

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 4

July 2010



**The Letten, Mattea and Kelly MGs at Danta, Italy
pictured against the background of the Dolomites**

MANAGEMENT COMMITTEE

Name	Phone	Mobile	E-mail
PRESIDENT			
Peter May (Debbie)	5495 5187	0412 813 071	petermay65@bigpond.com
VICE-PRESIDENT			
John Tait (Marian)	3376 1216	0401 752 795	jm.tait@inet.net.au
SECRETARY			
Elaine Hamilton (Vern)	3893 2438	0418 870 782	vprojects@uq.net.au
TREASURER			
Carly Mattea (Richard)	3325 0409	0410 310 452	moffmat@bigpond.com
COMMITTEE			
John Davies (Diane)	3341 6798	0402 393 278	johnedavies@ozemail.com.au
Neil Lewis (Kaylee)	3807 6273	0417 773 425	neil.lewis@clarkslogancity.com.au
Ian Fettes	3803 3858	0438 176 279	fettesi@st.net.au
Malcolm Spiden	3266 6350		spidenm@yahoo.com.au
Andrew Willesden (Susan)	3396 2240	0410 059 266	aswillesden@bigpond.com.au
Rob Brown (Kaye)	3885 3019	0414 187 712	rjbcoach@bigpond.net.au

OFFICIALS

	Name	Phone		Name	Phone
Event Secretary	Fred Sayers	3359 2623	Hillclimb	John Davies	3341 6798
	Annette Truscott	0407 494 867	Library	David Robinson	3255 9037(w)
Event Sec. Asst.	David Robinson	3255 9037	Point Score	Ian Fettes	3803 3858
	Richard Mattea	3325 0409	Membership Sec.	Peter Rayment (Delia)	0407 693 947
CAMS Delegate	Gary Gouling	3351 3506	National Meeting	Desley Collins	07 3245 3149
(Alternate)	Ann Thomson	3378 1368	Co-ordinator	patdes@bigpond.net.au	0408 57 55 29 (m)
Chaplain	Ken Trudgian	3886 3409	Chapter Liaison	David Miles	3892 2699
Club Captain (Comp)	Richard Mattea	3325 0409	Far Nth Qld Chapter	Ken Freeburn	0488 195 570
Club Captain (Social)	John Tait	3376 1216	Wide Bay Chapter	Ian Bryant	4124 9771
Co-ordinator (all events)	John Tait	3376 1216	Darling Downs Chapter	Rick Neville	4696 9776
Webmistress	Glenda Crew	3341 4397	Capricorn Chapter	Gurney Clamp	4939 4760
Clubrooms	Tony Slattery	3391 3022			

Octagon Team	Name	Phone	Mobile	E-mail
Editor	Elaine Hamilton	3893 2438	0418 870 782	vprojects@uq.net.au

All enquiries to the secretary:
c/- GPO Box 1847 Brisbane 4001

Headquarters: 8/16 Collinsvale St, Rocklea
E & OE Hillclimb: Gramzow Road, Mt Cotton

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

President's Report

Where does the time go? It's already tax time again and not too far off our Annual General Meeting. The notice of meeting and nomination form for Committee are enclosed with this Octagon. Please don't feel shy about nominating yourself for Committee; there will probably be a couple of vacancies to be filled this year.

Since the last Octagon went to print, we've had many events, the biggest one being the Carselling.com.au Queensland Hillclimb Championships which was a great success. Thanks to Scott Dean of Carselling.com.au we had a naming rights sponsor for the first time in many years and we also had more than enough class sponsors to cover every class. Thanks go to all the people who made the event so successful: the competitors, the organising committee and all the volunteers in their many different roles.

I was down the coast awhile back and stopped off at a certain car dealership. I sat in the new models they had in the very impressive show room. One of the sales persons approached me so I got down to the basics and asked the price and was glad I was sitting down at the time because these top of the range British luxury cars are very expensive. You might be wondering where this is leading but hang in there and I'll get to the point. I asked the sales person if I could have a brochure for the two models that I had sat in and eventually was promised that a brochure would be sent to me. Many months and many calls later I still had not received my brochure, so I rang again and spoke to a manager who was very polite but said he would not send me a brochure because I was not actually going to purchase one of the cars. I was praying that I won Powerball that week so that I could ring and say I have the money now but I won't be purchasing your vehicle. Yes, I did not win so the car of my dreams is still in the show room. I did however end up getting the brochures on the vehicles thanks to Michelle at Car Selling.com.au

who used her charm to obtain a set of brochures for me. I sent her a scratchy ticket and joked in the letter that I sent with it, that if she won she could buy me the car. But alas she did not win either. You will notice that I never actually mention the car type but I am sure it won't be hard for you to guess the brand.

I was also given a brochure on the new MG which is very interesting as it is written in Chinese as well as in English. I did email MG in the UK and asked if they were planning on selling them in Australia to which I never received a reply so I presume there is no plan to sell them in the future which is a shame. Whether they would sell here now that they are Chinese owned, of course, would be interesting to see.

You will see that we have a lot of interesting events coming up so check your calendar in the Octagon or on our web site. I am looking forward to the Christmas in July function at Hervey Bay which should be great. Special thanks to John Tait and Ian Bryant for all their work in organising the event and all the different things planned for the Sunday

With regard to my MGY restoration, Bernie and I have put all the suspension on and will be continuing in the next few weeks with more hard work on this ongoing restoration. However, the end result should be pretty good, thanks to Tony Slattery and Bill Spall for their advice and guidance.

See you on the road or at the hill and at the clubrooms.

Safety Fast



Peter May
(President)
MGCCQ

Some words from Elaine...

Well, it is a bumper issue for you this time. For those you haven't noticed, there are four extra pages inside to assist with allowing us to give you comprehensive coverage on all of our events.

As well as that we have a new column, called 'Tim the Techman'. You'll notice that Tim can give advice on matters other than technical so why not drop him a line to see what advice he can offer you.

I am not sure if this issue has the most dramatic cover ever but isn't it amazing to realize that three of our Club cars have been motoring around Italy including a trip into the Dolomites to visit Dino Mattea's family home in their Pre-War and T type MGs. Hopefully a fuller report on their trip will be forthcoming on their return.

As usual there are a number of reports of events inside including the major hillclimb event, the Queensland

Championships, which deserves the length of coverage given here. It was a spectacularly successful event in every sense marred only by a couple of fairly dramatic accidents which resulted in damage only to cars.

Included as an insert is the notice of meeting for this year's Annual General Meeting. This is coming to you quite early but leaving it until the next Octagon may not have allowed us to meet the time of notice required by our Constitution. Please note that there is also a form for Nomination for Committee. Please don't stand back and wait for someone to nominate you; if you are interested please take the initiative and ensure your form reaches us at least 14 days before the AGM.

Closing date for material for the September Octagon is 27th August.

SOCIAL NEWS

Keep up to date with details published on the club website and website calendar or contact John Tait on 3376 1216.

NOGGIN 'n' NATTER MATTERS

Friday 3 September - A surprise appearance of a very special MGC or maybe two MGCs. This is to be confirmed but will be another MG display night not to be missed.

Remember that food is available and the bar is open for these events at the clubrooms.

DAY RUNS AND EVENTS

Midweek Day Runs

These are held on the fourth Wednesday of each month (except December) and are being very well supported. Read about them in this issue. The July run will see us going north to the Maleny area with Stu and Wendy Gross and we'll be heading south with Will Charlton in August. Trevor Mills is working on a run to the Bunya Mountains with optional overnight for September. I hope to have a special run in October to an aviation museum and Bruce Ibbotson is planning a great end of year run to a special lunch spot for November. Stay tuned and check the calendar for details.

Weekend Runs And Events

Sunday 11 July - RACQ MotorFest. For those who wish to arrive in convoy and be grouped together at the venue, a meeting place has been set at the park on the corner of Remora Rd & Hercules St. Hamilton, UBD map 140 R17. Meet at 7:30 am for departure at 8:00 am. Contact Cyril Bennett on 3300 3915 or email

Weekend 24/25 July - Christmas in July at Hervey Bay is now fully subscribed. The run north for the Brisbane region will be departing Pine Rivers Park at 8:30 am. Contact John Tait.

Saturday 21 August - Yes a Saturday run. This one will be going to Leyburn Sprints via scenic Ma Ma Creek and historic Clifton. Departing Marburg at 8:00 am. We will be parking in amongst all the action at the Leyburn Sprints in the pits (not

the general parking area) as a club display, which will also give you the opportunity to drive around the track as part of the Grand Parade around midday. Entry cost for the day is \$15 per person. The events at Leyburn will be running from 8:00 am to 5:00 pm and food/drinks will be available on site. If you wish to attend, PLEASE RSVP and advise your car registration number to John Tait by email or telephone (07) 3376 1216 so that your pit parking pass can be arranged. Please respond by 31 July 2010.

Sunday 29 August - Departing Colleges Crossing at 8:30 am to the Festival Of Flight at Watt's Bridge airfield. The run will take us over Pine Mountain and along the Brisbane Valley Highway via Toogoolawah to Watt's Bridge airfield. There will be a short pit (comfort) stop at Esk. Admission cost: Driver with vehicle - free. Passengers - \$5 each by donation. Full catering will be available at the airfield throughout the day. Brisbane region members wishing to attend, PLEASE RSVP to John Tait by email or telephone (07) 3376 1216. Please respond by 15 August 2010.

PRE-WAR AND T TYPE WEEKEND AWAY, 4/5 SEPT.

\$50 deposit for each motel room is needed to secure a place as only 15 rooms are booked. Motel bookings close on Wednesday prior to the event and are \$135 for double/twin including breakfast. There will be a restaurant dinner on the Saturday Night (cost varies due to menu selection). Lunch on Saturday and Sunday will be less than \$25/head. BYO tea/coffee breaks Sat/Sun. Members who attend the "Schiller Collection Tour" on the Saturday and not stay overnight at Toowoomba still need to book a place with Tony Slattery, so he can organize catering for Saturday lunch. Contact Tony at mgyregister@optusnet.com.au

Sunday 12 September - A great scenic drive to Speed On Tweed. Details to be advised very soon. Contact Roger Paltridge 5572 4735.

Notice Board

The Clubrooms are now 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 each month and there will be a concentrated attempt to have something special happening on the first Friday of each month. Your suggestions are welcomed.

Sat/Sun	24/25 Jul	'Christmas in July' at Hervey Bay
Wed	28 Jul	Midweek run. Contact Stuart & Wendy Gross (07) 5497 0929
Sun	1 Aug	Concours at University of Queensland. Supp regs will be on the website soon.
Fri	6 Aug	Noggin 'n' Natter
Sat/Sun	7/8 Aug	Round 3 of Tighe Cams hillclimb series
Fri	Aug 13	Planning meeting for 2013 National meeting at Clubrooms starting at 7.30pm
Fri	Aug 20	Noggin 'n' Natter but no night navigation run. See next entry.
Sat	Aug 21	Afternoon into evening Navigation run
Sat	Aug 21	Day run to Leyburn Sprints. Contact John Tait 3376 1216
Wed	Aug 25	Midweek run. Contact Will Charlton 5522 8881
Fri	Sep 24	AGM at Clubrooms (7.30pm)

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.

Membership

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

Anthony Brindley	Noel Davis	Patrick Stephens	Mark Roberts
Alexander Centrih	Les Griffiths	Raymond Clarence	Chad Kirkby
Jonathan Daniels	Dale Hartnett	Tim Hill	Bill Manns
David Hartnett	Lucien Lloyd-West	David Roberts	Lyn Hayward
Adrian Holmes	Douglas Pailthorpe	Malcolm McKenzie	Warren Clark
Diane Stables	Brett Sprunt	Debra McLatchey	Kristy McAndrew
Keith Brent	Frank Wolfendale	Maurice Pickering	
Walter Carlton	Alexandra Wolfendale	Steve Purdy	

Letter to the Editor

11 June 201

Dear Elaine

As you are aware, I believe I have been able to contact all individuals who were directly involved in extracting me from my vehicle last Saturday. However, as there were many others, including officials, competitors and spectators who went out of their way to enquire over my well being and offer their support and assistance that afternoon, the only way I can attempt to acknowledge them all is through the Committee.

Not only does the MGCCW organize many and varied events, both social and competitive, my experience last weekend really brought home to me what a well oiled and professional team of organizers, officials and other volunteers we have. I would like to extend my sincere thanks to each and every one of them.

Our experiences with the MGCCQ have always been positive, but last week-end provided a clear demonstration, to me, of what a great and supportive group of people we have joined.

Sincere and grateful thanks

Desley Collins



Some of the helpers at the scene

For Sale / Wanted



FOR SALE

The **WSA CLUBMAN'S** chassis / frame is a copy of a LOTUS 7.

The body is aluminium with fibreglass guards and nose cone. It is powered by a 1300 cc Ford crossflow motor, with Cosworth FJ camshaft, Cosworth spec head and fuelled by a 45 mm side draught Weber. The output is about 120/130 BHP. Transmission is through a Ford Escort gearbox and diff. The car was built mainly for sprints and hillclimbs but would be very capable on a race circuit. It comes complete with trailer and some spares. \$21000.00 Contact Kev Johns 07 4666 2240 or 0407 013 862.

