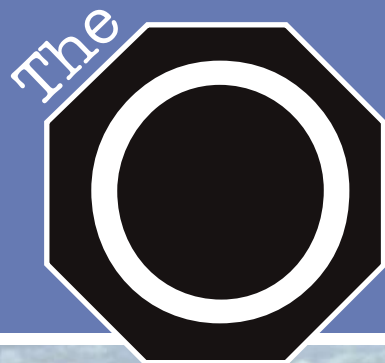


Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 2

March 2010



John Tait's MGB GT at MG corner at Lowood

Patron: Dick Johnson

www.mgccq.org.au

email: mgccq@mgccq.org.au

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

President's Report

First of all a small bit of advice: do not go to the car wash and use the spray equipment as I did the other day and leave the keys in the ignition. I had my border collie in the car and closed up the folding roof and the windows of the MGF and then started to blast the car. Now I do not usually wash the car at the car wash as I normally just do this at home, so this was a special event in the dog's life. As border collies love water and he is used to chasing the hose at home, he jumped around inside the car quite excitedly. However, getting back to the story, when I finished and went to open the door I discovered that he had pushed the button down so I could not get into the car. Luckily my son was at home so he came with the spare set of keys to rescue me and my faithful friend. Moral of this story is don't leave car keys in ignition when washing vehicle! I think I will just wash it at home from now on.

On a more club related issue the annual dinner and trophy presentation was a great success and the venue at The Pavilion at Albion was a first class venue. Special mention must go to Kerry Strange and our Secretary Elaine for doing all the hard work. A great night was had by all and congratulations go to all the winners. John Muller, a founding member of the club was our guest presenter and he gave a most interesting speech on the night, reflecting on the early days of the club. A special thank you to John for being our guest speaker and presenter; also thanks to John for donating a photo album of events recording the early days of the club. Elaine Hamilton has scanned some of these and they now appear on the nostalgia page on the web site.

John Tait, our social captain, has been working hard to arrange special events for the Noggin 'n' Natter nights as well as other social activities. So please show your appreciation for his hard work by attending these functions

when they are held.

They are put on for your benefit so keep abreast of what's on by looking at the web page calendar or checking the calendar of events that appears in the Octagon.

John Tait is also organising a Xmas in July which will be held at Hervey Bay so look on the web for details and come along and enjoy a run to Hervey Bay plus, of course, good company at the Xmas in July dinner.

Scott Dean from Carselling.com.au has very generously donated a brand new scooter to the club for a raffle prize. Tickets are \$2.00 each and, if you buy a book of tickets all in the same name, you have the chance of also winning a book buyer's prize. Books are \$20.00. Tickets will be sold at the Hillclimb and at the club-rooms or, if you wish, by contacting me. We will also be having the Xmas draw again this year with all monies raised buying prizes. This year there is no map, just tickets available as per a raffle. Please support both these raffles.

I'd like to report that I have made more progress with my Y type restoration but I have only done more sorting out of parts and some minor painting. However soon I will, with some help, start the reassembling of the suspension and the jackal system onto the chassis, then it will really start to look like I am getting on with it. It is nice to see some progress; I will keep you informed as it starts to take shape.

I hope to see you at the many and varied activities that the club has running, so please come along.

Safety Fast



Peter May
(President)

Some words from Elaine...

Our cover photo for this issue is of a car that is quickly becoming familiar to us all again. Previously owned by Brian Hunter, it is now finding itself very busy in the hands of new owner, Club Vice-President and Social Club Captain, John Tait.

While John was mapping out the route for the Club day run on March 21 he called in to see what could still be found of the old Lowood race circuit and found himself at MG corner. The March day run will include a visit to Lowood; in preparation for that, the Noggin 'n' Natter on March 19 will be a 'Looking at Lowood' night where members, old and new, are invited to come along to remember the circuit and to natter about the old days or to come along and find out more about what they will see on the Sunday run. 'Old' racer/members are coming along to share memories and anecdotes and photographs proving or disproving the stories will be shown. Come along if you remember those days and share in the memories or come along if you are going on the Club run and want to know what the 'fuss' is all about.

John has already had members out and about in their cars on many occasions as the reports of five Club runs will show. We also have photos from the very first Club run which went from Kemp Place in the Valley to Picnic Point at Toowoomba which provide an interesting basis for comparisons.

Chapter Chatter is a bit quieter this month as both the northern Chapters have found the weather not to be conducive to Club runs. Hopefully some cooler and drier weather will have them out and about again by next issue.

Following the special MGY Noggin 'n' Natter on March 5, it seemed appropriate to reproduce the article from 'Safety

Fast' on this MG model.

It has been good to receive contributions from members including Geoff Kingston who raced at Bathurst recently and from others with letters to the editor and contributions for 'Bits and Pieces'. The more people who contribute to the Octagon the more diverse it is, resulting in a more interesting magazine so please keep your contributions coming.

A book review is once again included. All the books currently being reviewed have been given to the Club for our library in return for the book review being published. There is a small pile of books waiting to be reviewed; if you would like to review one of them, please contact me.

Many of you in the Brisbane area will be aware that I am now sending out weekly updates by email of Club events. A huge number of these bounce back to me because so many email addresses have changed and we have not been updated on the change. If you have not been receiving these emails, could you please email me your updated address? My email address is vprojects@uq.net.au.

I am now starting to try to find class sponsors for this year's Queensland Hillclimb Championships, now known as the Carselling.com.au QHC. If you own a business, or work for a business, which might like to help out with sponsorship at \$100 per class, please contact me with the details.

For those of you who have not renewed your Club membership for 2010, this will, sadly, be the last Octagon you receive.

