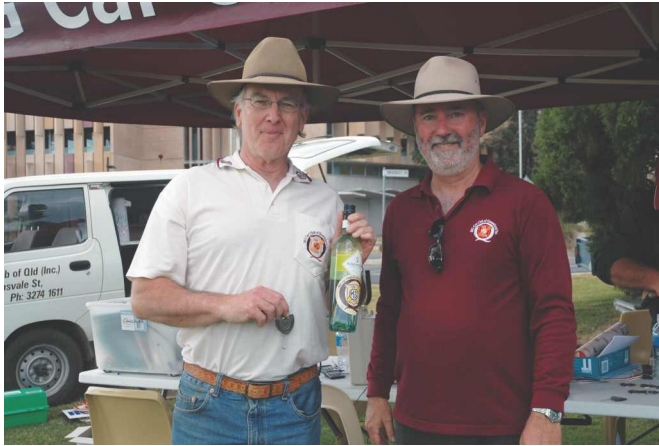
Class N



Class Q



Class R



Above top to bottom: Class S, Class ZA & Class NM



Above top to bottom: Class U, Class Y, Class ZC, Class ZD, Class ZE & Class ZF

TIGHE CAM'S



MT. COTTON

Round 3

By Ace Reporter; photos from Steve Spencer, Russell Witt and Steve Johns



Once again all the essential ingredients came together to produce an excellent weekend of competition in wonderful Qld Winter weather and in the presence of a very large number of appreciative spectators.

New class records were set for 8 classes, probably setting a new record for record setting! And this number does not include the number of times some of the records were broken throughout the weekend within the one class. For example, Terry Johns got his times down to sub 44s lowering his class record for Sports 1300/Supersports to 43.98 and then further to 43.87 and achieved a top six time for the day, giving him the extra run in the Top Six competition and Len Walters established a record in Group F with his first run of 52.44 and then went on to finish with a 49.44.

Newcomer Daniel Jorgensen further spiced up the competition in the Prod and Inv Cars incl Road Reg - 2001cc and over class. Patrick Hager and Mitchell Allwood had been swapping leads in the 'let's break the class record' competition but Daniel showed his intent on his second run with a 51.89 which would have broken the class record had Patrick not already broken it on his first run.

Daniel put in a 49.30 on his last run almost beating Patrick's class winning run of 49.09 and won himself the 'Most Improved Driver' trophy which goes to the newcomer to the hillclimb who consistently improves the most during the day's competition.

Other records were broken by Steve Purdy (Class S), Ross Rundle (Class V), Andrew Fletcher (Sports cars closed up to 2000cc), Dave Homer (All wheel drive sports cars) and Mark Crespan (Marque sports 2001cc and over).

Fastest time of day and winner of the Top Six was Warwick Hutchinson who posted identical sub 40s times of 39.35 in winning each of these. Round 3 was just before Ekka time which gives us warm Winter days followed by those cold nights. Day temperatures of 22 degrees Celsius provided two warm days for this round and the usual runners delivered some seven new class records.

REGULARITY and HISTORIC

John Tait won this round with a loss of 9 points in his Mazda MX5 from Andrew Willesden (VW GTi, loss of 24 points), Jamie Trapp (MGB GT V/8, 32 points loss), then Malcolm Spiden (MGBGT, down 44 points) and Gordon Robins (Morris Mini with a loss of 49 points).

Group F (Formula Fords pre 1978 to 1989) went to Len Walters in his Crossle FF, who established a record for the class of 49.44 seconds. Group K (Vintage and post Vintage Sports and Racing cars and Specials pre 1930 to 1960) saw Ross Kelly (MGNB Magnette), recording a 62.37 time, Group N (Touring and Production Touring cars pre 1958 to 1972) went to Brad Stratton (Torana GTR XU1, 48.89) from Andrew Malone (Torana GTR

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MG INFORMATION

	Name	Phone		Name	Phone
PRE - WAR	Dino Mattea	3263 2625	MGC	Chris Carswell	3378 4140
T TYPE	Peter Rayment	0407 693 947		Bruce Ibbotson	3366 1889
MGA	Richard Mattea	3325 0409	MG V8 RV8	Barry Evans	3425 1695
MGV	Tony Slattery	3391 3022	MIDGET	Ron Clydesdale	3263 6575
MAGNETTE SALOON	David Robinson	3255 9037(W)	MGF	John Boyce	3345 2530
MGB	Graeme Walker	0431 678 319			

won the Group V class (Formula Vee pre 1975 to 1985) in a new record time of 53.26 secs. Len Walters had purchased the 1977 Crossle Formula Ford from Peter Lerner in Melbourne in April this year. This car had been circuit raced in America prior to being brought to Australia. The engine is a Capri GT 1600 engine block and Len reported he is enjoying driving his car, with this round being his first time at Mt Cotton.



Len Walters in his Crossle FF (photo by Steve Johns)

events. He had placed 4th in the Supercheap Auto Shootout in 2009 and 5th in 2010. Good to see competitors are willing to participate and experience the variety of disciplines that makes up motor sport.



Daniel Jorgensen's drives won him the 'Most Improved' award for best performance by a newcomer to the hillclimb

SEDAN TYPE CARS

Production and Invited Cars including Road Registered up to 1600 cc saw Gary O'Mullane (Toyota Corolla) win in a best time of 55.79 from Lawrence Murphy (Suzuki Swift, 56.32). The 1601 to 2000 cc class went to Liam Lavin (Nissan Pulsar, 50.58) from Donn Milner (Triumph Dolomite, 51.24) and Paul Lawrence (Triumph Dolomite Sprint, 52.78). The 2001 and Over class record took a battering with 3 of those in the class were under the Mitchell Allwood time of 52.56 secs.

Patrick Hager (Nissan Skyline R33 GTST) won the class with runs of 51.14, 51.03, 49.82, 49.57, and 49.09 each time recording a new class record. Next was Daniel Jorgensen (Nissan S13 Silvia) with times 51.89, 51.48, 50.39, 50.15 and 49.30 under the old record. Mitchell Allwood (Falcon XR6 turbo) was next with 51.95, 51.28 and 51.07 runs under the old record then Bob Brown (Holden Commodore, 61.08 secs).