FOR SALE

1993 Eunost sportster.

Imported to Australia by first owner in 2004. I am second owner.

106600 km..Registered to November 2010. 1800cc 5 speed. Aircon. Power steer. Pioneer sound system. Foglamps. Nardi Torino wood rim sports steering wheel. Very good condition. I am asking \$12900.

Phone Brian Reynolds 07 41591628 or email bwreynolds@bigpond.com

FOR SALE

- Gearbox 1800 MGB Mk1 Fully reconditioned .
- Price: \$1500.00 o.n.o.

- Midget MG Grille (vertical bar) Mk1/11 Reconditioned . Price: \$200.00 o.n.o.

- Compressor - 3 phase 2 stage, single cylinder . Price: \$300.00 o.n.o.

- Press - Punch and Die - foot operated Price: \$200.00 Make an offer.

- Gearbox - Smooth case with close cut road ratios suit Mk1/2 Sprite or Mk1 Midget. Reconditioned. \$1500.00

Phone Peter Tighe Friday to Sunday on 07 5435 2247



FOR SALE

MG Midget Wire wheels x 5. Reconditioned and powder coated silver/grey. Price: \$600.00 for the set. Contact: David Robinson Phone: 0417 731 455

WANTED

CAMS manuals for the following years are needed to complete the Club's collection. Can you help? The years needed are:

1959 65; 67 69; 72; 74.

Also **WANTED** for the Clubrooms is a time-expired parachute to replace the one which has done service as a sound absorber for the past few years.

Contact David Robinson on 0417 731 455 or by email to robo25@bigpond.net.au.



TIM THE TECHMAN

Despite my name (alliteration rules!) I am here to answer any questions relating to your MG and problems you may have with it or its driver/s. Send your queries to me via the Editor at .

Question: Dear Tim the Techman,

I really need your help with this problem. When we go for a drive in our MG, my husband says not to talk because he is listening for car sounds such as the "tappits", "pinging" and "the battery terminals". I didn't know the battery terminals made a noise.

Is he serious and shouldn't I be allowed to talk or is it dangerous?

Margaret Gladsby.

Answer: Dear Margaret,

Battery terminals can be very, very serious; however, the main thing is to enjoy each other's company driving your MG.

Question: Dear Tim the Techman;

My mother has asked if she can have a drive in our MG. My husband told her she needs to get a certificate from a psychiatrist to say she is sane. She refuses to see a psychiatrist. Why would she need a psychiatrist's letter?

Marilyn Godsbey

Answer: Dear Marilyn,

The car is insured not the driver. However, I don't know your mother and your husband does.

Question: Dear Tim the Techman;

My MG is BRG and I want it painted yellow colour because that is the colour of my cat's eyes. Will it affect the value of my car?

Meredith Gutenheim

Answer: Dear Meredith,

British Racing Green is a very popular colour for MGs. Why don't you have your cat painted yellow instead?



SUMP PLUG

Who is the twice Australian and 5 times Queensland Hill Climb Champion who, when competing at the recent Coottha Classic, positioned his red Bolwell Nagari into his allocated pit bay on the Friday afternoon ready for the competition on the weekend. Unfortunately he 'conveniently' left the ignition keys at home on the Saturday morning. Lucky for him he has an understanding pit crew who were able to transport him home and back with those keys.

What do you do when someone gives you an antique looking violin and bow? GoPro Motorsport Hero Camera distributor Alan McConnell found himself in this situation, so a trip to MGCCQ member John Simmers of Simmers Violin Shop for an appraisal was arranged in the hope that the 1748 (year identified on the instrument) violin would prove valuable. Alas, this example was not exactly worth a heap, about \$5.00 as it was more the K-Mart type brand of the 1748s, with the bow the most valuable piece.

FROM THE PAST

Reproduced below are some more photos made available by John Muller. The top one shows founding Club members (left to right) Phil Hickey, Frank Taylor and John Muller and the bottom one some interesting photos of a TC.



Yes, that was a TC. Do you know anything about it? Information on it is requested.

SHEPHARDS CLASSIC GARAGE

19 Advance Rd Kuluin QLD 4558

*Specialising in all mechanical repairs
to MG's from MGA-MGTF and ZT*

Phone (07) 5443 5432

Anthony 0424 823 826 Morgan 0424 823 825
Email shephardsclassicgarage@gmail.com



TYRETECH

AUSTRALIA

PERFORMANCE TYRES & MOTORSPORT SERVICES

Tyres:

Yokohama, Falken,
Bridgestone, Hoosier,
Avon

149 Abbotsford Road, Bowen Hills

Phone: 3252 8022

Racewear & Equipment: Racesuits, Boots, Gloves, Helmets,
Seats, Harnesses, Fire Extinguishers

LIDDLE'S

CYLINDER HEAD ENGINEERING

Cylinder Head Repairs and Reconditioning
15/58 Bullockhead Street,
Sumner Park, Qld.

Phone:
(07) 3376 2991

Bits & Pieces

A **Come and Try** morning has been scheduled at the Hillclimb for the morning of Sat 25th September. This is for people who have not driven at Mt Cotton before but are thinking of competing there. If you would like to register for it (numbers are limited), please contact Peter May on 5495 5187.

A new perpetual trophy at the hillclimb: As you know from the previous issue of the Octagon, Bob Cossor who died recently was a past Club Committee member and Vice-President. He, and his family, were very hard workers and competitors at the hillclimb. Bev, his widow, has requested that she be allowed to provide a perpetual trophy in Bob's honour and this will be presented to the winner of Fastest Time of Day at the Ironman hillclimb each year. This year that will be on the 19th September.

The Club welcomes a new Coord for the **FNQ chapter** and thanks the inaugural Coordinator, Justin Nicholls, for his work in setting up the Chapter and having it running smoothly for Ken Freeburn to take over. Our thanks to both of them for helping to make the Club flag fly high in the Far North.



Easter 2011 National Meeting Newcastle

By now, you should have received Bulletin 1 for the 2011 National Meeting. If you have not yet received

Bulletin 1, please contact Desley Collins on 3245 3149 or by Email at patdes@bigpond.net.au.

Members still seeking accommodation for the 2011 National Meeting are welcome to leave their names with Julie Kunst in case she has late cancellations at The Sovereign Inn. You could also, as a back-up, book into one of the nearby motels such as the Travellers Motor Village which is approximately 200m down the road at 295 Maitland Road, or the Comfort Inn which is almost directly opposite the Travellers at 418 Maitland Road. Julie can be contacted on 07 4997 2553 or by Email at juliek26@bigpond.net.au



A friend of Roy Davis has produced a picture 'book' for children based on his character, a dog named Nindi, visiting Mt Cotton hillclimb. You can see the video of the book at <http://vimeo.com/12349948>.

Amongst some rubbish about to be thrown out was a copy of the BMC Rosette, a newspaper published every two months by BMC Australia in the 'good old days'. A quick look through it found the following pictures and articles of interest, the last one probably being the reason that it hadn't ever made its way into the recycling bin.

The headline reads 'Car chosen for carefree image' while the one beginning 'TV' reads "TV detective gets his MGB". And you all know, of course, that the TV detective was Leonard Teale whose exploits at Mt Cotton in borrowed cars left the owners less than carefree!

Some other headlines from the paper were:

Patrols in Cooper S Minis get big results : Police choice for safety in special road squad

Impressed by Austin Ambulance (Sydney's Central District Ambulance Service takes delivery of a BMC Austin Ambulance)

BMC 1100 range top of output by Britain

BMC cars make history in Outback on test run

Rapid success by BMC /2SM roads reporting patrol

Cooper S dominates in Moldau Rally in Czechoslovakia

Several tours for BMC National Youth Orchestra

Fastback MGB unit impresses

MGB Targa Florio win

Sussex Police patrols using MGB GT fleet

Record Mini cram on TV (27 UQ students into a Mini DeLuxe



.....
**Some interesting information
 from John Campbell:**

It's funny how fate has a hand in things. Unless certain events happened in the fifties, Mt Cotton might not have existed. I was quizzing our hillclimb architect Jon McCarthy on his recently-exposed (to me) strong interest in MotoGP and I commented that in all the time I had known him he'd been a 4-wheel man with no motorcycle leanings. Not so he said. He was interested in bikes before motor racing .. Herewith his remarks: **"Strangely enough I went to a grass track bike race meeting out beyond Archerfield and then also to Lowood for a bike race meeting. I was helping lap score with the two daughters of a friend of my mother. We went in the back of an FJ Holden Ute real style in those days! I think Lowood was a combined bike and car race meeting so that got me interested in car racing, must have been about 1955?? Didn't get back until the 1959 AGP at Lowood which was great race to start with Lex Davidson and Alex Mildren separated by .05 second. I have never ridden a motorbike or been a pillion passenger on one and have no intention of doing so, particularly after seeing the two seater MotoGP Ducati in action at Silverstone. Talk about underwear changing moments!!! Sitting on that would be like racing a ladder from the top rung!"**



Some news from Bundaberg from the Dansies! On the Queen's Birthday Weekend, a total of 120 cars from 35 car clubs took part in the Qld Historic Council Rally held in Bundaberg. The photo shows the line-up



The Club now has its own shelter and it provided a fine setting for our Regalia shop at the Qld Hillclimb Championships. It was 'manned' by Peter May and Susan Willesden and John Knoblauch was a happy customer when this photo was taken.



"All tucked up in bed". With the QHC being a three day event, cars are left securely tucked up for the night awaiting the next day when the paddock comes to life again.

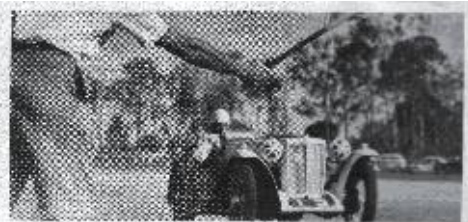


"Before and after the finishing line". After coming all the way from Mudgee for the QHC, Doug Barry failed to negotiate the finishing line safely on practice day. Amazingly he had the car ready to compete at the NSW Championship round the following weekend at Grafton.



Bill and the GEK leave a path for others to follow or not..... Close examination of the photo shows Bill's head at 90 degrees to the track as he looks back at the path he traced.

Is Greg Hannant getting a lot of support as he deals with a flat tyre on a midweek run or is he conducting a lesson on 'how to change an MGB wheel'? If so, it was a very behaved and attentive class.



SOLE EFFORT For his very first start in competitive driving - Brisbane enthusiast Tom Ross (driving MG PU) scored in Strathpine's restricted handicap on May 26.



HEERE COMES Mrs. Ann Thompson in her MG TC, clearing out of the strathpine chicanes. She was the only women driver to compete at the meeting.

And a good bit of Club history as Tom Ross (top photo) and Ann Thomson (lower) are photographed at Strathpine on May 26 1956



THE BROWN COWS TOUR OF EUROPE

Occasionally plans come to fruition when all indications are that all could go wrong such as sinking ships, diversions to other ports and Italian

Customs officials. Our itinerary was planned for us to arrive in Ancona, on the east coast of Italy, at 2pm on Friday the 21st May to pick up our MGs for travel to Gabbice Mare on the Sunday for the MG European Event of the Year.

All advice and the 20 or so emails indicated we should have allowed at least half a day and be armed with a paperwork mountain proving ownership of our cars back to when built. The reality was far different; we arrived at Port, opened container, drove or in my case pushed the cars to the customs station, inspected the paperwork and drove away 30 minutes later. I guess everyone was in a hurry to go home or in our case back to the hotel for a drink.

Saturday was spent fettling the cars for our first taste of Italian roads, drivers and travelling in the gutter; fortunately we had a straight run up the coast to Gabbice Mare, a distance of about 100kms. We settled into our hotel overlooking the Adriatic on Sunday afternoon ready for the MG European Event of the Year that started on the Monday.

A steady stream of cars arrived from all over Europe including large contingents from Denmark, Holland and the United Kingdom, one hundred and ninety three cars from sixteen countries in Europe and Australia. Most models of MG were represented including MMM, TB and SA from the pre war period and post war TCs to MGZT, with MGA and MGBs being the most popular makes.

In the garage at the hotel an original example of an MG L1 was along side an 1800cc MG TF, no not the modern TF but an MG TF 1500 fitted with MG B motor and disc brakes, good for the German and Swiss Alps according to the owner.



The Matteas, Kellys and Lettens receive their awards



The Lettens acknowledge the photographer during the procession

The week culminated in a gala dinner dance at a local restaurant with the Lettens, Matteas and Kellys being given the award for the participants who travelled the furthest distance to the event.

We were made welcome by so many people, a lot of whom expressed interest in coming to Australia for the 2013 National Meet to be held in Queensland. At times we would have required a truck load of badges, polo shirts and caps to meet the requests from fellow enthusiasts.

The week commenced with the registration and receiving of the meet regalia followed in the evening with welcome by the MG Car Club d'Italia President FabioFilippello.

Tuesday heralded the first of the daily runs through the picturesque Italian countryside to majestic castles and villages set on the tops of the hills, some I might add were second gear territory to scale the heights especially when those modern MG drivers where taking it easy enjoying the sights whilst not realizing pre-war cars require a suitable run up to tackle any decent incline.