Closing date for receipt of material for the May Octagon is the 26th April.

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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.

Fri	19 Mar	Night navigation run and 'Looking at Lowood' night.
Sun	21 Mar	Day run including 'visit' to Lowood. Contact John Tait 3376 1216
Wed	24 Mar	Midweek run Contact John Tait 3376 1216
Sun	28 Mar	Day run organized by Darling Downs Chapter. To join up with this run, please contact Stephen Colclough on 0417 002 368 for more information and to RSVP.
	2-6 Apr	National Meeting at Adelaide
Fri	2 Apr	Good Friday Clubrooms closed.
Fri	16 Apr	Noggin 'n' Natter at the Clubrooms
Fri	16 Apr	Night run from Clubrooms
Sat/Sun	17/18 Apr	Tighe Cams series Rd 2
Wed	28 Apr	Midweek run Contact Bruce Mutch 3376 1384
Sun	9 May	McLean's bridge - Contact Bruce Jackson on 3356 8436 or 0400 208785 for more details
Sun	16 May	MG and sports car only hillclimb: watch for supp regs and entry forms on website

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.

Celina Wood
Charmaine Lewis
Kaylee Lewis
Graham Peall
Hugh Edwards
Robert Pound
Martin Adamson
Paul Beaton
Ken Simmons

Neville Darmanin
Jamie Trapp
Philip Haskett
Frazer Manton
Robert Reed
Jeffrey Heslewood
Joseph Jacobs
Liam Lavin
Damian Ward
David Blake

Graham Crowden
Duncan Freedman
Richard Ings
David Lawrence
Corey McGilveray
Trevor Taylor
Donald Wass
Graham Crowden
Duncan Freedman
Joseph Jacobs

Liam Lavin
David Lawrence
Corey McGilveray
Damian Ward
Vincent Bastos
Stephen Callaghan
Gary O'Mullane
Christy Grobblor
Justin Todhunter



Bits & Pieces



Also among the photos was this one of Miles Hunter, giving us a face to put to the name we all know so well from our trophies. The Miles Hunter Trophy is for service to the Club, something Miles was obviously good at offering himself. He is pictured here working at the first Interclub gymkhana every held.

Another photo from the past but this one is from Keith McConnell who said that either he or Alan took it but he does not know who, when or where but does know why. My educated guess is that it is of a regularity event (when passengers were allowed) at Lakeside. Question is 'Who were they?' Please identify yourselves if you read this.



Amongst the photos given to the Club by John Muller at the Club's presentation of trophies was this one of a presenter of trophies from earlier days. John didn't seem to think that any more words than that were necessary!



John Muller also had this photo of his MGY in action at that Interclub gymkhana. He is keen to know if anyone knows of its whereabouts today. Its distinguishing feature is an air vent which can be seen just in front of the number.





Brad Stratton drove the Safety Car at the recent Bathurst 12 hour race and is shown here safely spinning the car off track during the bad weather.



Club member, Geoff Kingston, was also at the Bathurst event, competing in a supporting race and also experienced the weather changes. He is shown here coping with the rain. Read his article on his experiences elsewhere in this issue.



Three of our Club members took up the invitation to be amongst the first to drive through the Clem 7 tunnel. Cyril Bennett was one of them and supplied these photos of the three MGs (his and Marie's TF, Gary and Judy Tucker's TC and the B of Ann and Trevor Mills). Cyril reported: "The prospect of a showery day did not dampen the spirits of the participants at First Cavalcade of the Clem 7 Tunnel as everyone there was in a party mood which lasted for the entire session. An expansive array of vehicle types and vintages were on display, with proud owners telling their stories, all true of course."



Geoff Kingston also sent in this photo of two ladies out for a run in their MGB. He was impressed by what the two enthusiastic ladies from the Canadian Classic MG Club in Vancouver had to wear to keep warm in Summer during a trip through the Canadian Rockies. It sent him thinking about how they would cope in winter.

He reported that there was an MGA traveling in convoy but is out of the picture with its bonnet up receiving some attention. Haven't we seen a local MGA with its bonnet up recently?



Mighty Midget. Janette from the Capricornia Chapter reports that: "MG's are great! Moved from mum's to my house."



Interested in a new motorsport challenge? How about trying out the Solvix Challenge, a Multi-Club Touring Assembly to be held on Saturday 8 May. Distance is approximately 250 km. Instructions will be in the form of map reading using 1 to 100000 Topographic Maps. An Information Night for Competitors unfamiliar with this type of Navigation will be held on Monday 26 April at 7:30 pm. The location for the Information Night is the Brisbane Sporting Car Club Clubrooms Unit 1, 206 Montague Road West End.

Further Information and Supplementary Regulations will be on the BSCC website in the near future. The website is www.bscc.asn.au

CAMS are involved in the organization of a major Car Club event at Echuca/Moama on the weekend of 1 - 3 October which will incorporate quite a variety of events. For more information, go to www.echucamoama.com.

The Club has been given a copy of 'Tappet Topics' Nov 1965, journal of the Canberra Sporting Car Club. Why? Because it has a report of a hillclimb held at Lakeview on 26th Sept that year, part of which is reproduced below.

"Fastest time of the day went to Bill Norman, who has now fitted his MG TC with a Norman supercharger. This makes for a pretty fearsome combination and Bill has a rather more serious look on his face when driving the car in this form."

It's worth noting that Bill was 19 at the time

A biography of John Chatham which could be of particular interest to MGC owners is soon to be released. Club member, Mark Welland, can organize copies at about 30% off RRP. If you are interested, contact him on mga55-at-optusnet.com.au.