New competitor Lawrence Murphy purchased his Suzuki as a second hand car replacing the suspension as well as some basic components. He reported the car may not be handling properly even with his 8 year old Yokohama tyres. Another new competitor Daniel Jorgensen's Nissan is a RB20 in line 6 cylinder with a bigger factory turbo with coil over adjustable suspension dampers, the set up which Daniel used when he competed in Drifting

Improved Production up to 1600 cc went to Scott Dean in his Car\$elling.com.au Toyota Tercel with a best time of 48.55 time, then Steve Arlidge with a 49.88 secs in his Suzuki Swift GTi with Sasha Grbic (Suzuki Swift GTi, 50.51) and Graeme Wood (Suzuki Swift GTi, 51.52). The 1601 to 2000 cc class went to Danny Mischok (Ford Escort, 45.80) from Shane Merrick in his Datsun 1200 Coupe (49.09).

Ken Graham (Datsun 1600 SSS) won the over 2001 cc class with a best time of 46.31 secs with Pauline Graham (Datsun 1600 SSS, 47.01) with the BMW E30 of Piers Harrex (48.52) and the BMW E30 M52 of Ian Solomon in 50.07 secs.

Ian Solomon, the President of the BMW Car Club, built this 1985 car from a second hand shell using an E36 328i engine, dog leg close ratio gearbox, M3 brakes, E36 suspensions with assistance from long time motor sport identity, Simon Harrex of RX Automotive.

Sports Sedans up to 2000 cc was won by Tyson Cowie (Escort, 48.52) then Jeffrey Bird (Morris Mini K, 50.28), Daryl Morton (Morris Cooper S, 53.22). The over 2000 cc class went to David Malone (Torana GTR XU1) in 44.34, a time 1 second outside Mark Trenoweth's record, then Gavin McAlpin (Mini Cooper S, 48.21) and Roger Bartlett (Escort, 54.07).

Steve Faulks captured the All Wheel Drive Forced Induction class in his Subaru WRX STi with a best run of 46.68 which was just ahead of Michael Burke (Subaru Impreza WRX, 46.99).



Ian O'Hara in his Lancia Beta Coupe

Modified Production and Invited Cars up to 2000 Ian O'Hara (Lancia Beta Coupe, 49.46) proved quicker on the weekend from David Jones (Ford Fiesta XR, 52.03), Darren Weston (Ford Escort, 52.82), Glenn Sullivan (Gemini, 54.83), Alan Roberts (Suzuki Swift GTi, 56.30), and Dave Sidery (VW Type 1, 60.11). The over 2001 cc class was the Anable BMW E30 325i class with Scott Anable quickest in 48.98 secs from Doug Anable (52.29) and Glenn Anable (54.64).

SPORTS CARS

Marque Sports Cars up to 1600 cc Darryl Duncan (Fiat X19, 49.40), the Mazda MX5s of Brad Stratton (52.95), Ray Evans (55.74), Neil Sivyier (56.41), Bill McCollum (57.41), then the white MG Midgets of Allan Dansie (from Bundaberg for the week-end) for a personal best as well as a sub 60 sec run with a 58.85 time with Ron Clydeddsdale (62.84).

Pat Collins won the 1601 to 2000 cc class in the Collins Mazda MX 5 in 50.33 with John Price (MGB) with a personal best and a fabulous time of 52.33 secs, Stuart Lutz (Mazda MX5, 53.97), Ben Cain from Toowoomba (MGB GT, 55.66), Desley Collins (Mazda MX5, 57.64), then Stephen Callaghan (MGB, 62.16).

The Over 2001 cc class and record went to Mark Crespan (Ford Cobra RMC) taking the Simon Rhodes record from 45.65 to 44 55 secs, with Simon Rhodes (Triumph TR7 V/8, 45.23), Paul Buccini (Ford Cobra RMC, 46.47), Roy Davis (Triumph GT6, 48.25), Cameron Hurman (Mazda RX 7, 49.75), Christopher Sharman (Mazda RX7, 50.99), Simon Witt (Mazda RX7, 51.46) and Bill Manns (MGB GT V/8, 56.48). Chris Sharman's 1985 Mazda is a basic model with upgraded engine management components and coil over suspension dampers. This was Chris' first hill climb event at Mt Cotton.

Up to 2000 cc Sports Car class went to Chris Johns (JFR Suzuki Cappuccino turbo, 48.12), closely followed by Anthony Toft (Suzuki Cappuccino turbo, 48.94), Andrew Fletcher (Hillman Imp, 50.89), Sean McLindon (Ford Popular, 53.2), and Lindsay Derriman (Fiat Abarth 695 SS, 66.65). Andrew's time was a record in the Closed Sports car group of this class as he lowered the Jim Peall record from 51.70 to 50.85 secs.

In the Sports cars over 2000 cc class, Jeffrey Graham (Mazda MX5 S/c, 52.47) won the class from David Lawrence (MGB 1800 S/c, 54.16) and Jeremy Caldwell (Mazda MX5 S/c, 54.52).



Andrew Fletcher set a new closed sports car record

Terry Johns lowered his own class record from 44.09 to 43.87 secs as he won the Clubman Cars up to 1300cc class. Ainsley Fitzgerald (Westfield SE, 47.64) won the 1301 to 2000 cc class with Jason McGarry (Caterham 7 Clubman SE, 52.59).

David Homer lowered his class record twice to win the All Wheel Drive Sports Cars class in his Suzuki Swift Evo turbo. His previous record was a 43.67, before a 43.20 and finally a 43.11 sec time.

RACING CARS

Adrian Holmes won the Formula Vee class with a best time of 49.54 in the Elfin NG FV from Ryan Collins (Hornet Vee, 51.25). The Superkarts class went to Warren Robb (Dino Kart, 48.47) and Phil Smith (Dino Kart) in 49.52 secs.