The Italians certainly do everything with style, momentarily I thought that I was part of the Tour D'Italia as the daily run was lead off by a Carabinieri Lamborghini and motorcycle escorts, who then proceeded to ensure swift passage of the two hundred car cavalcade through all intersections holding traffic at bay; for a while I thought I was someone important.

Many thanks to the MG Car Club d'Italia, its Presidente Fabio Filippello and the many helpers who made this such a great event to attend.

On Monday the 31st we started the rest of our tour visiting towns and sites of significant from the 1933 Mille Miglia.

Cheers

Ross and Shez Letten; Dino and Margaret Mattea; Ross and Georgia Kelly.



The square full of MGs from above



and from within the Square



The Carabinieri Lamborghini

PPS UNLEADED RACE FUEL

Available from

Laker Paint Company	Queensland Rd, Darra	3375 5039
Gear torque	6/3485 Pacific Hwy, Slacks Creek	3808 2020
Performance World	1/4 Ferric St, Virginia	3865 5550
Autobarn Lawnton	690 Gympie Road, Lawnton	3889 7488
Pro Dirt Motorsport	63 Colebard St West, Archerfield	3277 9877
Swift Race Engines	1/14 Rodwell St, Archerfield	3277 9123
John White Race Engines	8 Deshon St, Woolloongabba	3391 8533

The House Of



**For New and Second Hand
Parts and Car Sales,
Please contact Wayne Henman**



Our contact details are as follows:

Address:

PO Box 1312

WARWICK QLD 4250

Ph/Fax No: 07 4661 2384

Mobile: 0413 511 470

Email: sales@thehouseofmg.com.au

DAVID HACK RUN

By John Tait

On 2nd May, the group departed Marburg at 7:00am to drive to Toowoomba airport and meet up with the Darling Downs Chapter at the David Hack Memorial Classic Car and Aircraft Display.

We travelled up via Flagstone Creek Road for something different - a journey that was unexpectedly eventful. Kevin Trower volunteered to run as Tail-end Charlie and needed to round up a couple of errant cars. We eventually regrouped outside of Gatton. Trevor Taylor had a nasty surprise when the driver's door of his TF decided to unlatch at speed and fold back. Naturally this ruined his day. We sincerely hope the TF has been mended OK and that we'll see you along on another run soon Trevor.

The display of cars and aircraft was fantastic. If you haven't been, you should make the pilgrimage some time. Awards were won by Darling Downs Chapter cars; more information in Chapter Chatter.

Participants were:

John & Marian Tait	MGB GT	Yellow
Matt Johnson	MGB	Red
Bernie & Charmaine Pereira	MGB GT V8	BRG
David Miles & Bruce Bayliss	MG Magnette	Grey
Tony Slattery & Bill Spall	MG Midget	Red
Mathew & Lachlan Holmes	MGB	BRG
Kevin Trower	Commodore	White
Trevor Taylor	MG TF	Cream
John & Ned Robertson	MGR V8	Green
Bruce & Anne Hill	MGB	White

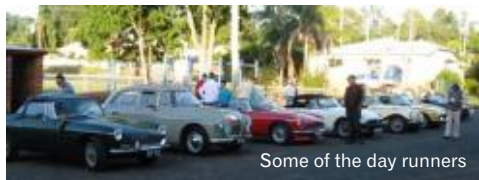


Col Schiller, 1st place in the Classic Saloon competition with his MG SA.

again present in significant numbers. Overall the very impressive turnout of so many vehicles and aircraft must have been very pleasing to the organisers, and ultimately, the Leukaemia Foundation. Congratulations must go to two MG owners, one a member and the other a prospective member. Col Schiller, member of the Darling Downs Chapter, was awarded first place in the 'Classic Saloon' competition for his immaculate MG SA and Russell Douglas, prospective member, was awarded first place in his section of the competition for his equally immaculate MGBGT. The judges were heard to comment that they really had their work cut out for them as there were so many high quality cars present.



Russell Douglas with his award-winning MGB GT



Some of the day runners

David Hack Day - 2 May 2010

It seems that the David Hack Day, held each year on the first Sunday in May at the Toowoomba Airport, always brings out the best in the weather and 2010 was no exception. The attendance of the MG fraternity was perhaps a little down on previous years although Brisbane contributed ten cars to add to the eleven from the Darling Downs Chapter. The Gold Coast MG fraternity followed on from last year and was



MGs old and...



...and MGs new

Queensland Hill Climb Championships



Rainy weather the previous weekend gave way to beautiful crisp Winter days blessing the whole weekend of the Championships. Through the generous assistance of the wonderful sponsors, the club was able to have all classes supported as well as present a great weekend and championship event. The regular knowledgeable crowd attended and showed their appreciation to the competitors for quick times.

As this event is a State Championship event all vehicles required a log book thus many usual runners in the club hill climb series were not contesting the event. Many of these regular competitors assisted in the running of the event by volunteering as officials and we thank them for all their efforts in making the event a success.

Official Practice gave the top dozen as Peter Gumley (38.97), Alan McConnell (39.57), Warwick Hutchinson (39.72), Doug Barry (40.44), Darren Duffield (40.88), Bob Haines (42.62), Chad Kirby (43.69), Michael Collins (fastest touring car,

43.78), Michael Ciccotelli (44.39), John Boyce (44.45), Terry Johns (fastest sports car, 44.46), and Mark Trenoweth (44.86). Unfortunately Doug Barry (Lola T8750) and the matriarch of the Collins Dynasty, Desley Collins (Mazda MX5) were unable to compete on Sunday.

The first official run on Sunday had two local drivers leading the top 15: Alan McConnell (39.71), Warwick Hutchinson (40.31), from Peter Gumley (40.32), Rod Johns (41.76), Darren Duffield (42.67), Bill Norman (42.73), Michael Collins (43.80), Michael Ciccotelli (44.42), John Boyce (44.61), Darren Holland (45.56), Terry Johns (45.81), Chad Kirby (45.86), Ken Graham (46.62), David Malone (46.64), and Darren Robb (47.03). Second run saw Peter Gumley jump into the lead with a 38.98 sec run whilst Warwick Hutchinson was quickest Queenslander with a 39.25 run and personal best to that point in proceedings with Alan McConnell being third with a 39.52 run. The anticipated order was changed after the third climb as Bill Norman claimed second spot after a

39.07 run and the top few places were set. At the conclusion of the fifth and final run the top 15 were Peter Gumley (38.34), Bill Norman (fastest Sports car, 39.06), Warwick Hutchinson (fastest Queenslander with a personal best time of 39.13), Alan McConnell (39.50), Rod Johns (40.03), Darren Duffield (41.40), Robert Haines (42.28), Michael Collins (fastest Touring car, 43.50), John Boyce (43.37), Michael Ciccotelli (43.82), Simon Lake (44.07), Darren Robb (44.35), David Homer (44.66), Darren Holland (45.16) and Jae Collins (45.29).

DARLING DOWNS CHAPTER of the MGCCQ supported the Improved Production 1601 to 2000 cc class won by Gary Pitt (Escort, 47.27) from Dave Sidery (VW Beetle with a personal best 51.53) and Nev Newton (Cortina 54.04).



GOPRO CAMERAS sponsored the Sports Sedan up to 1600 cc class. This was a seesawing contest as firstly Donn Vidler was quickest with a 51.97 run in his Morris Cooper S, then the Honda Civic of Ferris Lee in 50.97, then Donn (50.69) before Ferris won this class on his fifth climb in 50.22 secs from Donn (50.69), Jeffrey Bird (Morris Mini K, 51.77) and Daryl Morton (Morris Cooper S, 52.67). Ferris had damaged the left rear tail light after a spin at the Coot Tha Classic the week before, the left side surviving this weekend however not the right hand rear light after an indiscretion past the finish line.



PERF PET SUPPLIES Sports Sedans 1601 to 2000 cc class was won by Russel Mirfin in his Holden Gemini in 56.41 secs (pictured with Dick at the presentation of trophies)



John Gilbert (top photo) and Brad and Glen (lower photo). Trophy presenter was Dick Johnson

BRAD KIMBERLEY CARS sponsored the Improved Production 3001 cc & over class which went to John Gilbert in his Holden Commodore with a best time of 47.10 secs. Brad Stratton in David Malone's Torana GTR XU1 took out the Group N 2001 cc and over Historic class in 49.25 secs from Glen Wesener (Torana GTR XU1, 49.81).

SHERGOLD HOMES and **WIDE BY CHAPTER** of the **MGCCQ** gave support for the Historic Group N up to 2000 cc. Dean Tighe (Escort, 49.41) was just 0.38 outside Neil Lewis' class record and won from Neil Lewis (as relief driver in his white Cortina, 52.53), Cairns member Ken Freeburn (Lewis White Cortina, 53.35), and Ron Duffield in his genuine 960 cc Hillman Imp (61.20). Neil Lewis had to become the relief driver after his familiar blue Cortina suffered an engine disaster on his first run (of 54.22 secs) as later inspection identified number 3 conrod had broken. Photo on page 17.

Rod Johns (Norris Hawk Mk 11A) won the Formula Libre 751 to 1300 cc class in 40.03 secs from Simon Lake (Ecurie Escargot Mk11, 44.07), Darren Robb (Group A Spl GAE01, 44.35), Chad Kirkby (BNG#1, 45.86), Warren Robb (Group A Spl GAE01, 46.16), and Chris Lake (Ecurie Escargot Mk11, 47.70).



Formula Libre 751-1300 winners with Murray Elliot, Deputy Mayor of Redland City Council

COTTON CREATIONS sponsored five classes including the Formula Ford class won by Hayden Cooper (Van Diemen RF94, 46.67 secs) and the Historic Group Q class where unfortunately Vern Hamilton was unable to compete in his Elfin 623 as the camshaft was found to have broken during practice. Hopefully there is no damage to the Holbay engine as the shaft had broken near the distributor and oil pump gears.



Hayden receives his trophy from Peter Dowling, MP for Redlands

Group S provided a spirited and friendly class contest. This revived those competitive times of the 1930 when the 2 two English factories were attempting to better each other. Mike Allen eventually took the class with a new record run of 51.53 secs in his Austin Healey Sprite from Steve Purdy (MG Midget, 51.55) and Brendon Todd (MG Midget, 52.20). During the day firstly Mike Allen was ahead with a new class record 51.82 (breaking Steve Purdy's existing class record of 51.99 secs) then Steve Purdy responded the next run in 51.55 and another record until Mike claimed the day on his last climb setting the new mark

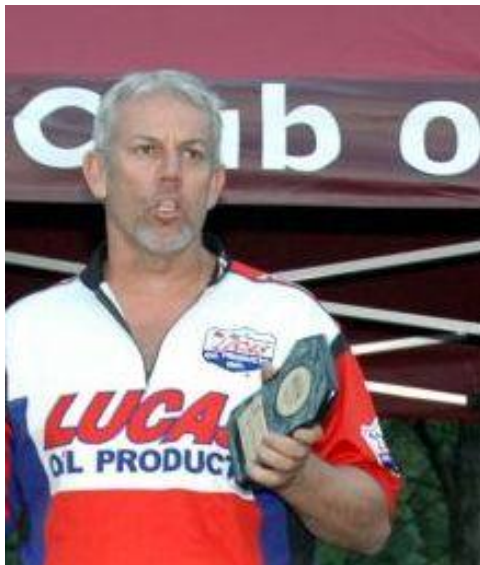


Group S showed the true spirit of friendly competition



Marque sports up to 1600cc winners

Marque Sports Cars up to 1600 cc was equally as exciting as Darryl Searle won the class in his Amaroo Clubman in 46.35 secs from Ross Rundle (Westfield SE, 48.02) then Ainsley Fitzgerald (Westfield SE, 48.10) and Roger Marshall (MG Midget, 50.79). Ainsley had been in second place for the first four climbs (49.74, 48.10, 48.53 and 49.33) to Ross's times (52.10, 49.38, 49.76 and 48.23) until the fifth climb when Ross recorded a time just 0.08 ahead of Ainsley's best..



Alan Don (Group V) and Mark Crespan
(Open sports cars 2001cc and over)

ENVIROHEALTH CONSULTING Historic Group V class won by Alan Don (top photo) in his Nimbus Formula Vee (1200 ccs) in 54.56 secs. Mark Crespan (lower photo) won the Sports Cars 2001 & over class in his Cobra Sports Car with a 46.27 time.

ULTIMATE POWER STEERING Marque Sports 1601 to 2000 cc class saw Giles Cooper win in a time of 47.66 secs in his Lotus Elise, just 0.11 seconds ahead of the Lotus Elise of John Prefontaine (47.77) and Civil Celebrant Will Charlton in his Fraser Clubman who recorded a best time of 50.07.



Marque sports 1601-2000 and over



Formula Libre 2001cc and over

Peter Gumley (Wortmeyer SCV VW S/c, 38.34) won the Formula Libre 2001cc & over class to win the title followed by Warwick Hutchinson (Van Diemen RPV02 with a personal best time of 39.13), Daren Duffield (RPV01, 41.40), Bob Haines (HRC Mk1, 42.28), John Boyce (Kaditcha VW, 43.37), Stan Pobjoy, (VW Special S/c, 45.54), John Moore (45.70) and Chris Moore (46.36) both driving the Hi-Jinx Buggy.