Watch for a starting date for this new initiative! Starting soon, there will be a draw of club members' membership numbers held at each Noggin 'n' Natter. If the member whose number is drawn is present in the clubrooms, he/she will receive a 'prize' of \$20. If the member isn't present, the prize will accumulate with each drawing.



Scott Dean of Carselling.com.au has shown great support for the Club in the past couple of months. Not only has he purchased naming right for the Queensland Hillclimb Championships this year he has also donated a motor scooter as a prize for a major raffle to be held over the course of the year. Pictured is Scott handing over the scooter to Club President, Peter May. The scooter is on display at the Clubrooms; tickets can be purchased at all Club events.

Letters to the Editor

Elaine,

The Nostalgia page in the January Octagon unlocked for me some wonderful memories of long ago.

In the results list of the 1956 sprint meeting at Strathpine, there is listed an R. Richards driving an MGTC. That was the year when, as a 2nd year electrical apprentice, I worked with a 5th year apprentice Bob [Spider] Richards building the sub station at the new Princess Alexandra Hospital. He would drive to work in his 8 year old TC [fitted with cycle guards] and park it just outside the door where I would admire its lines at any opportunity. I soon became obsessed with the idea of owning one and so started my life long association with MG Cars and their history but had to save very hard for another two years for the \$900 to buy my MGTC in 1958.

Now, I turn to the front cover photo, on the same Octagon, of the Swift Service Station at Morningside for, on the Saturday 7th June 1958 when I paid Jeff Solomon \$900 in cash for his TC, he then went straight down to there and took delivery of his brand new blue MGA Roadster. We were both very happy that day!

Thank you for the memories.
Owen McNeill

Hello fellow MG enthusiast,

I am writing to request your assistance to spread the word about an exciting new event on the MG calendar; MG TYme in Canberra 2010.

MG TYme in Canberra is an event for enthusiasts of the MG T series and the MG Y type. Our event is social, non-competitive, and has a particular aim of promoting camaraderie amongst the T type and Y type enthusiasts.

Our event will be held over the NSW October long weekend. The event dates are 1 to 3 October 2010. This is the same weekend that the pre-War register gathers every two years at Beechworth, with our event being in their 'off' year. So we don't see our event being in competition with any other event; we want it to be a contribution to the promotion of the national MG spirit.

Our event in Canberra to coincide with Canberra's premier event, the Floriade festival. Our program to encourage participants to take advantage of everything that Canberra and this festival has to offer.

I have attached a promotional flyer suitable for an A5 magazine, and also a more comprehensive information sheet. Would you please assist in spreading the word by including the flyer in your Club magazine and also by forwarding the information to those Club members that you consider are T or Y enthusiasts.

Registration and more information is through the MG Car Club Canberra website at: <http://www.mgcccncanberra.org.au/> ; or I would be happy to respond to any questions by email or phone.

Thank you in anticipation,

Brian Calder
Secretary
MG Car Club Canberra Inc
Ph 0434 307742

Dear Elaine,

Thanks to you and Keith Anderson, I made the magazine once again, this time with one of my old cars. Now don't all smirk at once when you realise what I am about to say and show to the "world". I refer to Page 8 of the nostalgia era in "Octagon" of January. If you look closely at the second car from the left in the back row, ah! Yes, there she is, my old Triumph Herald coupe, recognisable by the hard-top and the bonnet being fully open in the forward position. No, we were not all millionaires to be able to afford one of these rare breeds although Kerry Horgan may not think so when he remembers his mishap in one. That pic would have been taken in late March or early April 1963. I can say that for my wife Ailsa was pregnant with our second eldest daughter, Susan, who was born on April 12, 1963.

We met at the start of the now known "golden mile" at Moorooka, and did a run up into the mountains, stopping at the Natural Arch for a dip in the pool. I think it was someone adventurous such as Doug Partington who would drop in through the hole in the roof of the cavern of the natural arch, wetting everyone as he did so. If I remember properly, there was an altercation with a police officer when he tried to pass the procession of cars near the stop-over. I think he went, or was helped off the edge of the risky, country road. Wasn't our fault! Our final stop before heading home, after a great ride down the mountain road led by Iain Corness, was at Yatala pies. There in the vicinity under the rail or road bridge we stopped to take of our supper. A great day. Sorry Ailsa, but if you recall you were too far along to go on such a run.

I am trying to recall, was it Keith who used to advocate that if you went for a run in the Jaguar, the donation was two shillings? Petrol costs, you know. I remember we used to go down to the tarmac at the domestic airport and do donuts, and hand-brake turns for a little fun after the MG Car Club meetings. Didn't we get pulled up for being slightly over the limit on one of those trips back from Eagle Farm, Keith? My apologies to you, Keith, if I am telling "porkies".

Many thanks, Elaine, for the memories.

Kind regards,
Tom Storie

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an overdrive gearbox for a Mark 1 MGB, and a tailshaft to suit if possible. Condition is not important as I will O/H before installing. Contact Phone is Ron on 0419 439 411.

FOR SALE

"Enjoying MG" (U.K.) magazine from Jan 1996 to Feb 2008. Offers for the Lot or will sell individually. All in excellent condition. Ph 0419 720 205.



Presentation of Club trophies

Club dinner and presentation of trophies held at 'The Pavilion' on Sat 13th Feb.

Over one hundred people attended the Club dinner and presentation of trophies and were rewarded with a night of good company, good food, good speeches and some special presentations in a very pleasant venue. There was universal approval for the venue and our thanks go to Kerry Strange for her excellent organization of the function.