Formula Libre up to 750 cc went to Michael Ciccotelli (Jedi Mk1/4, 44.76 secs) then Greg Bouwhuis (Eliminator LC500 Mk2, 47.37 secs). The Jedi racing car is chassis 2 of 170 built in 1985 in England for the

Formula Jedi series, is powered by a Honda CBR 600 engine (visit the Formula Jedi web site for the racing series and Formula specifications). Michael said the car arrived on the Wednesday before the meeting, and not having been run since 2004, this meeting would blow the cobwebs out of it. On Saturday Michael had problems with the rear brakes and he appreciated Jeff Daniels assistance who rebuilt the master cylinder on Saturday evening, ready for use on Sunday.

Michael stated the difference between the Gladiator Kart (which he usually competes in) and the Jedi was like comparing Black and White television with Hi Definition 3D. His Team Manager Kristy McAndrew was on hand to assist Michael as his times went quickly from a 55.10 to 47.69, 46.66, 45.2 and 44.76.



Michael Ciccotelli in his "Hi Definition" Jedi

Formula Libre up to 1300cc class went to Paul Van Wijk (BKZ 07) while the 1301and over class went to Warwick Hutchinson (Van Diemen RPV02, 39.35), from John Boyce (Kaditcha VW, 43.40 secs) and John Moore (Hijinx Buggy, 46.54).

TOP SIX

Warwick Hutchinson scored the round win with a 39.35 run from Paul Van Wijk (43.62), David Homer (43.77), Terry Johns (44.11), Brian Kirkby (45.97), and John Boyce (46.17).

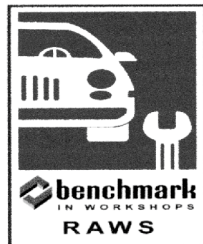
Best MGs were Steve Purdy (up to 1600 cc), John Price (1601 – 2000 cc) and Bill Manns (over 2000 cc). Most improved driver over the event was Daniel Jorgensen.

(Right top to bottom): The flaggies continued their participation in the weekend by staying for the presentation of trophies. Many thanks! The eyes show the intensity of concentration as the Dino Cart approached Lovers' Leap; Steve Arlidge three wheels through Lovers' Leap; Gavin McAlpin's new Mini brightens up the landscape; Jamie Trapp's MGB GT V8 enjoys its regular trips around the hill.



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Chapter Chatter

By Gurney T Clamp

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



Capricorn Chapter mascot, Barbara
(or should that be Baabaara!)

Mystery Tour

Central Queensland cool weather greeted members when they arrived at Kershaw Gardens on Sunday morning at 8.30 a.m. where they were greeted by Phil White with the information for the mystery tour.

Jo Emmert and her daughter Katie were the first MG off the rank telling everyone who followed not to pass her. All the other members followed Jo at five minute intervals on a tour that took us all to different locations in Rockhampton onto Gracemere and then towards Yeppoon.

During the run the navigator was required to record different information that was on the information sheet provided by Phil White. Now and then some of the members spotted other members trying to find their way around Rockhampton.

Jo Emmert completed her tour at Phil and Pam White's house in Paramount Park in Parkhurst without any one passing her so she was there with Phil and Pam to greet other members viz Stuart and Ada Clark, Robbie and Gary Gallaway, Noel and Sue King, Rod and Liz Blair, Ian and Linda Wilhelmsen as they completed the tour, along with Peter and Tracey Breed. Members expressed their concern as to where Gurney and Gloria Clamp had got to, as many phone calls were made to try and find out where they were. They eventually arrived at the property to be greeted by a line up of members and their wives cheering and clapping their delayed and late arrival.

The most interesting part of the tour came after a wonderful dinner prepared by Pam White. Organiser Phil revealed the answers to the 38 questions. It was then that members found that some members were more up to date with the latest Tec knowledge than others which assisted them in answering some of the difficult questions about MG and history of Rockhampton. Protests were lodged with unsuccessful results.

Winners on the day were Jo (phone a friend) Emmert, Ian and Linda Wilhelmsen, with Stuart and Ada Clark scoring well on the other end. On the day and on behalf of the members Phil and Pam were presented with an orchid plant in memory of their daughter Samantha.

Apologies were received from Martin and Narelle Adamson, Jim and Sandra Armstrong, Phil and Margaret Henry, Ian and Leanne Mc Keague, Tom and Kathy O'Dea, Terry Dwyer, Don Madden, Brian and Glenis Russell, Pat and Stephanie Sullivan and Dale and Margaret Volling.

Members present on the day decided that the Jannelle Thomasson trophy should be decided by secret ballot by the members present at the Club's Christmas breakup party, which will be held at Noel and Sue King's property in Emu Park on Sunday 11th December. Look out for more info.



(Above top): great line-up of MGs ready for the run; (above right): and then on display in the Whites' backyard; (above): while their occupants also enjoyed the Whites' hospitality.

Chapter Chatter

By Brian Phillips

DARLING DOWNS CHAPTER

26 June Run to Morgan Park

The MGCCQ race weekend at Morgan Park in Warwick provided a good opportunity as the destination for the DD Chapter June monthly run.

We departed Toowoomba with weather that was very kind for a winter's day. A couple of the MGBs even travelled topless, although the same could not be said for the occupants who were rugged up in warm clothing and beanies.

This run was expected to be a predominantly 'male affair', however Helen Coverdale maintained the presence of the fairer sex in our starting line up in Toowoomba (to be joined later by Diane Baker), ensuring that we mere males were on our best behaviour.

Morning tea stop was at Federation Park, Allora where we meet up with the Warwick contingent led by John

McLean. As usual, time drifted by with witty conversation, a few photographs and the obligatory coffee and grub.

The run from Allora to Morgan Park was led by John McLean through some of the picturesque countryside of Goomburra and Clintonvale and Warwick town centre.

The racing action at Morgan Park was in full swing by the time we arrived so there was plenty of opportunity for us to get a feast of the 'fast and the furious'. We were able to observe our own Greg Newey doing his regularity runs but unfortunately no sign of Ben Cain as he had suffered a mechanical mishap on the Saturday.

At the track our group disappeared in different directions in an attempt to find the best spots to view the racing and enjoy the smell of racing fuel. Lunch

was very much an individual affair as was departure from the track for the home journey.