THUNDERBOX TOOLBOXES supported the larger Marque Sports Cars classes. Roy Davis won the 2001 to 3000 cc in his Triumph GT6 with a best time of 46.90 secs. John Broadbent won the 3001 and over class in his TVR Tuscan in 47.79 secs. The MGB GT V/8 battle between Barry Evans and John Walker concluded when Barry lowered his own MG record from 50.34 secs (set in June 2007) to 49.84. Barry reversed the result from

auto**motion**

Caring for cars with character

- Log book servicing & all mechanical repairs • Vehicle tuning
- Vehicle inspections • Restoration, race & track preparation & track day support
- The Prestige & Classic car specialists

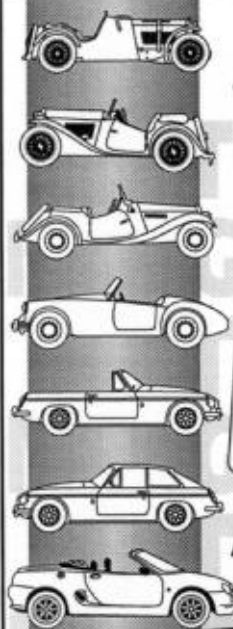
Chris and Cameron are fully qualified to service and maintain all makes of vehicle. Specialised training (dealership & factory)

with **Ferrari, Maserati, Lotus, MGF and Mercedes-Benz.**

Bogan Street, Albion QLD 4010

Call Chris or Cam on 07 3256 1966

www.automotionqld.com.au | email: info@automotionqld.com.au



Safety fast!



- Our workshops are staffed with UK trained mechanics able to repair all British built cars.
- We offer in-house coachbuilding, panel and paint repairs, and complete trimming facilities.
- Licensed motor dealers – audited trust account for resale vehicles.
- British Motor Heritage Approved 
- Moss authorised distributor for over 38 years with access to comprehensive illustrated parts catalogues.
- Huge range of 'off the self' new and used parts at competitive prices.
- Correct wire wheel balancing and factory SU test bench.
- Always a large range of used MGs for sale.

Abingdon Motors

(INC. ABINGDON SPARES)

A.C.N. 000 986 127

192 ANNERLEY ROAD, DUTTON PARK, BRISBANE, Q. 4102.

TELEPHONE (07) 3844 2881 FAX (07) 3844 8278

 A company run by enthusiasts for enthusiasts.

Email: abingdon@mgcity.com.au

Website: www.mgcity.com.au



Roy Davis



Terry Johns (Sports 1300)



Marque sports cars 3001cc and over



Improved Production 2001-3000cc



Formula V

JOHN FRASER FLEET and DRIVER CONSULTANCY

Sports Cars Closed 2001 & over went to David Homer (Suzuki Swift EVO 2000 cc turbo, 44.66), from Barry Hayes (Holden Commodore 3811 cc S/c, 48.72).



Sports cars closed 2001cc and over

the recent MG only hill climb. Julie Evans recorded her personal best in Barry's V/8 with a 55.11 run. The Improved Production 2001 to 3000 cc class was won by Ken Graham from Pauline Graham both driving their Datsun 1600 SSS with Ken recoding a 45.82 and Pauline a 47.13 time.

BRISBANE WATCH SERVICE CENTRE Sports 1300/Supersports was won by Terry Johns in his Suzuki Esprit with a 45.52 time.

SOLID PLASTERING & CELEBRATIONS ON TIME

Sports Sedans 2001 & over class saw Michael Collins (Subaru WRX, 43.36) quickest from Darren Holland (Subaru WRX STi, 45.16), just 0.13 ahead of Jae Collins (Subaru WRX, 45.29),



with David Malone 0.38 after Jae (Torana GTR XU1, 45.67), Jeff Daniels (Escort, 47.31), Roger Bartlett (Escort, 53.79). The class and crowd were deprived of a great tussle when Mark Trenoweth had the misfortune to break the left rear upright suspension unit of the wonderful Jaguar XJS on his first run. Winners pictured above.

McINNES WILSON LAWYERS Sports Cars Open up to 2000cc saw Bill Norman twice lower his own class record in his GEK Kawasaki from 40.44 secs mark to 39.07 then 39.06 which not only gave him the class win but it enabled Bill to take second outright. Chris Johns and Anthony Toft both recorded personal best times in the Suzuki Cappuccino. Chris ran a 49.00 time and Anthony a 50.09 climb.



ALFAPART MILANO Formula Libre up to 750 cc went to Michael Ciccotelli (Gladiator LC 500, 600 cc, 43.82), with Gregory Bouwhuis (Eliminator LC500, 500 cc, 45.93) and Graham Arnold (Piranha TD4, 749 cc, 49.15) completing the class places. Unfortunately Michael's Kart broke a drive chain on his final attempt as he was improving with each run and may have recorded a quicker time.



FRENCH CAR CARE Formula Libre 1301 to 2000cc saw Alan McConnell (Van Diemen RF87, 39.50) win from current Queensland Motorkhana Champion, Noel Caplet in his Paris Renault Special (48.71). Noel's car is specially built for motorkhanas not speed events and is great to see him run at the championship event.



TOOWOOMBA ENGINE CENTRE Improved Production up to 1600 cc class went to Scott Dean (Toyota Tercel, 49.00) just 0.68 sec ahead of Steve Arlidge (Suzuki Swift 49.68), Mike Anderson (Daihatsu Charade, 52.56), Ian Fettes (Daihatsu Charade, 53.30), and Gavin McAlpin (Morris Mini, 54.57).



IP up to 1600cc winners Scott Dean (l) and Steve Arlidge (r) exchange congratulations

At this meeting there were a number of drivers under the age of 21. They were Terry Johns, Jae Collins, Ryan Collins, Cody Collins, Christopher Moore and Hayden Cooper. It is wonderful to see these young competitors driving with such skill and all recording such great times.

MAJOR AWARDS

Tasman Building Society Perpetual Trophy for FTD



Won by Peter Gumley (centre) with Bill Norman (2nd outright) and Warwick Huthinson (3rd outright) and Trophy presenter Dick Johnson

Glyn Scott Trophy for Fastest time by a Sports Car



won by Bill Norman in a record-breaking time and presented by Dick Johnson

Martin Tighe Trophy for fastest time by a Formula Ford



won by Hayden Cooper(right) and presented by Dean Tighe

Vince Appleby Trophy for fastest time by a Sedan

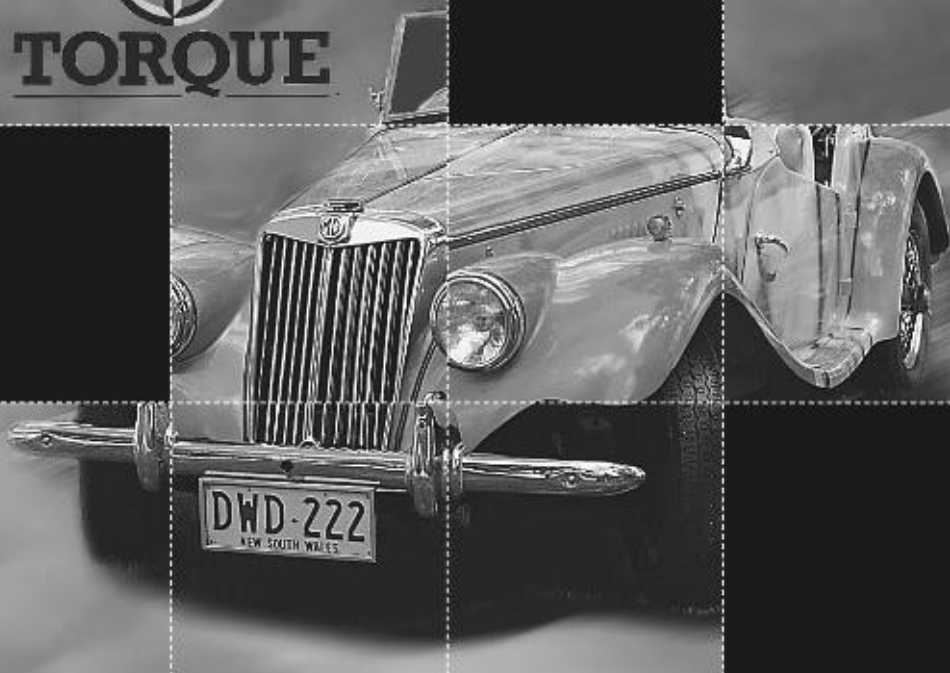


won by Michael Collins (right) and presented by Redland City Council Deputy Mayor, Murray Elliot

Paul Aitken Trophy for Best Average Time by a Motor Cycle powered car



won by Alan McConnell



Select people, Select cars

specialised insurance for classic, modified, imported and prestige cars australia wide.

INSURANCE FOR THE CLASSICS

all claims settled by your local office

Torque to the people who care 1300 369 769*

*for the cost of a local call - mobile rates apply to calls from mobile phones.

Offices in
adelaide,
brisbane,
canberra,
melbourne,
perth and
sydney

This insurance product is issued by Lumley General Insurance Limited ABN 24 000 036 279. AFS Licence No. 241461 and is subject to underwriting acceptance conditions. To decide if it is right for you please carefully read our relevant Policy Wording/Product Disclosure Statement (where relevant) before you make any decision. You can obtain them from any Lumley office or by telephoning 1300 369 769.

Lumley

Hamilton Trophy for the Best Performance by a Historic Vehicle



won by Mike Allen (right)
and presented by Vern Hamilton

Best MG Awards



John English Trophy for the fastest time by a Queenslander



won by Warwick Hutchinson and
presented by John English



Accurate Suspension for the Top Total



(best total sum of the times scores on all runs on the day) is a glass trophy handmade by Pauline Graham and was won by Peter Gumley and presented by Ken and Pauline Graham



Top to Bottom: Roger Marshall , Barry Evans (new record created) and Steve Purdy

Report by Bruce Ibbotson

may midweek run 26 MAY 2010

Sixteen cars arrived at Keperra for this month's mid-week run after traversing the Brisbane traffic snarls, luckily we left late for a few cars were stuck in traffic and arrived about 9.45.

The run took the group on an interesting exercise of not going over Mt.Mee or Mt.Glorious but still over a mountain for a relatively short 63 mile, 2 ¼ hour run to Deception Bay for lunch.

The point of the run was to go up Clear Mountain Rd. west along Eaton's Crossing Rd. along Bunya Rd. and then the Jinker Track from west to east and back to Clear Mountain Rd. and on to Bullocky Rest for morning tea. Roads are quite different from the reverse direction.

Two cars from Narangba joined us at Bullocky Rest and then 18 cars had an off highway run to Deception Bay. When we arrived our chosen lunch spot was full with a school group celebrating the second anniversary of "Sorry Day". Fortunately other park areas were available nearby. Eight of us enjoyed a pleasant lunch at the restaurant opposite the intended venue. Surveying a run can not anticipate that a huge group of people would use our lunch spot on a Wednesday.

North side runs are getting harder to plan without continuous repetition of our previous ones and we need to explore more of the Gold Coast hinterland areas which have dozens of beautiful low traffic roads all in rainforest and mountain areas.

Participants were:

Bruce & Tip Ibbotson	MGC GT
Dennis & Diana Kelly	MGB
John & Marian Tait	MGB GT
Greg & Rhonda Hannant	MGB
Jeff & Pat Heslewood	Subaru
Bruce Mutch & Ross Brunckhorst	MGB
David & Meryl Miles	MGB GT
Phil & Sue Young	Fiat X1/9
Malcolm Campbell	MX-5
Trevor Mills & Fred Enever	MGB
Kerry & Val Horgan	MX-5
Allan & Joyce Tebbutt	Audi A4
Peter & Corrie Healey (visiting from Perth and attending with Tebbutts)	
Ross & Nina Beck	S 2000
Ian Fettes	MG 1100
Alan & Verity Donovan	MGB
John & Tricia Cranley	Honda NSX
Stuart & Wendy Gross	MGF TF (Joined at morning tea)



Photos by Malcolm Campbell



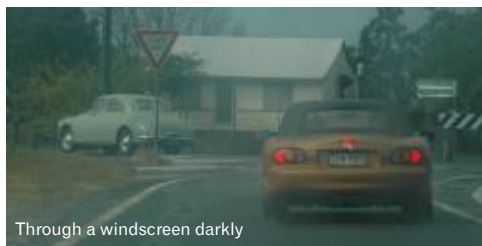
june midweek run

The June midweek run, set by Denis Thomas, followed a similar and very popular route as for a midweek run held last year. The main difference was the weather with this year's run being 'enhanced' by mainly overcast/drizzly/rainy weather with the occasional outburst of heavy rain or heavy sunshine. Morning tea was a close-knit affair with everyone huddling together under the shelter at Numinbah National Park.

Then it was off through the wonderfully beautiful area around Murwillumbah before braving the traffic of the highway to get to lunch at Chinderah where we were joined by Club member and local resident Bill Norman.