Guest speaker and presenter of trophies was John Muller who gave an interesting and fascinating talk on how the Club was formed. It started off with four people sitting in an office at Howards (distributors of Nuffield cars) with John being given the brief to form an MG Car Club of Qld. Dealers were approached to support the plan thus leading to the involvement of Fred Dyke (Swift Motors at Morningside) and Peter Uscinski of Coorparoo. John had an album of photos taken by his brother, Graeme, who was also on the first committee of the Club. Graeme had been given the title of 'official Club photographer' and this historic album is now the property of the Club. John also presented the Club with a framed copy of the photo of Swift Motors with all the MGs lined up in front (as on the cover of the January Octagon) which was given to the Club by Yvonne Sullivan (formerly Dyke). Included amongst these photos were many

taken of the first Club event ever, a Club run to Toowoomba. (see separate article).

Other special presentations were Honorary Life Membership to David Miles, the Brian Tebble Award for contribution to the hillclimb over the past twelve months which went to Greg Voltz and the Miles E Hunter Award for Centre Achievement which was won by Greg Hannant. A new award was the David Robinson Junior Motorkhana Trophy won by brothers Ryan and Cody Collins with Cody in attendance to collect the beautiful new trophy for both of them. Both the major awards for competition (Best MG and Best All-round) went to Malcolm Spiden.

Many of the trophies bear the names of some of the earliest members of the Club (the G C Reid Trophy, the Miles Hunter Trophy, the Howard Trophy etc) and these became more meaningful after hearing John's talk about the early days of the Club.

Some hillclimb awards are made at this function, these being special certificates for Club members who have broken records at the hillclimb and the trophies (and money for the winner) for those who won the Top Six. The Top Four of the Top Six were able to attend to collect their trophies.

A full list of winners was published in the January Octagon.



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The winners (except for Bill Norman who had to leave early)

Back row: Danny Mischok (Hillclimb certificate), Ian Fettes (Speed Trophy), Ross Kelly (David Miles Shield for Pre-War MG), Carly Mattea (Ladies Trophy), Selena Rayment (Mrs E A Hunter Trophy for Touring Assembly Navigator), Brant Rayment (The G C Reid Trials trophy for night run driver, The M E Hunter Motorkhana Trophy and the The McConnell Motorkhana Trophy for MGs), Malcolm Spiden (The M E Hunter Motorkhana Trophy, the Best MG Trophy and the Howard Trophy for Annual Competition for Best All-Round), Rod Johns (Top Six winner), Greg Voltz (Brian Tebble Award for contribution to hillclimb), Bernie Pereira, Ken Wasley and Bruce Jackson (all winners of the Concours trophy).

Front row: Vern Hamilton (Hillclimb certificate), Darren Duffield (Top Six 2nd place), Cyril Bennett (T Type Trophy), John Walker (The Peter Uscinski Trophy for Marque Speed), Greg Hannant (The Miles E Hunter Trophy for Centre Achievement), Cody Collins (David Robinson Trophy for Junior Motorkhana), Michael Collins (Top Six 4th place) and David Robinson (Hillclimb certificate).



That was then... In 1954, George Reid presents the Howard Trophy to Frank Taylor while a young John Muller looks on



This is now... In 2010, John Muller presents the Howard Trophy to Malcolm Spiden



John Muller congratulates David Miles on his Honorary Life Membership.



Brant and Selena Rayment once again took out the Night Navigation trophies



The Miles family were there to celebrate with David



John Muller presented the Swift Motors photo to President Peter May



The trophy table gradually empties



Cousins Kay Hawley and Rhonda Hannant used the occasion to catch up with each other



Brant points out Malcolm's new-found sartorial splendour



Ann Thomson picks a winner while Greg Newton and Kerry Strange look on



The first presentation of the David Robinson trophy went to Cody Collins

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Presentation of

Hillclimb

t r o p h i e s



Richard Mattea was MC, the trophies and some of the crowd

The presentation of trophies was held at Tighe Cams and we thank them for hosting the event there. We also thank the donors and presenters of the special awards who came along to add more significance to the occasion for their recipients.

Winners of MGCCQ Mt Cotton Series

As there were two series of events held in 2009 there were two presentations of trophies. The first was for those in the three round MGCCQ Mt Cotton Challenge series which was formed to cater for those not in the Tighe Cams series. Big winner was Dave Homer who took out the \$500 prize and trophy for winning the series plus the trophy for best sedan. The other big winner was Daryl Duncan who won the best sports car award. There were awards for those who competed in all rounds and Carly Mattea represented them at the presentation.



Dave Homer (outright winner and plus best sedan), Daryl Duncan (best sports car) and Carly Mattea (completion of all rounds).

Tight Cams Series



The winner of the Tighe Cams series, David Robinson, was unable to be present at the function as he was in New Zealand competing in the historic racing series being held there but was presented with his trophies at the Noggin 'n' Natter on the following Friday.



Bill Norman, 2nd outright in the series



Michael Collins, Best sedan



As well as being placed third outright in the series, Brendon Todd won the Russell Crew trophy for best MG bringing to an end the run of wins by John Walker. With Russell's widow, Glen, being unable to be at the function to present the award this year, Desley Collins (Russell's sister) came along and made the presentation for her. **Photo on left.**



Kay Hawley presents the Kay Hawley Encouragement Trophy to Elizabeth Dowler



David May was presented with MGCCQ Encouragement Trophy by Club President, Peter May



Pauline Graham presented her beautiful self-made glass trophy to Chris Moore (Best Young Driver)

Class Winners being presented with their trophies



Brian Kirkby (Formula Libre up to 1300cc)