During the day a couple of members (Trevor W and Gary L) discussed the relative accuracy of their speedos (the distance variety, not the budgie smugglers) and tachometers. Needless to say the return run to Toowoomba was the chance to convert the theoretical into the practical with a few spirited 'calibration' sections.

All in all, a good day doing something different.

Participants on the run were:-

Trevor Watkins, Jim Carstens, Ron Gillis, John and Helen Coverdale, Shane and Diane Baker, Gary Lawrence, John Mclean and Jane Hefernen, Graham and Lyn Cope and Mavis Marsh

Mid Week Run Report – 13 July

After days of windy cold weather, Wednesday 13 July turned out quite a pleasant day. Ron & Judy Gillis had given notice that they could not attend the lunch but had organised a booking with Bull & Barley Hotel in Cambooya. We have been to this iconic pub before so were looking forward to a well cooked meal to be enjoyed in convivial surroundings. And so it came to pass.

The lamb shanks were popular with some people finding space for delicious desserts to follow. It was pleasing to see Helen Goodfellow turning up for the first time in her MG TF 1250 after a long car restoration process. The car looked great and Helen should be justifiably proud. She has sorted out the instruments and now knows the difference between a rev counter and speedo. Odeh Habash announced on arrival that he now has a reconditioned engine in his 1965 MGB so we look forward to seeing much more of him on future runs.

Although the numbers were down the fellowship was as normal with much discussion about a variety of topics particularly the upcoming Great Outback Tour. Thanks Ron & Judy for your organisation. We now look forward to next month and Rudd's Pub in Nobby for our August mid-week run. Participants were: Jane Hefernen & John McLean (72 MGB), Greg & Beth Newey (66 MGB GT), Helen Goodfellow & Kay Coulton

(MG TF 1250), Trevor & Dell Watkins (74 MGB GT) and Odeh Habash (65 MGB).

Jumpers and Jazz Festival Warwick July 24th

With the exception of the David Hack Day display, the Chapter has not attended a car display for some time. But when the invitation came from the organisers of the annual Jumpers and Jazz Festival in Warwick to participate in a combined car club display the reaction was positive.

This year, the Warwick CBD was closed off from 7am to 1pm thus allowing display cars to take over the main centre of activity. Spectators were free to wander amongst the cars whilst we participants could sit nearby sipping our lattes, chatting and listening to the jazz band across the road. The weather was a treat which was a big change from what we were experiencing only days before. Time went very quickly with plenty of people to talk to and, for the ladies, an adequate number of interesting shops to visit.

Our participation went close to matching the contribution of other clubs. Particular mention should be made of the special contribution of David Miles who drove up from Brisbane for the display. This was much appreciated. Our display comprised: Watkins (MGB GT), Partington (MGY), West (MGA), Miles (Magnetite), Lawrence (MGB), McLean (MX5 & MGB), Goodfellow (MG TF 1250), Newey (Jaguar & MG TC), Scanlan (MGB) and Cope (MGC GT).

30th July Christmas in July

The atmosphere at the Abby of the Roses was perfect for a Christmas Feast, a cold night, a roaring fire and a large Christmas tree. Twelve members turned up to celebrate the feast. Our host dressed in an elf suit supplied complementary drinks to us upon arrival then guided us on a conducted tour of the cold Abbey. We all then congregated around the open fire. Those Nuns must have been a hardy bunch... The meal was one to write home about with the roast turkey melting in your mouth. The plum pudding soaked in Brandy was a great hit with all.

One was wise not to drive home after such a great meal. We shared the evening with another group who also thoroughly enjoyed themselves. Everybody joined in a quiz competition, where even cheating by googling the answers did not win the competition. The night was completed with "Snow" falling outside.

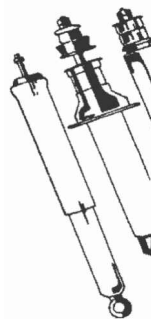
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**FREE 54 PAGE
CATALOGUE**

10 August - Mid Week Run to Rudds Pub at Nobby

Another wonderful turnout of 17 participants gathered at the historical Rudd's Pub at Nobby for our monthly get together over lunch. As always the portions were very generous. The size of the meals could have sustained us until next month. There were few who would want a large evening meal as well; a nice easy snack would be the order of the day. Conversation flowed freely and everyone seemed to enjoy themselves.

The members who are travelling on Trevor's outback tour were geared up and ready to go on the Friday.

Attendees:

Trevor & Dell Watkins - MGBGT; Helen Good fellow - MGTF; Leigh Collien (Helen's brother) - MGTF; Tony & Jean McNamara - MGB; Graham Cope - MGC; Rob & Ferne Callow - MGF; Brian & June Phillips - MGTF1500; John & Helen Coverdale - MGB; Jim & Leona Keyes - Pajero & Van; Ron & Judy Gillis - MGB.

Chapter Chatter

By Ken Freeburn

F A R N O R T H Q L D C H A P T E R

Once again a great day was put on by the Mareeba War birds crowd. Unfortunately there would have been more vehicles there if there weren't so many events on in the one day!!! The RAAF Roulettes put on 2 aerobatic displays that impressed and wooed the crowd of approx 2000. The RAAF Pilots were certainly a crowd hit and were present in the hangar after the first display to sign autographs and have their photos taken with the kids.

The club (which I have to renew my membership to!) had 3 vehicles at the display. A Midget, MGB and MX-5....all red! (pictured top right).

It seems I have been out of FNQ more than at home of late. Thankfully Justin has deputised and sent a report on the Warbirds run to Mareeba, while I was in my Shannons hat at the Cairns swap meet (pictured right). About 15 cars from MGCC FNQ turned up in Cairns including Tony's newly aquired MG PA. There were A's including Bob's twin cam, 2 TD's several B's and a good day was had by all.

The next weekend yours truly made my way to my 16 th Leyburn sprints where we all got wet on Friday night and all day Saturday. Sunday was fine and some good times recorded in the old Mk1 Cortina. Great to be back in warm Cairns and looking forward to our run to Port Douglas on Sunday.





These interesting photos were taken at the auto museum at York outside Perth WA by Allan Tebbutt who recommends it for a visit.