Participants who braved the weather were:

Denis Thomas	MGB	BRG
John & Marian Tait	MGB GT	Yellow
John Walker	Commodore	White
Blair Salter & Judith Johnston	Corolla	White
Roger & Gail White	MGB	Red
Bill & June Spall	MGY	Green/Black
Dennis & Diana Kelly	Corolla	White
Doug Cooper MR 2	Red	
Jeff & Pat Heslewood	Subaru	Silver
Ian Fettes MG 1100	Cream/red	
Bruce Mutch Subaru	White	
Lloyd & Catherine Cree	MX-5	Silver
David & Meryl Miles	MG Magnette	Grey
Warwick & Moira Gilbert	MGRV8	Green
John & Tricia Cranley	Bentley	Silver
Allan & Joyce Tebbutt	Audi A4	Silver
Kerry & Val Horgan	MX-5	Evolution Gold
Vern & Elaine Hamilton	MGB GT	Blue
Bob Bear	MGB	Red
Trevor Mills & Fred Enever	MGB	Red
John & Glen Boyce	MGF	BRG



Through a windscreen darkly



The Chinderah fish and chips shop was well patronised



The Miles' Magnette signals its intentions in the ways of old



A diversity of MGs were on the run



Run to Open Day & Swap Meet



Report by John Tait

20 JUNE

It was an early start with a 7:30 am departure from the clubrooms on a bright and sunny day. We had 14 cars that took the route around through Springfield, Greenbank, Logan Village and Mt Warren Park to the hillclimb grounds at Mt Cotton.

Few of those on the run had travelled along all these roads and all seemed to enjoy the 80 minute drive past some lovely properties and country views. It was great to see Chris Carswell out and about in the MGC after his recent operation.

We arrived at the hillclimb in time for a group MG photo session and for all to take a track walk and look at the various items on sale at the swap meet. I didn't get time to look at anything on sale because I was helping Marian in the canteen. Oh well, there's always next year I might even have a few spare MGB bits to put up for sale.



RUN PARTICIPANTS 20 JUNE 2010

John & Marian Tait	MGB GT	Yellow
Pat & Kathy Stephens	MGB	White
Elizabeth Dowler	Honda Integra	Red
Gary Lawrence	Austin 1800 Ute	Purple
Stuart Gross	MGTF	Grey
Matt Johnson	MGB	Red
Peter & Merle Roberts	MGB	Red
Bill Spall	MGY	Green/black
Barry Higham	MGB	White
Ross & Liza Swinbourne	MGA	BRG
Chris Carswell &		
Dee Andersen	MGC	Black
Owen & Mary McNeil	MGB GT V8	Red
Cyril & Marie Bennet	MGTF	BRG
Andrew Willesden	MGB	Black

Swap Meet / Open Day

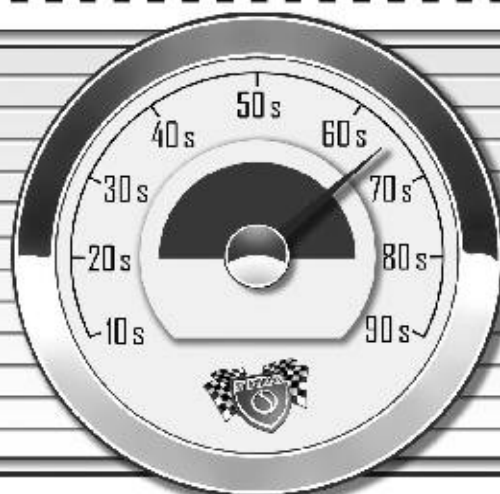
By Elaine Hamilton



The third annual Open Day/Swap Meet was held at Mt Cotton on Sunday, 20th June. Eager sellers and buyers were in abundance before the advertised starting time of 7.30am and by 8am the centre and back sections of the pits were full of swap meet regulars. They were joined at 9am by those on the Club run organised by John Tait and all arrived having enjoyed another of John's now legendary runs.

These cars plus a number of other MGs which came directly to the venue formed a colourful and varied display with the models ranging from an MGY to an MGZT with a couple of standout specials such as Chris Carswell's MGC roadster amongst them as well. While this isn't a great revenue raiser for the Club, it is a relaxed social day and also an opportunity to show off our venue to others who wouldn't normally visit there. Thanks go to Lucien Lloyd-West for taking the following photographs (on the gatekeeper's camera).





Shannons. Insuring vehicles from all eras.

Talk to an enthusiast at Shannons. Our very competitively priced insurance includes features like agreed value, choice of repairer, lifetime maximum no claim bonus, lifetime guarantee on all repairs, no blame-no excess and pay by the month premiums.



This is a general advertisement issued by Associated Motor Insurance Company Limited ABN 11 006 471 729 AFSL Licence No. 258211. You can get a Product Disclosure Statement by phoning 13 46 46 or from any of our offices. We do not cover the motor insurance of vehicles not holding the insurance policy. Shannons Limited ABN 11 006 471 729 AFSL Licence No. 258211.

FOR A SPECIAL QUOTE CALL 13 46 46

www.shannons.com.au

WATCH & CLOCK REPAIRS

- ALL WORK GUARANTEED
- HASSLE FREE PARKING
- REPAIRS TO ALL BRANDS
- CLUB DISCOUNTS APPLY!



**BRISBANE WATCH
SERVICE CENTRE**

Ph: 3393 1533

cnr. Leonard & Annie St, WOOLLOONGABBA

TIGHE CAMS *Round 2* **MT. COTTON HILLCLIMB SERIES 2010**

Competitors at the second round of the Tighe Cams series were able to make three runs on Saturday afternoon and three on Sunday. Saturday was a perfect hillclimb day and most cars stayed safely on track. Sunday was a different matter with early morning rain resulting in slower runs then, when the track had dried, a number of competitors had "offs" onto the grass or "ins" into the nuts resulting in a number of delays. Despite all this a number of competitors went home delighted with their personal bests while Bill Norman went home with a new class record of 40.69s, a time which he annihilated in the Top Six competition when he made hillclimb history by being the first sports car driver to complete the course under the magic 40s. Bill's sub-40 time was 39.75, more than a second faster than his previous best. Bill is now the 15th member of the prestigious 'Under 40s Club'.



Another form of history was made when Chad Kirkby took out the 'Most Improved Award' for the best performance



Fellow competitors congratulate Bill Norman, first person to go under 40s in a sports car at Mt Cotton

Making its first appearance at the hillclimb in more than twenty years was John Davies' Robb Kawasaki with Ian Fettes in the driving seat. Despite some teething troubles Ian managed to persuade it to complete one run on the Saturday though it seemed to prefer manpower to horsepower. Maybe some more cobwebs will be blown out before its next hillclimb appearance. See photos at the top of the next column.



WWW.THERACINGROOM.COM.AU
EVEN OLD TIMERS HAVE NEEDS



E dijon@theracingroom.com.au
M 04000 42244
T 07 3325 2886
F 07 3325 4886
W www.theracingroom.com.au

THE RACING ROOM
Motorsport Gallery & Prestige Salon



Jaime Massang *BSc (Hons) LLB FNZIPA FIPTA* Principal

email: jmassang@piperpat.com
tel: +61-7-3371-0655
fax: +61-7-3371-0755
free call: 1800 133 188

office: Suite 1, Coronation Pl
10 Benson St, Toowong
post: PO Box 160 Toowong, Brisbane
QLD 4066 Australia

Intellectual Property Specialists

MG INFORMATION

	Name	Phone		Name	Phone
PRE - WAR	Dino Mattea	3263 2625	MG	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			

by a first-time driver at the hillclimb, an award his father, Brian, had won almost exactly a year ago.

REGULARITY AND HISTORIC

Andrew Willesden won the Regularity class in his MGB with a loss of 11 points from John Tait (Mazda MX5) on 39 points then Peter Rayment (MG Midget, 40 points lost) with John Walker (MGA) and Malcolm Spiden (MGBGT) both down 67 points. In the Historic Groups Barry Smith (Ford Special V/8) won the Group K with a 57.47 seconds time; Neil Lewis (Cortina, 49.27) won from Glen Wesener (Torana GTR XU1, 49.55) and Ron Duffield (Hillman Imp, 64.55) in Group N. Geoff Frizell (Elfin Mallala Replica, 55.39) won Group O whilst Group S went to Brendon Todd (MG Midget) in a time of 52.71 seconds.

SPORTS CARS

The Clubman cars up to 1300cc saw Terry Johns record a personal best of 46.53 s in his Esprit Sports 1300 from Geoff Cohen (Farrell L, 48.86). Ross Rundle won the 1301 to 1600 cc class in 48.13 s from Ainsley Fitzgerald (49.20 secs) both in Westfield Clubman cars whilst the 1601 cc and over class went to Scott Goody (GEM Clubman, 47.35).

Darryl Duncan recorded the quickest time in the Marque Sports cars up to 1600 cc in his Fiat X19 Dallara (49.17) ahead of Brant Rayment (MG Midget, 54.07), Steve Donka (Mazda MX5, 58.30) then the MG Midgets of Allan Dansie (in between slaving over a hot stove, 62.08 secs), Gregg Clarke (62.12) and Ron Clydesdale (63.51 another intermingling his runs with canteen duties). The 1601 to 2000 cc class went to Giles Cooper in his Lotus Elise with a best time of 47.77 secs from John Prefontaine (Lotus Elise, 48.43), Ron Prefontaine (Lotus Elise, 49.32) Pat Collins (Mazda MX5, and close to an under 50 second time with a 50.70), Chris Robertson (Fiat X19 Abarth, 51.83), Desley Collins (Mazda MX5, 54.18), Craig Winter (MGF, 54.42 including a spin out of the first loop which took all our attention), Ben Cain (MGB GT, 54.81), Don Robertson (Toyota MR2 Spyder, 55.31), John Price (MGB, 57.03), and Stephen Callaghan (MGB, 67.96). Triumph GT6 driver Roy Davis took out the larger capacity class with a best drive of 47.05 secs from John Broadbent (TVR Tuscan, 49.66), Cameron Hurman (Mazda RX7, 50.49), Ross Bugeaney (Datsun 240Z, 52.13), David Dumolo (Triumph TR3A, 56.66) and Jamie Trapp (MGB GT V/8, 65.88 secs).

Sports cars up to 2000 cc went to Bill Norman (GEK, 40.69), then Chris Johns (49.52 secs) and Anthony Toft (50.58 secs) both in the Suzuki Cappuccino Turbo. David Homer (Suzuki Swift EVO 4WD) twice broke the 2001 cc and over class record to a new mark of 44.74 secs with Mark Crespian (Ford AC, 46.67) and Mick Cullum (Mazda MX5 Turbo, 48.23).

SEDAN TYPE

Major sponsor of the Carselling.com.au Queensland Hillclimb Championships Scott Dean won the Improved Production up to 1600 cc class with a best time of 49.13 s in his Toyota Tercel, with Steve Arlidge (Suzuki Swift GTi, 50.13), Gavin McAlpin (Morris Mini, 55.34 having some

misfire due to an abundance of fuel in number 3 cylinder), Ryan Plant (57.13 secs) and Graeme Plant (57.40) both in the family Toyota Corolla. The 1601 to 2000 cc class saw Gary Pitt (Escort) win in 47.64 s from Shane Merrick (Datsun 1200 Coupe, 49.98), Ken Krenske (Escort, 52.09) and Les Palmer (Escort, 54.22). The over 2001 cc went to Ken Graham (Datsun 1600 SSS, 46.09) with Pauline Graham (Datsun 16000 SSS, 47.67), John Gilbert Holden (Commodore with some old tyres on the rear of the Holden Commodore, 47.93) and Bob Bowden (Datsun 180B SSS) in 49.56s.

The Production & Invited Cars up to 1600 cc went to Graham Wood (Suzuki Swift GTi, 55.51). Ian O'Hara took out the 1601 to 2000 cc class in his Lancia Beta Coupe (51.32) from Darren Weston (Escort, 51.57), Stephen Beck (Honda Civic Type R, 53.46), Dave Sidery (VW Type 1, 53.80), Liam Lavin (Nissan Pulsar, 54.88), Nev Newton (Cortina, 54.97), Robin Smyth (Escort, 57.02), Murray Gauld (Hillman Minx, 59.31), and Elizabeth Dowler (Honda Integra R, 60.50). In the larger capacity class Peter Phillips (Toyota Starlet GT) won in 51.10 from the Holden Commodore of Bill Evans (59.87) and Robert Brown (66.57).

Ferris Lee won the Production Rally Cars with a best time of 50.61 in his Honda Civic. The All Wheel Drive Forced Induction saw quite a close battle between Michael Collins in the family Subaru WRX with a 49.07 time to finish just ahead of Michael Burke (Subaru Impreza WRX, 50.26).