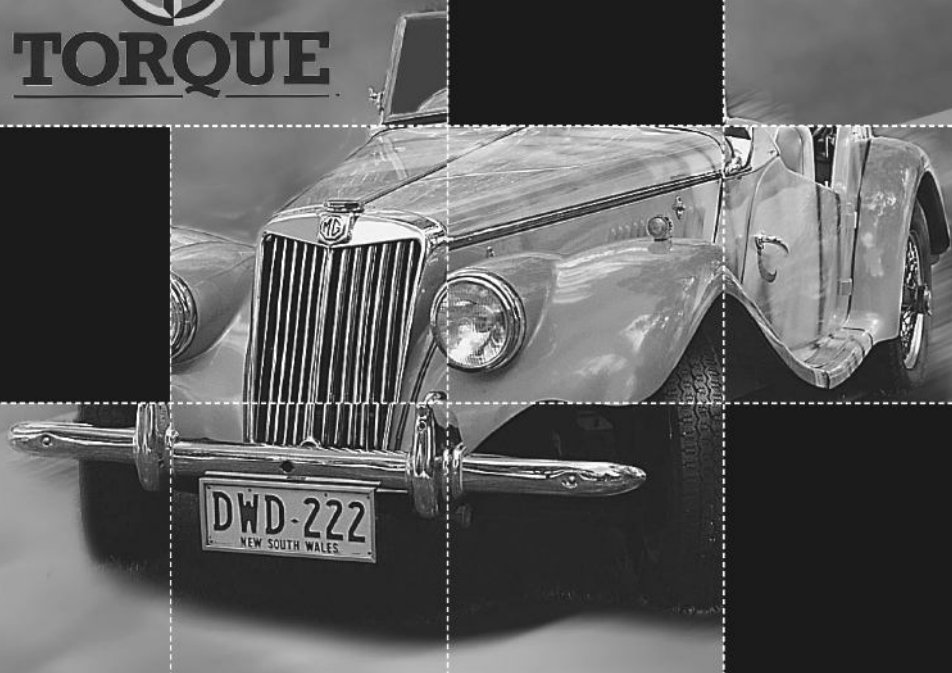
Rod Johns (Formula Libre 1301cc and over)



Steve Riley (Formula Vee)



Scott Goody (Sports cars 2001cc and over)



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Paul Masterson (Marque sports up to 1600cc)



Ron Prefontaine (Marque sports 1601-200cc)



Roy Davis (Marque sports 2001cc and over)



Tyson Cowie (Sports sedans up to 2000cc)



David Malone (Sports sedans 2001cc and over)



John Gibson (Improved Production up to 1600cc)

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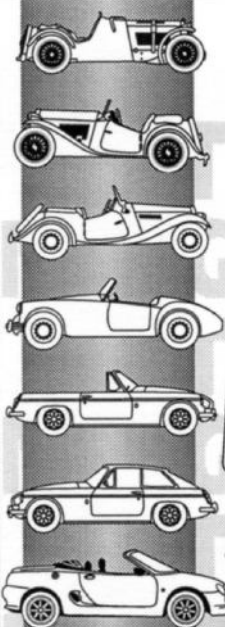
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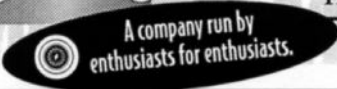


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early morning BREAKFAST RUN

7th February 2010 - By John Tait; photos by Val Horgan



Victorian novelist Edward Bulwer-Lytton penned the phrase "It was a dark and stormy night". Well, 180 years later in Brisbane, such a night was followed by an equally dark and stormy morning with rain bucketing down at our place. I was rather reluctant to get out of the sack and off to the assembly point for the run as I had convinced myself within the first 5 seconds of waking that the weather was just too abysmal for anything other than a good lie in.

Marian said something to the effect of "They're rather hardy folk you know, someone will be there for the run." "Was that hardy or foolhardy dear?" I asked. Well, we packed all our brekkie gear along with towels and other things to catch/sop up the expected in-car leaks, and headed off to the assembly point at Ferny Grove in our new to us MGB GT (Hunny B).

Approaching Ferny Grove, the rain fell heavier and so did my heart, thinking what a waste of time this was and how will I ever dry the car out. I wondered who it might be that was following us up the driveway to the picnic grounds in a Camry. It turned out to be Errol and Wendy Hoger! "See!" says Marian, "I told you people would turn up!" Hmmm, I'll bet it's dry in the Camry" I thought to myself. Another four

cars soon joined us. After congratulating Errol and Wendy on their 40th wedding anniversary and ourselves for being such a hardy lot, we headed off just after 7:30 am in steady rain, which became torrential at times.

All went well until we reached a flooded causeway on Bunya Road. It wasn't all that deep but was very fast flowing, so we retraced our steps and rejoined the planned route from another direction. The route took us over Clear Mountain, which, after we entered cloud, wasn't. So much for the lovely views we had planned.

We eventually arrived at North Pine Dam (MacGavin View) in steady to heavy rain with occasional thunder and lightning. How lucky were we - nobody was there using the shelters or BBQs! We jumped out of the cars, ran to the shelters and prepared to cook breakfasts in ankle deep water. Luckily, the Tait's and the Hogers had portable gas stoves because none of the public BBQs would light up! We all had a good laugh about the chaos of the day over breakfast and then headed off home....as the weather began to clear.

Lessons learned:

1. Some MG Car Club people are hardy folk.
2. Our MG leaks water in.
3. Public BBQs cannot be trusted.
4. North Pine Dam has a lot of water around it as well as in it.

Attendees:

John & Marian Tait	MGB GT	Yellow
Errol & Wendy Hoger	Toyota Camry	Liquid metal
Bernie & Charmaine Pereira	MGB GT V8	Green
Peter & Merle Roberts	MGB	Red
Kerry & Val Horgan	Mazda MX-5	Evo Gold
Ian Fettes	BMW Z4	Silver



fish'n'chips run

17th January 2010

by John Tait; photos by Jeff Jackson



It was most pleasing to see twenty cars of all makes, models and vintages assemble at the clubrooms for a late afternoon cruise to Cleveland lighthouse restaurant.