Andrew Lake promised he'd be on the startline again and here he is.

This time he was a competitor in his MG F with Richard Mattea manning the startline. If anyone should be familiar with startline procedure it would be Andrew!

Day run to Festival of Flight

On Sunday 25 Aug, a number of members went on a day run to the Festival of Flight held, this year, at Caboolture instead of the usual Watts Bridge Fly-in. Larry Ryan had done everything possible to ensure the success of the run, even doing a 'dry run' on the Saturday to ensure that all would go well. Unfortunately, his MG thwarted all his plans and refused to start on the Sunday morning..... maybe the exceptionally wet Saturday had something to do with it. Despite this setback, those who left from the Clubrooms met up with those waiting for them at Cherside and everyone arrived safely in time for the show.



Chapter Chatter

By Ian Bryant

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



Wide Bay Chapter run assembly

Bastille Day at the Vitner's Secret Vineyard restaurant on Sunday, 17 July, led off the Wide Bay Chapter's 2011 mid-winter programme. Led by Darrell, and as arranged by Jackie Martin, 17 members in ten cars (seven were MGs) participated in a sumptuous repast al fresco in glorious weather. The day's signature dish of Coq-au-vin with the great local wine was thoroughly enjoyed by all, but spurned by the Triumph representative in favour of a more English offering of ham sangers with beer chasers. Bill Mann with Liz was sent home in disgrace at the start RV for bringing a 4x4 and not his MGA, while Peter and Vicki Worland preferred to go topless in their Datsun Fairlady, despite the earlier threatening weather.

Peter May and Joy Batchelor (MGB) were welcomed back after their extensive European tour and Peter Jones piloted Helen Bryant's spridget; Helen in her MGB managed to chauffeur her husband home again. Des and Joan See (MGB) enjoyed the event, as did Sunshine Coast MGCC members John and Moira Haines who gave Jackie Martin's MGB a workover. Jackie, with grandies aboard, drove modern. The Chapter competed for parking space with the local Jaguar Club while the other more modern vehicles present clearly showed their total lack of character when compared to the Abingdon originals.



Bundy Crew assembly before an Early Morning Run

Also on Sunday 17 July, but organised as a separate event, the Bundy Crew of the Wide Bay Chapter conducted their first solo Early Morning Run about Bundaberg as a breakfast event. Led by Allan Dansie (MGB GT) with Kaye and ten WBC members attending entertained the four guests/intending Club members. Present were Mark Roberts (MGB), Bill and Cheryl McCollum (MGB GT), Ron Johnston (MGB), Ian Games (MGB) with Jan Grigg, Eric and Janelle Beckman (MGB) and guests Dave and Denise Vockler (restoring an MGB) plus Peter Cook and Beth Grodeur in the Mx5.

The WBC had earlier presented the Bundy Crew with their own MG banner to enable them to advertise the marque appropriately at future Bundy Crew events.

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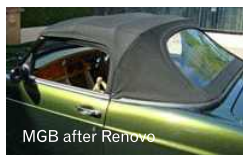


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A small group of seven people in five cars attended the Chapter's Mid Week Run on Wednesday 20 July. Led by Ian Bryant in Helen's MGB, the route reflected the well-worn "coffee run & great-circle route" from Hervey Bay through Torbanlea, then Sexie Coffie on the highway and then home via Maryborough. Ray and Bev Clarence (MX5), Peter and Jocelyn Gardener (Datsun 260Z) Gary Robertson (Eunos MX5) and the Triumph representative in his TR8 - who proceeded to point out forcefully that there was **ONLY ONE MG** on this run! Not to be outdone, Gary Robertson insisted on being called "Jill" and Jocelyn Gardener kindly offered to exchange one of her hair appointments for another morning coffee with Peter Boxall (TR8). Why would you want to do that?



The Triumph Representative, Peter Boxall, in his TR8 with friend.

Sunday 31 July was a simple breakfast run to the "2nd Kitchen" on the Esplanade at Hervey Bay. Some twenty members in 11 cars, 8 of which were MGs, enjoyed the short run in delightful weather through Burrum Heads. Gary and Anna Cuthbert (MGB) were welcomed back from their sojourn in Europe and the UK. Bob and Lyn Emslie (Mercedes 200slk), now fully recovered from southern-sourced illnesses, attended, as did John and Barbara Shield (MGB), Trevor and Lorraine Drummond (MGF), with Keith McKavanagh and Marion Orr (MX5).

Bob and Lyn Emslie (Mercedes 200slk) led a 25 member MWR in perfect weather on Wednesday 10 August to Woo-Koo Park in Woocoo for morning tea, followed by a petite-fours high tea luncheon at Emmaleys' in Maryborough to complete a delightful day's outing. Thirteen cars participated, six of which were MGs. The run included the cars of Darrell and Jackie Martin (MGB), the Cuthberts (MGB), Graham

and Chris Scott (MG TD), John and Sandra Carroll (Jaguar E-Type), Phil and Dianne Youel (MGB), the Gardeners in their Datsun 260Z, David Hall and Lyn Hayward (MGB), Alex Wolfendale in her Mercedes Kompressor, Fred and Jo Nelson (Honda), Dave and Margie Roberts (MGA), Ray Clarence and friend (MX5) and Gary and Jill Robertson (MX5). A delightful day in good company was the general comment at day's end.

John and Barbara Shield (MGB) led a group of 22 members in twelve cars (six being MGs) for the Sunday 14 August EMR with morning tea at Sexie Coffie followed by a byo barbeque at the Burrum Heads beachside reserve. It was clearly a popular event that, according to the Triumph representative anyway, drew a high turnout only because Ian Bryant was absent on the DD Chapter Outback Tour! Present at this event also were the Worlands in their Datsun Fairlady, Peter and Margaret Elson (MGB), Bob and Jan Mortimer (MGB GT) with guests Peter and Bev (Volvo), the Carrolls, this time in a Jaguar XK, the Roberts' in their MGA, the Youels in their MGB, the Emslies in their (this time) Mercedes 450SL, the Triumph representative in his TR8, Peter May and Joy (MGB), and Keith McKavanagh (MX5).