Tyson Cowie took out the Sports Sedans up to 2000 cc class with a 49.23 sec time in his Escort, from Jeffrey Bird (Morris Mini K, 51.84), Gary Goulding in the Ian Michel's Toyota Corolla, (52.87), Daryl Morton (Morris Cooper S, 53.59 after a spin in the hairpin), Damien Crosskey (Cortina, 53.84), Ken McAndrew (Datsun 1000, 54.52), Kristy McAndrew (Datsun 1000, 56.09), and Celise Cowie (Escort, 59.81). The over 2001 cc class saw David Malone (Torana GTR XU1) win in 45.66, ahead of Jeff Oldham (Datsun 1600 Turbo, 48.05), Jeff Daniels (Escort Turbo, 48.19), Glenn Anable (BMW 2002 Turbo, 51.49), Roger Bartlett (Escort, 54.42), and Scott Anable (BMW 2002 Turbo, 58.16).

FORMULA CARS

Cameron Hoswell won the Superkarts class in his PVP 250 International with a best time of 46.96 seconds. Hayden Cooper has moved into the Formula Ford class with the ex Brett Francis, ex Tony Quinn Van Diemen RF94. Although the car is not the latest specifications of the category and is currently competing on older tyres Hayden recorded a very respectable 47.49 time.

Formula Vee class went to Michael Peoples (Spectre, 52.05) from Ryan Collins (Lamco Formula Vee, 56.31), Cody Collins (Lamco Formula Vee, 57.69) and Noel Stanaway (Spectre, 67.74).

A large field participated in the Formula Libre up to 1300 cc class with Rod Johns proving the fastest in his Norris Hawk Mk 2A (41.37) ahead of Simon Lake (Suzuki



Escargot Mk 11, 42.62), Jim Campbell (Rage 1000 RR, 44.44), Michael Ciccotelli (Gladiator LC 500, 44.56), Chris Lake (Suzuki Escargot Mk 11, 45.12), Brian Kirby (BNG #1, 46.22), Chad Kirby (BNG #1, 46.32), Damien Ward (Hatma, 46.59), Gregory Bouwhuis (Eliminator LC500 Mk2, 47.65), Graham Arnold (Piranha TD4, 53.22) and Ian Fettes. Ian has persevered with the Rob Kawasaki which had been stored in a shed for some 22 years and completed a best run of 65.86 secs much to the delight of the entrant/owner. A new car competing this meeting was the Rage of Jim Campbell. This car was built in the UK, is powered by a Honda CBR 1000 KR engine using a Quaife gearbox. Jim has competed at the Gatton Street Sprints and at the

Noosa hill climb in this car.

Warwick Hutchinson (Van Diemen RF92 RPV02, 40.87) won the over 1301 cc class from Darren Duffield (RPV01, 41.82), Robert Haines (HRC Mk1, 42.35), Alan McConnell (HRC Mk1, 42.53), John Moore (46.05) and Chris Moore (48.62) in their Hi-Jinx Off Road Buggy.

TOP SIX

This round of the top 6 went to Bill Norman with a fabulous time of 39.75 which is also the first Sports Car to record a sub 40 second time. Bill was followed by Darren Duffield (41.07) from Warwick Hutchinson (41.41), Simon



Rod Johns stops to measure the width of the track in car lengths



'Hi Ho, Hi Ho, it's off to work they went!'

ITE VALVES

Custom Valves - any size, shape, stem diameter, collet groove position or length you require.

Automotive - Commercial - Industrial - Marine

Call Ross on (07) 3376 6630 or

Visit him at 15/58 Bullockhead St, Sumner Park Q 4074

There were a number of smaller openwheelers showing their pace at the event



Cameron Hoswell (No 250) PVP 250 International



Michael Ciccotelli (27) Gladiator LC500



Gregory Bouwhuis (69) Eliminator LC500 Mk 2



Graham Arnold (118) Piranha TD4



Jim Campbell (16) Rage 1000 RR

KONI
RACE SUSPENSION



7 SERVICING 7 SALES 7 REVALVING 7 FLOW TESTING 7 DYNO TESTING
7 HELP WITH SETUPS 7 SPECIAL BUILDS

PH: (07) 3260 5060 EMAIL: EDGAR@EXTREMEMOTORSPORTS.COM.AU

MG AND SPORTS CAR HILL CLIMB

What a wonderful day! What an amazing display of sports cars, particularly such a huge number of MGs doing exactly what they were meant for! How wonderful to see so many competitors not normally seen in action at the hillclimb coming along to 'have a go'! Also great to see the support for our regular hillclimbers who weren't competing but came along to support the event as very interested spectators. Also wonderful to see many Club members coming along as spectators to see the event.

However, one of the best sights of the day, had to be that of Ivan Tighe having a run again in his Kaditcha after a number of years. Even better than that was the smile on his face telling how much he enjoyed the experience again.

Despite a bit of a slow start to the day, competitors were able to get five runs each and conditions were good enough to allow a number of personal best times to be recorded with Terry Johns showing that Vern Hamilton's Sports 1300 record from 1998 is vulnerable as Terry posted a personal best of under 45s.

Winners of the major trophies were Steve Purdy, Craig Winter and John Walker (Fastest MGs in their classes), Terry Johns (Fastest sports car) and Paul Van Wijk (Fastest time of day).

As is traditional with this meeting, the MG cars compete in the same classes as they do at the National Meeting. Thus the non-marque invited cars form very large classes

INVITED MARQUE SPORTS CARS.

Roy Davis (Triumph GT6, 46.89), Daryl Searle (Amaroo Clubman, 46.94), Giles Cooper (Lotus Elise, 47.70), Michael Collins (Mazda MX5, 48.23), Mick Cullum (Mazda MX5, 48.39), Ross Rundle (Westfield SE, 48.52), Ainsley Fitzgerald (Westfield Clubman, 48.76), John Prefontaine (Lotus Elise, 48.80), Cameron Hurman (Mazda RX7, 49.49), Ron



MG CLASSES

Class D	MGTC:	Peter Rayment (66.45)
Class F	MGTF:	Cyril Bennett (78.53)
Class J	MGB Mk1 Pull Handles:	Nick Holman (58.98); Andrew Willesden(61.77)
Class K	MGB Mk1 Pull Handles:	Craig Carlson (57.48); Russ Black (59.14); Chris McMahon (66.44); Stephen Callaghan (67.25).
Class N	MGB Rubber Bumper:	John Price (56.93)
Class P	MGB GT BL and Later	Vern Hamilton (59.09); Ben Cain (59.35); John Tait(61.81); Elaine Hamilton (67.41).
Class Q	MGBGT Rubber Bumper	Malcolm Spiden (56.73); Patrick Collins (60.40).
Class R	MGBGT V/8 & Costellos	John Walker (49.97); Barry Evans (50.05); Julie Evans (57.08); Jamie Trapp (64.00).
Class T	MG Midget:	Steve Purdy (51.49); Brant Rayment (52.18); Brendon Todd (52.29); Ted Peel (55.68); Allan Dansie (60.38); Ron Clydesdale (62.41).
Class W	Front Wheel Drive	Ian Fettes (MG 1100, 61.84).
Class Y	Special Post MGTF	Matthew Johnson (MGB, 58.77).
Class Z	Super Specials	Roger Marshall (MG Midget 51.99); Steve Riley (MGB V8 S/c 52.75); Peter Kerr (MGTC V/8, 60.91).
Class ZB	MGF	Craig Winter (56.23); Glen Boyce (66.96).



Ivan back where he belongs

Prefontaine (Lotus Elise, 49.54), John Broadbent (TVR Tuscan, 49.70), Mike Allen (Austin Healey Sprite, 51.13), Scott Abbott (Datsun 240Z, 51.40), John Barram (Lotus Seven, 51.51), David Abbott (Datsun 240Z, 51.72), John Lungren (Lotus Seven, 53.15), Cameron Campbell-Brown (Lotus Elise, 53.21), Desley Collins (Mazda MX5, 53.38), David Reynolds (Caterham Super 7, 53.77), Daryl Wilson (Caterham Super Seven, 56.29), Peter Kordic (Bolwell Mk7, 59.21), John Knoblauch (Westfield SEiW, 60.13).

INVITED SPORTS CARS OPEN.

Geoff Noble (Lotus Elise, 45.94), Mark Crespan (Ford Mongrel, 46.15), Chris Johns (Suzuki Cappuccino, 49.42), Anthony Toft (Suzuki Cappuccino, 50.11), Graham Goody (GEM Clubman, 50.88), Jeffrey Graham (Mazda



Paul Van Wijk took out FTD in his IFM (Identified Flying Machine)



MX5, 56.49), Bruce O'Donnell (Canbetel Clubman, 61.14).

INVITED CARS SEDANS

Scott Dean (Toyota Tercel, 48.36), Jason O'Mara (Datsun 1200, 48.51), Bernard Domnick (Mitsubishi Evo IX, 50.43), Daryl Morton (Morris Cooper S, 52.43), Kevin Lynagh (BMW M3, 52.63), Troy Moffitt (Nissan Pulsar, 54.69), Peter Balcombe (Torana LC, 55.50), Tom Lane (Escort, 57.61).

INVITED CARS RACING

Paul Van Wijk (BK2 07, 43.50), Bob Haines (HRC Mk1, 43.75), John Boyce (Kaditcha VW, 45.85), John Moore (Hi-Jinx Off Road Buggy, 46.92), Christopher Moore (Hi-Jinx Off Road Buggy, 48.13), Ivan Tighe (Kaditcha, 48.28), John Holmes (Elfin NG, 52.19), Barry Smith (Ford V/8 Special, 59.40).

INVITED CARS SUPERSPORTS

Terry Johns (Suzuki Esprit, 44.89), Geoff Cohen (Farrell L, 48.99), Mandy Tighe (Bulant Mk7, 56.86).

TOP FIFTEEN

Paul Van Wijk (43.50), Bob Haines (43.75), Terry Johns (44.89), John Boyce (45.85), Geoff Noble (45.94), Mark Crespan (46.15), Roy Davis (46.89), John Moore (46.92), Daryl Searle (46.94), Giles Cooper (47.70), Christopher Moore (48.13), Michael Collins (48.23), Ivan Tighe (48.28), Scott Dean (48.36) and Mick Cullum (48.39).



RV8

CARS AUSTRALIA



**RV8 AUSTRALIA P/L ARE PLEASED TO
ANNOUNCE THEIR CERTIFICATION AS A RAW**
(registered automotive workshop)

**WE ARE AGAIN ABLE TO SUPPLY AND COMPLY THE
MGRV8 FOR THE AUSTRALIAN MARKET.
CARS AVAILABLE FROM \$42,000.00**

STUART & SALLY RATCLIFF 9682-6655

COWIE PERFORMANCE ENGINEERING

Specialising in motorsport

Cylinder heads.

Phone Alex Cowie

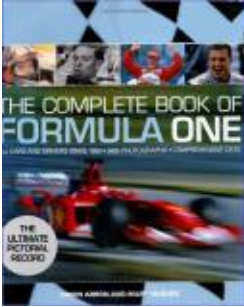
3208 5539

11 Brennan St, Slacks Creek 4127

BOOK REVIEW

The Complete Book of Formula One

Reviewed by Malcolm Spiden



Yes another book on the history of Formula One. However, before you tune out, this publication presents the information in mainly pictorial format. Publishers Simon Arron and Mark Hughes undertook their mammoth task to 'publish a comprehensive photographic record of the drivers who raced in Formula One World Championship'. As the book was published in 2008, the period covered is from 1950 to 2007 with a list of teams and drivers for the 2008 season.

Each year commences with a short (one page) preamble which identifies the World Champion, the dominant driver, successful marque, Grand Prix winners for that year plus any significant events that may have occurred. A pictorial presentation of the cars in which each driver had competed for that year is given. Where a drivers may have driven either for different marques or where an updated version was used

part way through a season these images are presented. Thus, for example, in 1973 Jacky Ickx competed in 3 different Ferraris (312B2, with both updated versions 312B3, and 312B3S), then a McLaren M23-Ford V/8 and Williams R01-Ford V/8. The result is that there are some 2765 images of these racing cars. Arron and Hughes have found every car/driver combination except for 31 images, all before 1962. Through this process the information provided for each driver is the chassis, engine, entrant, race number for each Grand Prix and race result.

Thus the reader is able to observe the engineering progress of cars. The shift from the dominance of the Industrialists (or car manufacturers: Alfa Romeo, Ferrari, Maserati and Mercedes Benz) and the Specialists (BRM and Vanwall) with the front engines either 1.5 litre supercharged or 4.5 litre non supercharged (fuels were unrestricted thus a mixture of methanol/benzol/acetone/aviation petrol was permissible) space frame chassis to those English 'Garagistes' with a variety of chassis (Cooper, Lotus, Brabham, being powered by 2.5 litre Coventry Climax engines when only aviation fuel was allowable from 1958) with more attention to streamlining and engines behind the driver. The change in engine size from 2.5 litres to 1.5 litres then to 3 litres; the kit car format of Ford DFV V/8 engine coupled with a Hewland gearbox in a variety of chassis (Lotus, McLaren, Tyrrell, Williams etc), then aerodynamics of front and rear aerofoils, ground effect cars, the turbo era and almost the full circle with the return to manufacturers (e.g BMW, Ferrari (FIAT), Ford, Honda, Mercedes, Renault, Toyota) supplying engines to Formula One teams and powering today's cars.

The only shortcoming of this 491 page book is that there is no list of entrants, grid positions or full race results of each Grand Prix for each year. If this had occurred that book may have been 10 fold the size.