John and Pat Walker's MGA made a rather unusual arrival by cutting out after entering the driveway and then steadfastly refusing to start. After a bit of opening and closing of doors and bonnet, inspection by the experts on hand and some very serious head scratching, the A burst back into life, anxious to get on with the run.

We worked our way from Rocklea through Durack, Coopers Plains, Rochedale and some back roads around Sheldon to arrive at Cleveland without incident in the cool of early evening. A couple of club cars also met us at Cleveland. The take-away section of the restaurant was soon surrounded by a swarm of run participants placing orders.

Eating and chatting continued on the grassed park area into the night, a sure sign that all attending had a good time.

Run Participants:

John & Marian Tait	Mazda MX-5
Ian Fettes	BMW Z4
Stuart & Wendy Gross	MG TF
Bill & June Spall	MGY
Bernie & Charmaine Pereira	MG TD Mk2
Jeff & Bev Jackson	Jackson
John & Pat Walker	MGA
Phil & Sue Young	Fiat X1/9
Terry & Lynn Jones	MG TC
Tony & Debbie Slattery	MG Midget
Bruce & Anne Hill	MGB
Peter & Liz Gannon	MG Maestro
Ross & Shez Letten	MGB
Ron & Bev Clydesdale	MGA
Peter & Debbie May	MGF
Cathy Bartlett & Ken Simmons	MG TF
Greg & Rhonda Hannant	MGB
Paul & Kerry Strange	MGB
John & Glen Boyce	Holden Commodore
Dee Andersen & Chris Carswell	Peugeot 307





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January

by Marian Tait
27th January 2010

Mid-Week run

Well what can I say, the first midweek run for 2010 and 26 cars altogether, what a wonderful turnout. For my first Wednesday run as a retired person I was most impressed. So many cars of different makes and colours and so many happy people all ready to go on an adventure.

John had said we'll print up 20 run sheets, but don't expect that many people for our first Wednesday run of the year as people will still be on holidays, too busy or the weather will be too hot. Well, it was hot, but it didn't kill the enthusiasm.

The windy road didn't prove a problem for any of the cars and, as the school holidays were over, it was fairly quiet traffic wise.

The run to the morning tea stop did not go quite to plan though. Matt Johnson had a little car trouble enroute and then missed the main group at the park at Mt Glorious. Matt was one of the few that didn't have a run sheet because not enough were printed. Most of the single drivers didn't get one as, in theory, you can't drive and read at the same time. Bad mobile phone coverage on the mountain made it almost impossible to communicate with Matt to steer him to where we were. Oh well!

Morning tea was a pleasant chance to catch up with people and enjoy the outdoors. It's always a little cooler up in the hills so it was a nice respite from the heat. Wendy Gross made some great scones with jam and cream, which she kindly passed amongst us. Very nice indeed.

After morning tea we made our way to Cormorant Bay at Wivenhoe Dam. Matt finally rejoined us just prior to the descent from Mt Glorious. When we were nearly at our lunch destination we made a little diversion into the Spillway Common. To my delight there were lots of turtles and fish in the spillway pool just swimming around and enjoying themselves. I don't think I have seen so many turtles in one place ever before.

One MGB overheated on the road to lunch, its radiator cap had come loose but was found, refitted and they were on their way again. So, even though it was a very hot day, we all made it to our destination without too much trouble.

I can't say too much about lunch, as John and I had to rush off after a quick bite. We were off to pick up our new baby, a 1970 BGT...but that's another story.

Retirees

24th February 2010

Mid-Week run

19 cars arrived at Doug Larsen Park at Beenleigh for the start of our run to the Gold Coast and Northern NSW hinterlands. Malcolm Campbell sent apologies as he had to work and for the first time in memory we had no MX5s on the run. John Tait took his yellow B-GT this time.

We left Beenleigh and took the now familiar roads to Canungra via Tambourine Village and the Mundoolan Connection Rd. The ever vigilant patrol car was watching but was left very disappointed as we all went past 20 km under the speed limit [sorry officer no Red MGB for you today] to Canungra.

We then went to Beechmont for morning tea. The country looked wonderful after all the recent rains, all green and lush, looking more like the Northern Rivers area.

After tea etc. we drove down to the Nerang-Murwillumbah Rd. and had good weather until about the Natural Arch area when the low cloud became rain, spoiling the view. At Chillingham we headed to Tyalgum and then on to Murwillumbah, still in light rain.

After passing through Murwillumbah it was up the Tweed Valley Way for 4 km to the Condong Sugar Mill then right into Clothiers Creek Rd. past the "Madura" Tea plantation over the Highway and on to the Tweed Coast Rd. then down to Hastings

Point for lunch.

A friend of John Walker's [driving from Mullumbimby] was waiting for him as John said we expected to be there about 12.45; unfortunately John forgot to add Queensland time. When we left for home John was still chatting with his friend.