Finally, the last run for the reporting period was planned and conducted by the Chapter's Bundy Crew as an EMR to attend lunch at the Moore Park Tavern on Sunday, 21 August. Led by Eric and Janelle Beckman (MGB), eight Crew members with four guests in tow attended the event in six cars, all being MGs. Present for this event were Allan and Kaye Dansie (MGB GT), Kay Bollen and Christine Scott (MGB), Ian Games and Jan Grigg (MGB), and guests Dave Vockler and Reg Lee (MGB) plus Dave and Karen Saywell (MGF).

In closing, I regret that I must again report the influx of VIC plated cars/caravans now choking the regions' roads and menacing local drivers. Approaching VIC plated vehicles may be recognized at a distance by their slow speed of travel, a dangerous sideways slew on their approach to corners and their propensity to travel on the crown of the road thereby forcing smaller cars into the gravel verge. It is clear that the cheerful Queensland two-fingered wave to them no longer works, and any attempt at reducing the thickness of the drivers' hides will simply come to nought. It is best to wait them out, not compete with them, because they will certainly vanish southwards once their home bowling greens are reseeded and in play after October. "The Place To Be" is not here!

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GT RADIAL

The Great Outback Tour – a diary

Day 1 12 August 2011

Toowoomba – Millmerran – Inglewood –
Goondiwindi - Moree (374km)

A chilly day greeted us as we approached the starting point for this year's Darling Downs annual tour. The line-up for the tour was impressive with the older MG featuring (Pre 1956) two 1933 MG L, 1 MGY, 1 MGTD, 3 MGTF in the press interview. We departed the assembly point at 9 am sharp with the traffic lights doing their usual job of disrupting the convoy. The next gathering point was Millmerran where morning tea was planned. This is where the first signs of problems with the older cars reared its ugly head. One of the early MGs developed radiator problems and generator problems.

Two routes from Millmerran were chosen; one direct to Goondiwindi, the other via Inglewood. Two of the TFs chose the Inglewood route where we were to meet the Warwick contingent; however, one of the TFs had the misfortune to have the door lock disengage resulting in the door flying open on route to Goondiwindi, most likely caused by the rough road near Yelarbon. A bit of gaffa tape and a bungy cord doubled up as a door lock which got us all the way to Moree. The convoy reached Goondiwindi where we had a very enjoyable bushman's lunch at the Goondiwindi Museum. The road to Moree is flat and bumpy and many trucks use this section of the highway so when trucks pass in the other direction there is a massive shock wave that hits the cars. This dislodged the roof of one of the TFs. The MG L sought radiator repairs in Goondiwindi and made a late entry to Moree with a round of applause from the rest of the group. Happy hour is a great social meeting place. Bill Spall complained that the MG Y could not keep up; no wonder, he had left everyone else behind

Day 2

Moree – Ccollarenbri - Lighting Ridge (254km)



Last night we had a visit from some of the local lads. One vehicle was broken into, and then pushed out to the road where the perpetrators were disturbed by the police patrol. The car was retrieved with no damage but a few personal items were stolen from the car. Travelling further west the country side changes to drier plains with lots of road kill lining the road. Today's run was incident free apart from a fire extinguisher discharging itself inside a TF. The road was bumpy and the drivers of the older cars without independent suspension suffered the bumps. A convoy of all the older cars entering Lighting Ridge made an impressive display.

Day 3

Today was spent seeing the sights around the town which is full of interesting characters and sights, under ground Mine tours and swimming in hot artesian pools. The evening was the compulsory Happy hour and a BBQ birthday party for one member who turned 65 today.

Day 4

Lighting Ridge – Walgett –
Brewarrina - Bourke (295km)



In Bourke

The temperatures are in the low to mid twenties, which makes for pleasant travelling but the air is very dry and one can dehydrate very quickly here. The trip to Walgett was incident free with all cars assembling around about 10 for morning tea and display of our Mobile Mechanical Museum pieces. We seem to always generate a crowd of interested people and we are only too happy to oblige. The trip to Brewarrina resulted in one flat tyre on a MG TF which was repaired at Bourke. Brewarrina is famous for the Aboriginal Fish Trap (a world heritage site) where the cormorants were having a lovely feed.

Arriving in Bourke in time for happy hour is a must so we all arrived on time. We took extra caution in Bourke as some of the local lads had borrowed three cars the previous night.

Day 5

Bourke — Cunnamulla -Charleville 414km

This was the biggest day of the trip. All cars lined up for a photo shoot by the local paper at 8.30am. Departure, 9am sharp. The luxury of having a RACQ mechanic following the cars soon became a necessity about 60 km north of Bourke where one of the earlier cars started misfiring. It is a long haul between drinks out here and professional help is greatly appreciated, several other cars also stopped to assist. This code in the outback of assisting your mates does not go amiss. The cars made their way to the Queensland border for morning tea. The MG J was to give more problems on the way to Cunnamulla. We were behind schedule so it was a quick lunch, more repairs to the MG J, and off again to Charleville. About 110km south of Charleville they solved the MG J problems. As the day was getting late the road was littered with dead Kangaroos and Emus there was a rush to reach our destination before the sun set. All cars and passengers arrived tired and safely.

Day 6

Sightseeing around Charleville

Day 7

Sightseeing: Bilbies, Hotel, Scones Tour, Cosmos centre, WW2 site.

Most of the day was spent repairing Ross Kelly's supercharger. The locals who did small jobs on the cars were so willing to help that they only charged a very small amount for the work that they did. Checked a radiator leak, greased springs, checked the supercharger, made a special tool and went to great trouble to make sure that you got the right sort of oil; the country people are friendly and courteous.