In the publication the reader can see the thirteen Australians who have competed in these World Championship events Tony Gaze, (Sir) Jack Brabham, Paul England, Frank Gardner, Paul Hawkins, Tim Schenken, Dave Walker, Vern Schuppan, Alan Jones, Warwick Brown, Larry Perkins, David Brabham and Mark Webber. Also the only two

women to compete being Maria Teresa de Filippis who was the first woman to compete in a World Championship Grand Prix when she qualified for the 1958 Belgian GP (where she finished 10th) then the Portuguese and Italian events in her Maserati 250 F, as well as Lella Lombardi (who competed in the 1975 and 1976 seasons firstly in a March 741-Ford DFV for the 1975 South African GP then a March 751-DFV, March 761-DFV, and a Brabham BT44B-DFV).



The book is available in the MGCCQ library and is well worth a read.

This book is also available from all good bookstores. For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au.



OTHER COMPETITION EVENTS

By Ace Reporter

(Graphic by John Campbell retrieved from the Archives)

May Navigation Run

The May Multi-Club event was set by Brant and Selena Rayment and had the teams leave the clubrooms to find the Matilda Blue servo, cross over the rail tracks to pass the Nyanda High School, find the Mimosa Creek at Mt Gravatt before travelling down Ham Road, past the Brisbane Adventist College and onto Logan Road. Firstly finding the Mt Gravatt High School (a Reef Guardian school), then past Holland Park High School before driving under the Bus Way and onto Monash Road then Toohey Road was the route. The return journey home was via the shortest mapped route provided one passed A Noble & Son and the Assembly Street Park. Of those who participated, the MG members were Mandy Tighe/Carly Mattea (Commodore), Malcolm, Spiden/Tony Best (MGBGT), and Ian Fettes/Mike Anderson (Charade).

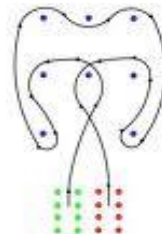
June Navigation Run

This Multi-Club run presented the teams with a list of 17 intersections which required mapping before they ventured into the night. The crews could complete the exercise course via points in any order and took them down to Daisy Hill to find location answers at Parkway Park, Easts Springwood Junior Rugby League Club as well as a 4 tonne limit sign. This was followed by a tour through Underwood past the Souths United Soccer Club, Greenworld Garden Centre, Westaway Park before the industrial areas in Acacia Ridge. Closer to home were some landmarks around the Archerfield Airport. MG members who competed were Ian Fettes/Mike Anderson (BMW Z4), Brant and Selena Rayment (VW Golf) and Don Robertson/Elizabeth Dowler (Honda Integra).

Just for something different the August Navigation event will be held on Saturday 21st and is designed to be a modification to a midnight to dawn concept. It is planned to commence around 2.00 to 2.30 pm on the Saturday afternoon and to finish around 9 pm on the Saturday evening. The route will travel through some semi rural areas in the daylight hours (thus not endangering any small native nocturnal creatures out for a Saturday evening) and then a suburban tour in a more traditional concept in the early evening. All roads are able to be found in your UBD.

MOTORKHANA

Round 3 of the QMC was also the first round for the MGCCQ motorkhana series. Tests conducted were Dollar, Gable Slalom, Double Kidney, Diamond Slalom, Noughts & Crosses, Happy Birthday, Top Hat, Six Gate, Star, Double Garage, Bowler and Reverse Corridor. MG members competing were Brant Rayment (MG Midget), Malcolm Spiden (MGBGT), Matthew Johnson (MGB) and Alan McConnell (Nissan Skyline).



The 2012 Australian Motorkhana Championships are scheduled to be held in Queensland on the first weekend in October and organised by the Holden Sporting Car Club. Thus if you were considering competing at these Championships what better way to become acquainted with various tests which may be programmed than by honing your skills at future events.

SOLVIX CHALLENGE

The fourth running of this annual event was indeed a mapping challenge set by Tony Best. Crews were taken over Oxley Creek through the South West suburbs of Pallara, Forest Lake, Ellen Grove to Springfield and a passage control on Nev Smith Drive. They then travelled via the Springfield Beaudesert Connection Road to more open areas around Greenbank, New Beith, a passage control before the rail bridge near The Meadows, using Lance Road into Teviot Road, over Allen Creek at Gleneagle. Bromelton House Road to the Polo field to find a Telstra telephone dome was followed by Sandy Creek Road and under the 3.8 metres clearance rail bridge towards Josephville. Beaudesert was the site for a lunch break and had to be entered from the south. All needed to depart Beaudesert before 2.30 pm to reach the finish in some respectable hour. The chosen path went via Ground Hill Road, Versdale Scrub School Road heading north to pass the Logan Reserve Primary School and then the roundabout into Browns Plains Road. Next was to pass near the Woodridge Railway Station, over the railway line near the Kuraby Rail Station to find the 'use Miller Road sign' then the Emu Street Bushland Refuge at Sheldon prior to a tour around the block near Kenneth Street Capalaba and onto the picnic finish at the Capalaba Regional Park. Those taking part included MG members Chris McMahon/Brian Krieger (MGB), Malcolm Spiden/Bevan Harris (MGBGT) and Ian Fettes/Mike Anderson both having competed in the 2010 Targa Tasmania the week before in their Daihatsu Charade where they finished within the trophy time limit.



Chapter Chatter

By Gurney T Clamp

CAPRICORN CHAPTER

The Capricorn Chapter of the MG car Club of Queensland June run to Joskeleigh South Sea Islander Museum and Keppel Sands was made in beautiful and fine weather with a cool chill in the air. After meeting at Kershaw gardens Rockhampton, the group of Terry Dwyer, Phil and Pam White, Jo and her daughter Emma Emmert, (both dressed in their New South Wales State of Origin supporters outfits), Ian and Linda Wilhelmsen headed off to meet the



At Joskeleigh School

coastal group of Don Madden, Trevor Anderson and his partner, Gurney and Gloria Clamp (with their Queensland supporter's flag on their MG) at the junction of the Yeppoon / Rockhampton Road and Dairy Inn road to Cawarral. After much discussion, the most suitable route to Kevin and Helens Brown's property on Coowonga road where we were invited to have morning tea was selected. Travel on the selected route was brought to a halt when unexpectedly a dirt road appeared. Don and Trevor decided that the dirt road appeared to be OK and would be a lot shorter, while the remainder of the group took the longer alternative all bitumen route.

Kevin Brown, a potential new member due to his recently purchasing a 1971 MG B and driving it up



In Dairy Inn Rd

from New South Wales, made it known that when he has restored the car he wants to become a member. Kevin made us more than welcome on arrival with an area in the open air specially prepared for our visit along with beautifully home made pumpkin soup and home made fruit slice freshly made before we arrived. Kevin gave us all a tour of his garage where restoration on his MG has commenced. Unfortunately we had too short a time with Kevin as we had to meet up with Mrs. Leo at the Joskeleigh museum which was housed in a former school teacher house in Joskeleigh. Here we found out that when the school was in operation, it was mainly filled with South Sea Islander children who came to this country to work the land and at the former Yeppoon Sugar Mill.

From Joskeleigh we headed to Keppel Sands for lunch at the Keppel Sands Hotel, a popular spot for groups such as ours. During lunch it was decided



At the Junction of Rockhampton Yeppoon Rd and Dairy Inn Rd

that the July tour would be to the Awonga Dam near Gladstone. Gurney is to select a suitable date and Ina Wilhelmsen is to investigate accommodation for those who wish to travel down Saturday and over night. The group also indicated that this year's trip to 1770 meeting with the Wide Bay Chapter was one that we should make an annual event.

Apologies were received from Stuart and Ada Clark, Jim and Sandra Armstrong, Ted Pidcock, Janelle Thomasson, Dale and Margaret Volling, Brian and Glenis Sullivan.

ACCURATE SUSPENSION SERVICES

Phone Ken Graham Now for an
Obligation Free Quote!
2/13 Timms Court, Woodridge Q. 4114
(07) 3808 2878

Perfect Handling Means Perfect Performance

- Competition Modified for Race, Rally and Road
- Computerised Wheel Alignments
- Wheel Balancing
- Rack and Pinion Service
- Competition Coil Springs Made to Order

Koni - Cofap - Columbus - Bilstein - Boge - Monroe



Complete Car Sound



PH:3355 1509

100 Pickering St Enoggera

www.completecarsound.com.au

Sales Installation Repairs

- * CD tuners and Speakers
- * Car Security and Alarms
- * Remote Central Locking Systems
- * Cruise Control
- * UHF Radios
- * Hands Free Phone kits
- * Screens & DVD Players
- * Reverse Cameras & Monitors
- * Navigation Systems
- * CAM Australia wide Warranty
- * Trade Qualified staff
- * Discounts for Club Members

Concourse Spares



MGB SPARES SALE

PH/FAX 03 5248 4084

PHONE/FAX ORDERS 7 DAYS A WEEK

Blinker arm	62-69	\$99
Blinker arm	70-71	\$100
Blinker arm	72-74	\$99
Wheel Cylinders Roadster		\$15
Lucas side lamps		\$29
Waterpump 5 bearing		\$59
Oilfilter paper		\$7
Clutch slave cylinder		\$49

**8 Janine Crt
Newcomb, Geelong
Victoria 3219**

**Phone/Fax:
(03) 5248 4084
7 DAYS A WEEK**

**FREE 54 PAGE
CATALOGUE**

Chapter Chatter

By Rick Nevile

DARLING DOWNS CHAPTER



highway before winding our way via some very good driving country roads to the Steele Rudd Memorial Park at Greenmount. Jim was awarded the richly deserved prize for having the most hats on board at the end of the run. This was particularly well done as the competition was not advertised prior to the run starting.

It was a very pleasant run followed by afternoon tea, heavily dosed with tall tales and true. Not many of the latter however.

This year Anzac Day fell on the last Sunday of the month, the day scheduled for the monthly run for the Darling Downs Chapter. Rather than cancel the normal day run, it was decided to hold a shorter run in the afternoon to allow members to take part in their normal Anzac Day activities and still enjoy the monthly MG fix.

Seven cars left Leslie Park in Warwick for an afternoon drive in the country. We left the town and travelled the back roads to Allora where we then turned onto the lesser used Clifton road. It was along this road that Jim Carstens collected the first and second lost hats belonging to Jane Heferen. At the Gatton / Clifton road we turned east and crossed the New England



April monthly run

The David Hack Day, the annual event in support of the Leukaemia Foundation and held at the Aerotech hangar at the Toowoomba airfield on 2 May 10, is the subject of a separate report.

Winter finally arrived on the Downs and made its presence felt on the May monthly run. Despite the Saturday being totally miserable with cold wind, drizzle and some driving rain, Sunday dawned relatively clear. The forecast was for a temperature of fifteen degrees and Mother Nature did not disappoint us, taking away any blue sky and giving us a bunch of cold wind to boot. As a result ten cars gathered at the Toowoomba information centre and disgorged some fourteen well rugged up individuals. A couple of brave souls even turned up topless. Unfortunately Keith Murdoch could not come with us due to his commitment to other tasks. His excuse for being there



April monthly run

at the start was that he needed a shot of sanity, obtained through seeing a group of MGs preparing for a run.



Monthly run May

The day continued as it had started with a new appearance in the Downs Chapter, Odes Habash, having to limp home after suffering high temperatures as a result of a blocked radiator. Odes' departure must have pleased the gods as the conditions, not the road, improved after that. The road out to Cecil Plains was typical of those in black soil



Monthly run May

country and, when coupled with the cold temperatures, caused some members to move rapidly towards the conveniences on arrival at the picnic grounds in Cecil Plains. After morning tea the convoy enjoyed improving weather and roads during the drive

to Leyburn where we had lunch at Webke's pub. The lunch was excellent with most comfort food marks going to the beef bourguignon which filled the tummy and warmed the soul. The pub was busy with a large lunch time crowd and a couple of members waited till after all others had been served, and were finishing their meals, before receiving their order. Some might have said that they were very polite and insisted that others were served first, however their tummy rumbles cast some doubt on their real desire to wait so long. Once again, many thanks must go to Stephen and Lesley for organising an enjoyable run with a good lunch venue.

Perhaps by the time the next Octagon is published, conditions will be improving, however our pink pigs may also take to the air by that time.



Monthly run May



Monthly run May

By Justin Nicholls
(for the last time)

Chapter Chatter

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

What a lovely May morning it was at Lake Barrine Teahouse on the Atherton Tablelands. Millions of years ago Lake Barrine was a volcano as was Lake Eacham not far down the road. Thankfully, since then all the magma and nasty gases have solidified creating a beautiful lake and surrounding rainforest for us to enjoy. And enjoy we did! cakes and scones with jam and cream all round! After a few jokes and tales of old, a walk around Lake Barrine was needed.....

A walk??? yes we left our cars and walked. After admiring the giant twin Kauri Pines and crossing a creek we came upon some interesting wildlife as you do in the tropics. However it was not the furry kind of wildlife. Now I did not see this happen but all I heard was a scream that would make the devil cringe and then the thunderous stampede as several or was that only one? of our members running away from a red bellied black snake who was simply sunning himself beside the path. Now, not only was there a scream but the word around the traps was that someone had nudged someone almost into the path of the snake in order to make their great escape.....