Participants were:

Bruce & Tip Ibbotson	BMW	Silver
Bill & June Spall	MGY	Green/black
Dennis & Diana Kelly	Toyota Corolla	White
John & Marian Tait	MGB GT	Yellow
Trevor & Joy Jones	MGA	Red
Doug Cooper	Toyota MR2	Red
Denis Thomas	MGB	BRG
Ian Fettes	BMW Z4	Silver
Jeff & Pat Heslewood	Subaru	Silver
Greg & Rhonda Hannant	MGB	White
Trevor Mills & Fred Enever	MGB	Red
Phil & Sue Young	Fiat X1/9	Yellow
Blair Salter & Judith Johnston	Toyota Corolla	White
John Walker	MGB GT V8	Red
Allan & Joyce Tebbutt	MGB	Blue
Meryl & David Miles	MGB GT	White
John & Tricia Cranley	Bentley Continental GT	Silver
Will Charlton	Holden Astra Convertible	Blue
Bruce Mutch & Ross Brunchhorst	Subaru Forrester	White

January Mid-Week run

Participants were:

John & Marian Tait	MX-5	Red
Blair Salter & Judith Johnston	Lotus Elite	Yellow
Greg & Rhonda Hannant	BMW	Blue
Phil & Sue Young	Fiat X1/9	Yellow
Kerry & Val Horgan	MX-5	Gold
Ian Fettes	MG 1100	Green
Denis & Diana Kelly	Corolla	White
Bruce & Tip Ibbotson	BMW	Silver
Bruce Mutch	Subaru	White
John Walker	MGBGTV8	Red
Cathy Bartlett & Ken Simmons	MG TF	Black
Jeff & Pat Heslewood	Subaru	Silver
Allan & Joyce Tebbutt	MGB	Blue
Aub Ross	MGBGT	Red
Kevin & Narelle Pinkstone	GT40	Blue
Eric Knight	MGB	Yellow
Russell & Margaret Goebel	MGA	Red
Matt Johnson	MGB	Red
Trevor & Joy Jones	MGA	Red
Doug Cooper & Robina Lawson	MR2	Red
Stuart & Wendy Gross	MG TF	Silver
Bill & June Spall	MGY	Green/black
John & Trisha Cranley	Bentley	Silver
Fred & Janene Koolstra	MG	Gold
Alan & Verity Donovan	MGB	Burgundy
Malcolm Campbell	MX-5	Green



Retirees Mid-Week run





January Mid-Week run



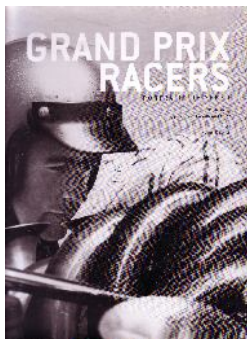
Retirees Mid-Week run



BOOKREVIEWS

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

Grand Prix Racers: Portraits of Speed



Text by Xavier Chimits; Photography by Bernard and Paul-Henri Caher.

Published by Motor Books 2006.

Reviewed by Elaine Hamilton

If you glanced at this large format book, you could quickly dismiss it as a coffee table book made up of a number of interesting black and white photographs. Those who do this would see some wonderful photographs but, without taking the time to read the text, they would not get the full insight into those featured in the book.

The book is essentially a collection of Formula 1 photographs taken over six decades by father and son photographers Bernard and Paul-Henri Caher both of whom had special places in the F1 community of their time which gave them unique access to the drivers. The result is a collection of revealing photographic portraits in which the vast majority of the subjects appear to be unaware of the presence of the camera and even when the driver is aware of the camera (as in the photo of Ayrton Senna pictured here) the skill of the photographer captures the essence of the person.

The publishers then needed to decide how to present the photographs and came up with an interesting solution; not to employ the easy options of listing them alphabetically or chronologically but to group them by 'type'. By doing this, they immediately change the character of the book into one delving into the psychology of the drivers, something of immediate appeal to me, a collector of autobiographies of F1 drivers. This bizarre hobby of mine plus my five decades of F1 interest probably place me in a reasonable position to write this review with some degree of entitlement to personal opinion.

The drivers are grouped into six categories with twelve in each: the stylists, the tenacious ones, the romantics, the scientists, the acrobats and the tough ones. The number of pages varies for each driver with some, such as Piers Courage who was lost while in his prime, getting just one page while others, such as Niki Lauda, get up to four. However, for each driver we get the basic statistics: place and date of birth, number of Grand Prix starts, number of victories, pole positions, lap records and total number of points achieved, along with World Championships. There is also a summarized insight into each driver by the inclusion of a brief sub-heading under each name. A few examples are: Niki Lauda: No compromise; Stirling Moss: Prince without a Crown; James Hunt: Last of the Swashbucklers.



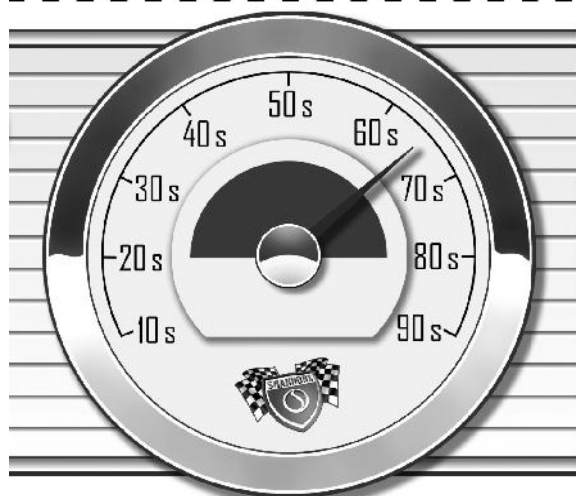
The text on each driver has necessarily had to be brief as this is essentially a book of photographs but you do have to admire the ability of Xavier Chimits to give brief and clear summaries of the 'essentials' of each of the drivers. Add all of these together and you get a reasonably clear overview of F1 over the past six decades.

Because of its format, it is a book that you can easily read and digest as time allows. One thing is for certain, you will go away from the book with the memory of the intensity of the eyes captured in the photographs. The book could easily have been subtitled 'It's all in the eyes'.