Day 8

Charleville—Augathella—Tambo—Blackall (298 km)



(Bottom left): at Augathella; (above): Smoko at Tambo

Assembly point for departure, The Cosmos Centre. The local media was delighted to do a photo shoot for the local paper. A grand procession of MGs exited Charleville. All went well till about 40km north of the town when the supercharger on the MG J decided to chuck it in. The bush mechanics came into force again with a supercharger change taking place in a table drain. The rest of us proceeded on to Augathella for morning tea in Meat Ant Park where we were presented with a petition to help the locals survive some legislation changes. This country changes so quickly one minute sand hills then thick scrub. Flood plains and beautiful wide open spaces, Dorothy Mc Kellar got it right when she wrote the poem "My Country". The beautiful lagoon on the outskirts of Tambo made a lovely lunch stop. We heard the news that the MG J is on the way again. Arriving in Blackall in time for happy hour is the most important task of the day. The evening was completed with a Country and western artist entertaining us before a Billy tea and Damper at the local caravan park.

Day 9

Blackall - Barcaldine -Longreach (200 km)

Assembly point, The Blackall Wool Scour.



Colin Fox before he was forced to abandon the tour

This restored working Museum from a time past is an insight into life as it was 100 years ago in the country. A steam engine that drives the place is so quiet and all the pulleys and apparatus that it drives hardly make a sound. The character who was our guide has a humour as dry as a gidgee stump. The first real casualty of the trip happened on the way to Barcaldine. Colin Fox's TF developed a big end knock. The decision to ship the car back home prevented any more damage to the engine. Colin Proceeded on to Longreach as a passenger in another car. We all arrived for happy hour, the most important part of the day.

Day 10

Colin Fox took a flight out to Lake Eyre and Birdsville returning at dusk.

Sightseeing Longreach: Qantas Museum, Stockman's Hall of Fame, Stage Coach Rides. Art galleries Coffee shops

Day 11



Evening cruise on the Thomson River

Colin Fox departed for Brisbane on the train so he could be in Brisbane when his car arrived there. More sightseeing. An evening cruise on the Thomson River followed by Billy tea and Bush Stew then Bush Poetry

Day 12

Longreach—Barcaldine—Alpha—Emerald (404 km)



In Longreach

Departure point Longreach Railway Station. Media and photo opportunity. We were joined by some members of the local Longreach Restoration group and their cars. Breaking into two groups again, the MG Bs left first followed by the pre 1956 group. One of our members was forced off the road by a car and van that decided to pass him on a rise only to find a car coming over the hill from the other direction. His superior driving skills were put to the test as he exited the road at speed finally coming to a halt on the grass verge. The car and van just continued on as if nothing happened. We continued on to Barcaldine where morning tea was provided by The Aged Care Group.

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We all left a donation for their cause. The Mayor of Barcaldine gave us a history talk on the Tree of Knowledge and the new artistic structure that protects the remaining part. On to Alpha. One stretch of road had a straight run of 28 km. All cars arrived safely in Alpha where we sampled their famous pies. We drove to the local hospital where the Aged care patients were treated to a display of our cars. One took a ride around the block. After many photos we proceeded on to Emerald, about half way to Emerald. The MG J started to misfire again and failed to proceed 20 km west of Emerald. RACQ came to the rescue with the tilt tray truck.

Day 13

Sightseeing Emerald, working on the MG J, Happy Hour and BBQ Tea

Day 14

Emerald—Blackwater—Dingo—
Dululu - Biloela (312 km)

Trevor Watkins assembled everyone at 9am for drivers' briefing and photo shoot. As we are entering mining area, the increase of larger trucks with multiple trailers was to be expected with the roads out here have not keeping pace with the mining development, so extra caution was required.

Blackwater Japanese gardens made a peaceful break for morning tea. Four MGs could fit inside the Drag line scoop that was on display there.

The Capricorn Group met us at Duaringa and ran with us to Dululu. The Rockhampton visitors were Terry Dwyer & Graham Richardson 1967 MG B, Ian Wilhelmsen 1973 MG B, and Phil White 1964 MG B. The two TFs being last in this procession encountered heavy traffic around the narrow hilly section when two road trains and 15 impatient 4wd forced their way past. We breathed a sigh of relief when we turned off towards Dululu. We trebled the population of Dululu when we assembled for another photo.

The first sign of rain started as we approached Biloela. All arriving safely and dry. Some of our Wide Bay members were leaving tomorrow so an evening of slides and award presentations was organised. The Happy Hour and BBQ quiz was won by Marion Tait with various other awards presented for deeds or miss deeds along the way. We caught up with some more of our remote members who joined us for the evening meal and entertainment including Jim and Sandra Armstrong and Gary and Julie Kunst.

Day 15

Biloela—Mundubbera - Chinchilla 401 km



Mundubbera

It was great to meet Brian and Glenis Russell, Biloela members, at the assembly point. Trevor tried out his new whistle to assemble us, only to find we had stolen the pea. We said goodbye to the Wide Bay members as they were taking a different route home. Heading off into the showers and fog we proceeded south towards Mundubbera. Rainx is a good substitute for wipers as mine failed again. We were now looking for home as the rain dampened our spirits. All cars reached the lunch spot at Mundubbera with no incidents. Some beautiful timbered country lines the side of the road south of Mundubbera, Forests of Spotted Gum. The skies were darkening as we approached Chinchilla, where we were to spend our final night. Ross Kelly departed here for Leyburn Sprints.

Day 16

Chinchilla - Dalby—Toowoomba - Home (168 km)

Heavy rain over night created apprehension as to wait or go, some decided to run for it, others consulted the weather map and saw a break between the cloud bands and delayed their departure which resulted in a clear run home to Toowoomba. We have covered over 3500 km.

What a wonderful trip we had and we would like to thank Trevor Watkins for organising such a well organised event. We would also like to thank John and Jane for being the sweep car and spending many hours on the side of the road under the bonnets of our Mighty Mobile Mechanical Museum Pieces. Thank you, Trevor and John.