Ahh, now on to lunch. During cyclone Larry many of the regions historical buildings copped a bit of damage, none more so than the Pearamon Hotel near Yungaburra. Unfortunately the old part of the pub is no longer operating but there is an annual pig hunt complete with a greasy pig and weigh in! Somehow pig hunting from an MG or any of the other vehicles in the chapter does not seem right.

Throughout June we have had some absolutely fantastic weather, but not the day we drove to South Johnstone. Cats, Dogs, Possums and Emu's all seemed to be raining down on us. A quick stop at Oliveri's deli at Innisfail for a coffee and a small morsel was enough to fight the

hunger pains and subdue the caffeine bugs. Now if you drove through South Johnstone you would most likely not even consider stopping. There is only a pub, milk bar and 2 cafes. Thanks to our resident Austin Healey driver we were recommended a little place called Off the Rails Cafe. Don't ask me what we had but all I can tell you is that it was bloody fantastic including the curried kangaroo.



This is my last Octagon as I will be starting Uni on the 20th of July and handing over duties to the handsome Ken Freeburn. I will still be around and participating within the chapter but spending most of my time with head down bum up in books and computers! I would like to thank all of those who have assisted me in getting the chapter running as well as those on the committee in Brisbane who have also assisted, your efforts are most appreciated.

Ken Freeburn (new Chapter Coordinator) reports that while some members went on the outing reported on above, others went to Mareeba for the Auto Spectacular at Mako GoKart Complex where, along with demonstrations of motor bikes, drag cars etc, there was a Show and Shine. Ken has also given us a personal profile (below) so that we will all know a little bit more about him. Ken's contact details are email: kenf7645@hotmail.com and phone: 0488 1955 70.



Profile

Ken Freeburn
FNQ Chapter Co-ordinator



Hi, I would like to introduce myself as the new FNQ Chapter Co-ordinator and share with you my story.

I'm a 1945 model, from Rylestone in Central-West NSW. In 1953 my dear father took me to Bathurst, where my addiction to motorsport began. I started racing go carts in 1958 when the craze first hit Australia. From there I graduated through various forms of club motorsport including rallying, circuit and drag racing. This was cut short in 1969 by two years of national service. I resumed motorsport in Canberra with the Renault Car Club.

In 1974 I moved to Townsville (then a motorsport wilderness) then, after 10 years, moved to Gladstone and competed in several rally sprints with the CQCC, then to Brisbane where I purchased a Mk 1 Cortina, which is now quite a familiar sight at Mt Cotton and other historic venues. I joined the MG Car Club and have been a member for the past 22 years, which included a 2 years stint on the committee. When I moved to Cairns five years ago I sold the Cortina to Neil Lewis who graciously allows me to still drive the car as if it were my own. In the sunny north I currently drive a Mazda Mx5, a 2010 Ford Fiesta and the new addition to the family a Toyota Hiace Ute which will assist me in my new part time job as Shannon's Insurance Regional Development Officer.

I look forward to taking over from Justin who has done a wonderful job, but I would ask all FNQ members to assist me and advise me as much as they can, as I will certainly need it.

RETRO RECOVERY

AUTO INTERIOR REFURBISHMENT & UPHOLSTERY

Andrew Keepence

0423 762 333

Unit 6 58 Bullockhead Street Sumner Park 4074

- Specialising in unique Classic Vehicle Trimming
- Dedicated to Original and Concourse Standards
- Custom, Marine, Aircraft & Household work
- Modifications and Restyles also catered for
- Family tradition of sports car ownership

Chapter Chatter

By Ian Bryant

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

It's July, they're back and there's still no avoiding them! Plagues of huge 4x4s have arrived in the Wide Bay, driven by equally huge grey-haired and bethonged rubbernecks, all identifiable as "dangerous" by the blue-on-white vehicle number plates they carry.

So we escaped on 12 May to Gympie and Tin Can Bay, "just to see the countryside", on a midweek run organized and conducted with aplomb and precision by Darrell and Jackie Martin (MGA). Sixteen people in nine cars attended, with a delightful morning tea on the TCB point and a Gympie lunch at the Freemasons' Arms that exceeded expectations. Dave and Margie Roberts in their MGA attended their first "official" run with the Club and Chapter and Brett Rogers (MGB) followed up his membership application by also attending. Gary and Jill Robertson in their MX5 Eunos enjoyed their day while the long straights allowed John and Sandra Carroll to gun their E-type Jaguar. A good day out and few, if any, blue/white number plates encountered. But there's still more on the way here!

Eric and Janelle Beckman of the Chapter's Bundaberg crew fulfilled a long held promise to the local Show Society by organising eight of the Chapter's roadsters on 27 May to carry the local Show beauties around the showgrounds and thereby lead the Show Grand Parade. Certainly the cars attracted much attention in the marshalling area and also drew many appreciative comments from the Show officials. The MGAs of Patrick Mulholland and Mal Cumes particularly looked the part, as did the shining MGBs of Ian Games, the Beckmans, Ron and Cheryl Johnston and Helen Bryant. The MX5

Eunos of Brian and Wendy Reynolds and George Bezan's E-Type Jaguar proved that other marques can participate as well. The Club's name was well publicized and many



Chapter show cars at the Bundaberg Show

membership application forms distributed. Some recruiting results are becoming apparent now.

The long-awaited Chapter Long Weekend away at Bundaberg and region over the 28-30 May period was planned, set and flawlessly executed by Ian Games and the Bundy crew in and around the beautiful green countryside that is home to many of the Wide Bay Chapter. After the wet and windy Friday drive up from Maryborough, eight cars booked into excellent accommodation and fourteen southerners were joined by members from Bundaberg for dinner that evening. Saturday's local area tour was enjoyed by all and a Chapter sausage sizzle that same evening stimulated Ian Games and Jan Grigg to entertain the group with a delightful country music concert. David Hall and Lyn Hayward (MGB GT) seemed to know all the words while newer members Garry and Anna Cuthbert (MGB)

GoPro Motorsports Hero Camera

Miniature Video and Photo Camera

Motorsports Hero – Wide & Standard models

Complete with stick on Mounts and Suction Cup Mount.

The Motorsports Hero is a waterproof mini wireless digital camera designed especially for the motorsport enthusiast.

Its quick-release design simplifies click mounting the camera to your car, motorcycle, boat, bicycle etc.

Contact Alan McConnell Ph: 0414 915 267
www.selectcarsales.com.au



BUYING A USED CAR?

Select Car Sales will do our best to find the right car at the right price for you.

Buying wholesale is the “no frills” way to buy a car, saving you money .. or getting a better car for your budget. You’re welcome to come along to the “dealers only” wholesale auctions with me and make the selection yourself. Visit our web site for cars in stock.

www.selectcarsales.com.au

Alan McConnell: 0414 915 267 alan@selectcarsales.com.au

Motor Dealer Lic: 3122136 A.B.N. 34 010 677 700

GT Automotive Services & Tyres

ABN 67 084 946 467

39 Partridge Street
Inala
Queensland 4077
Telephone: 07 3879 0055
Fax: 07 3879 0166

Karen Bone

Ph: (07) 3879 0055

Fax: (07) 3879 0166

39 Partridge Street Inala Queensland

**Silver Sponsor
National Meeting
2004**

GT RADIAL

seemed to want to get up and dance! If they had done so, perhaps Des and Joan See would have ceased cuddling down the back. Ken Wilson (MGC) gave the local recycling truck a hernia from lifting glass while Ron and Lorraine Mills (who drove their Queen Mary to the venture) worked through the logistics of bung knee clutchless gear changes. With various car electrical problems fixed (and correct parts descriptors agreed), Sunday saw a good local driving tour by 20 people in 11 cars (nine were MGs) using all the gears and slowly building their appetites for another bbq this time cooked by Ian Games - at the very homely Tirroan Pub. Fair weather enabled members to return home well satisfied after a most enjoyable weekend away hosted by the Bundy crew.

The first midweek run in June saw the Chapter start from Hervey Bay under threatening skies but, like organizer Vicki Worland's sunny smile, the clouds cleared and bright skies

enabled 25 people in 13 cars to enjoy the fare at the Vitner's Secret Restaurant in the surrounding Childers wine country on 9 June. A wonderful lunch and an hours' expose' on the vineyard's products by host Maryanne enabled the throng to attack the carefully prepared fare with gusto. Mavis Lloyd, accompanied by son Martin and guest Graeme, won the raffle and took home the prize fruits of the vine basket. Doug and Sue Ashcroft took their Jaguar XK40 and new members Frank and Alex Wolfendale in their MG RV8 added to the colourful array of glittering marque cars. Helen Bryant took her own MGB this time and Peter and Margaret Elson their newly refurbished Mini Cooper S. A lovely day in great surrounds, with stimulating fellowship and the very enjoyable food and wine made for a delightful local day out.

The Chapter's last run for June was the 27 June early morning run to Biggenden and Childers. "Elson's Run" proved to be a real bottler, with some 43 people in 22 cars (15 were MGs) enjoying a delightful country drive in lovely Queensland weather over mostly good roads to conclude at Childers's Grand Hotel for lunch. The only bad experience was when a blue-on-white plated 4x4 overtook at speed the two travelling "packets" on an indifferent road, thereby displaying the renowned foolish judgement. Constable Keith McKavanagh and Marion Orr declined to give chase in his MX5, as did Trevor and Lorraine Drummond in X-POWER, their refurbished MG tF. Ray and Bev Clarence (MX5) had joined the Chapter for this, their first Club and Chapter run, as did Doug Pailthorpe and Moira Jackson in their Ford Capri. It was good to also see Kevin and Carol Charlton enjoy the run in their MGB GT and, meeting at Childers in their MGBs, also Allan Dansie, Selwyn Prasser and Ian Games.

July will be busy for the Wide Bay Chapter as it prepares to assist the Club's excursion to the wilds of Wide Bay during the programmed few days on the Fraser Coast during the "Christmas in July" soiree, preceded by a Chapter midweek breakfast run on 14 July.

In the meantime, I am now able to reveal the common identity of the typical blue-on-white plated 4x4s currently crowding our roads because I was forced to stop behind one because of his severe backfiring. He emerged from the cab, hand outstretched, all smiles and bling, stating: "I'm from Canberra and I'm here to help you!". I quickly reversed and got away before I lost my fingers. This, clearly, is the new Place To Be!



At Avondale en route to the Town of 1770

WB REPORT ON THE COMBINED CHAPTERS RUN TO THE TOWN OF 1770

The Combined Chapter Run to The Town of 1770 by the Club's Wide Bay and Capricornia Chapters occurred over the weekend of 1-2 May. Five Wide Bay Chapter cars (an MGA, three MGBs and a TR8) met with five Capricornia Chapter cars (four MGBs and an MG TC) for accommodation in and a combined dinner at the Mango Tree Motel in Agnes Water. A most enjoyable dinner on the



Chapter cars at Biggenden for morning tea during Elson's Run

Saturday evening with the Chapter members mixing freely between the tables followed by a driving tour of The Town of 1770 and its local markets, neatly divided two days of very pleasant driving from (for us) the south. Ian Wilhemsen of the Capricornia Chapter reported that they, too, had experienced quite good driving weather and were looking forward to their drive back north after an extended tourist stay in the Mango Tree Motel. The Wide Bay Chapter participants driving to Agnes Water/1770 were: Peter Boxall TR8, Darrell and Jackie Martin MGA, Eric and Janelle Beckman MGB, Peter May and Joy Batchelor MGB and Ian Bryant MGB GT. Accompanying the five 1770 cars part way were, from Hervey Bay,



Winner of the Vitner's Secret Restaurant basket of wines raffle, Mavis Lloyd, shown with run organiser Vicki Worland

Bob Emslie in Lyn's Mercedes 200slk and Peter Jones in the Bezant E-Type Jaguar. At Bundaberg and then at the Avondale pub for lunch, the 1770 group met up with Chapter members Selwyn and Sue Prasser MGB, Ian Games and Jan Grigg MGB, Allan and Kaye Dansie MGB GT and Ron and Cheryl Johnston MGB, and then continued their quite pleasant journey northwards.



Wide Bay Chapter generations - Worland's Run

The run proved to be a very enjoyable venture; it put faces, personalities and cars to some Capricornia Chapter names, and also demonstrated the ability of the Queensland Club to enjoy each MG occasion. It is the type of venture that will be repeated in July when the Club as a whole visits for Christmas in July, and again in October when the Wide Bay and Darling Downs Chapters conduct another combined run to the Kingaroy region.

Ian Bryant



**FOR ALL YOUR SERVICE REPAIRS AND
SPARE PARTS FOR MG AND SPRITES**

MGF OWNERS

**We have the latest diagnostic
scan tool and exhaust gas
analyser equipment in house.**

We can repair your MGF.

29 Years Experience Call Barry

3889 9652

**UNIT 3/ 20 KENWORTH PLACE
BRENDAL, QLD 4500**

mgautomotive@gmail.com

MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

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

Please submit your contributions to the Editor
GPO Box 1847 Brisbane 4001
or by email to vprojects@uq.net.au

Race Meetings



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