Participants

Trevor & Dell Watkins (Tour leader)		Falcon XR6
Brian & June Phillips	1955	MG TF 1500
Ian & Helen Bryant	1966	MGB & 1971 MGB GT
Bill & Cheryl McCollum	1971	MGB GT
Ken & Ellen Wilson	1974	MGB GT
Helen Goodfellow & Leigh Collien	1953	MG TF
Bruce & Tip Ibbotson		MGC GT
Ross & Shez Letton	1950	MG TD
Dino & Margret Mattea	1933	MGL
Bill & June Spall	1949	MGY
Ross & Georgia Kelly	1933	MGJ 3
Colin Fox	1955	MG TF 1500
Bill and Helen Denham	1969	MGB
John & Jane Mclean	(Sweep car)	VW
John & Marion Tate		BMW325ti
Dee Anderson		Peugeot



The Opposition

OTHER COMPETITION EVENTS

JULY NIGHT NAVIGATION RUN

This was another event wanting the crews to find 8 different locations in their UBD, arrive at these points and then follow the night run directions. That was the easy part before the crews needed to plot their own course with the most economical distance heading the order. The locations to find were the Cannon Hill Bowling club, Anglican Church at Annerley, Lourdes Hill College, Villawood College, Cavendish Road High School, Heath Park, Public Library at Bulimba, and the Hawthorne Cinema. Thus whichever way the crews decided to traverse their path they travelled through the areas of Tarragindi, East Brisbane, Norman Park, Coorparoo, Cannon Hill, Holland Park, and some expensive land areas of Bulimba which provided some marvellous night views of the Brisbane city before their return to Rocklea.

Using the format the most economical use of mileage gave Brant and Selena Rayment about 0.3 km shorter than Ian Fettes and Mike Anderson, Kate and Noel Caplet, Brian Krieger and Tegan Swinbourne, Royce Murphy and Scott Longton then Amie Kiedemann and Annette Ashton. Next

night navigation event will be the Ironman night run, the second stage of the Iron Man weekend. The final navigation event is scheduled for Saturday 19 November which will be in a mid afternoon to mid evening concept.

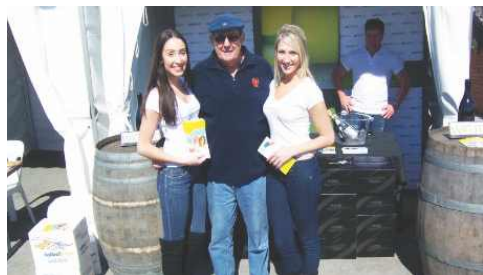
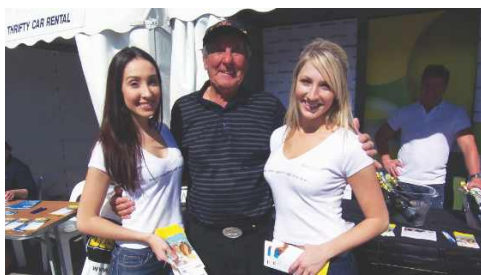
COME AND TRY MOTORKHANA

The second come and try motorkhana was held on 10 July at Willowbank. It was an opportunity for any younger or newer competitors to experience this form of the sport as well as to receive tuition from more experienced drivers. Once feeling comfortable they could join the larger contingent in the main area. The events held on the day were Spiro Slalom, Double Kidney, Reverse Spiro Slalom, Dollar, Cloverleaf, and Crazy Square. MG members competing on the day were Ken Graham (Datsun 1600, class CR), Brant Rayment (MG Midget, class AR), Pauline Graham (Datsun 1600, class CR), Alan McConnell (Nissan Skyline, class DR), Malcolm Spiden (MGBGT, class BR), John Tait (Mazda MX5, class BR), John Simmons (MGB V8, class BR). The next Come and Try is planned for 9 October.

RACQ MOTORFEST - Sunday 17 July

Allan Tebbutt organised the Club's participation in this event by five Club members. Entry to the event was delayed because of rain which made entry via the usual route unusable so there was a long diversion through back streets. The MGs were eventually parked beside the E type display and Allan declares that the MGs attracted a lot more people to have a glance at the E types.

The participants were Allan Tebbutt, Cyril Bennett, Aubrey Ross, Colin Fox and Gary Lawrence. Photos from the event are from Cyril Bennett.



AUGUST MIDWEEK RUN

By Denis Thomas



What the M & Ms will do for Fish and Chips ?

In keeping with the last trip to Chinderah, after three days of the wildest weather we have seen in August for a long time, 11 brave hearts from the Mad Midweek Mob (M & Ms) gathered in Doug Larson park at Beenleigh for our run to Chinderah for a fish and chip lunch. Due to the weather only 5 of the starters were MGs.

The Mid week Gods were on our side as the sun pushed through the clouds to start on time. Roving through Tamborine Village, Canungra, we then went across Clagirabar creek which was running swiftly to our morning tea stop at Natural Arch. The water fall could be heard from our covered table area but small showers of rain prevented us completing the walking

track.....well nobody volunteered to walk so I presume it was the rain.

Having completed our cuppa we moved on to go through the NSW border, Tyalgam, the back streets of Murwillumbah onto Hogan's Road a great MG tropical forest road to Terranora Road then stopping at Chinderah for our lunch from Tweed River Seafoods.

All of us had our fill of fish and chips etc. and as Malcolm put it "our grease and oil change for this year". The Food was well priced and good quality, the company was great and we can do nothing about the weather apart from organizing the next fish and chip run in the middle of a drought to ensure we get some rain.



Participants on August midweek run

Denis Thomas and Trevor Mills	BMW	David and Meryl Miles	MGB GT
Bruce Mutch and Ross Brunkhorst	Forrester	Jeff and Pat Heslewood	Subaru
Malcolm Campbell	MX5	Errol and Wendy Hoger	MGB
Greg and Rhonda Hannant	BMW	Kerry and Val Horgan	MX5
Lloyd and Catherine Cree	MX5	Ian Fettes and Karen Dobbyn	MG 1100

MORE BITS AND PIECES ...continued from page 42

There was a huge contingent of MG members participating in the Leyburn sprint meeting on the weekend of 27/28 August. One of our members was specially honoured at the presentation of trophies as he is the only person to have competed in each of the 16 Leyburn sprint meeting in the same car. He is Ken Freeburn, now Coordinator of the Far North Queensland Chapter.

Ian Welsh of Shifting Focus photography has supplied the following photos: three of Ken in his Cortina (top row), one of outright winner Warwick Hutchinson (bottom left) and one of Vern Hamilton sending up water spouts in the atrocious conditions on the Saturday (bottom right).





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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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Race Meetings