We should thank the publishers for giving us access to all these photographs but it is interesting that the book was published in the USA, a country notorious for its lack of interest in F1!

This book has a RRP of \$59.99, a very reasonable price for such a collection of insightful photographs and comments. However, for those of you not wanting to make the purchase, it will be available to you through the Club library. This book has been made available for review by Capricorn Link and will now become part of the Club's library thanks to the generosity of Capricorn Link.

These books are also available from all good bookstores. For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au.



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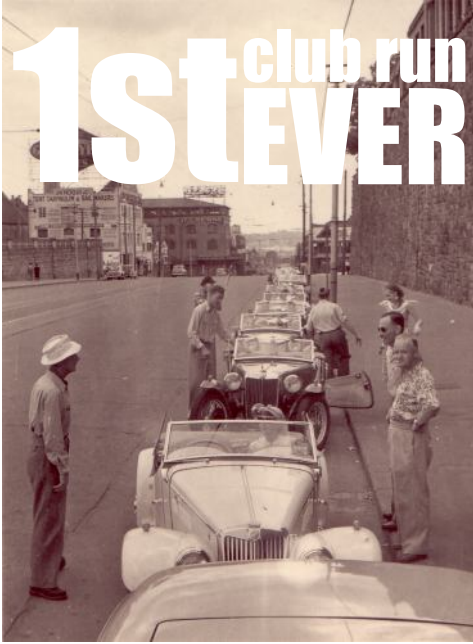


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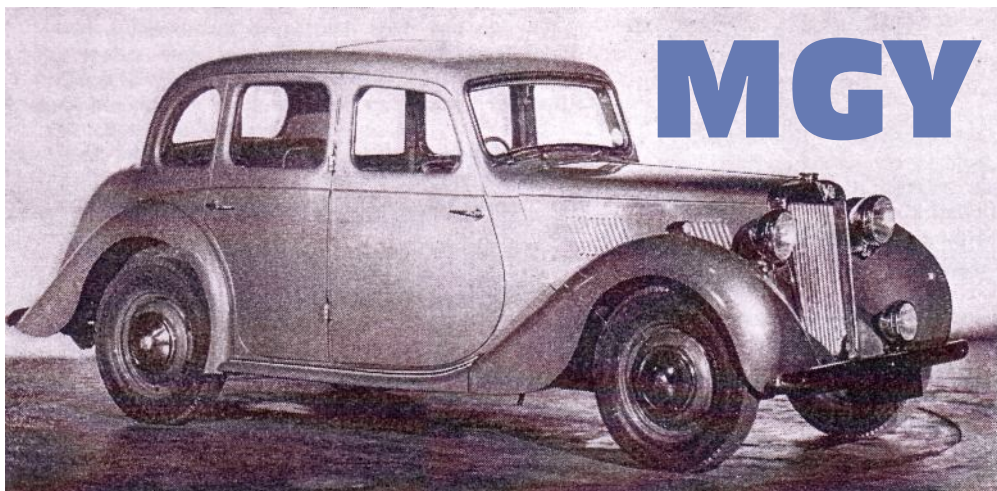


The first Club event ever held was a social day run held on Sunday 28 November 1954. It was reported in 'Motor Sport in Qld' that 'a good rollup of cars assembled at Kemp Place about the 8am mark, and it really looked something to see the line-up of G's. Lunch was at Picnic Point, Toowoomba where future activities were discussed.'

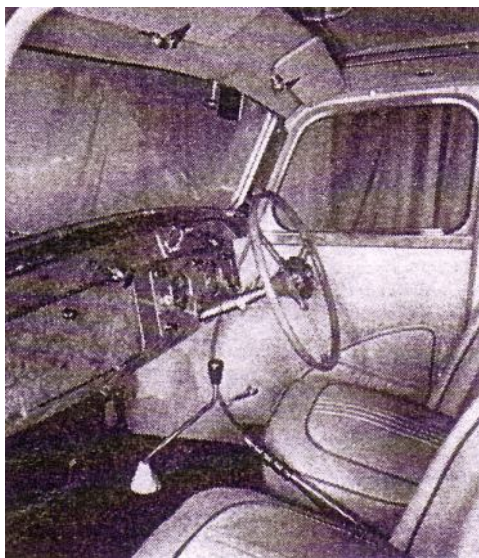
These wonderful nostalgic photos feature a Kemp Place with room for parking, Coronation Drive with room for driving, a leisurely pace which enabled the photographer to take photos of the group on the run and a disciplined running which saw all the cars grouped together. The photos were in the album presented to the Club at our annual dinner by John Muller whose brother Graeme (the first Club Treasurer) was also the official photographer.

More photos from this run and from other events from times gone by can be found on the Nostalgia pages of the Club website.





When the 'Y' type MG saloon was announced in 1947, it was the first Nuffield production car to have either independent front suspension or rack-and-pinion steering gear. It represented a major break-through in improving the roadability of British small cars, for most other makes were still using pre-war-style 'cart springs'.



The interior of the 'Y' type was very well furnished, although none too spacious. Neat instrumentation was provided in an elegant fascia panel.

WITH the outbreak of war in September 1939, production of three saloon M.G.s came to an end, for it put finis to the 'VA' (1½ litre), 'SA' (2 litre) and 'WA' (2.6 litre). All three were straightforward, conventional designs of no particular technical merit, but they were well built and fulfilled a need for a high-quality car in the medium price range. There was therefore a gap to be filled in the immediate post-war years, when the only M.G. built was the two-seater 'TC' Midget. Various people had thought about the next M.G. saloon during the war, when they could spare time from other more important activities, but it was not until the spring of 1947 that it was announced to the public.

Looking back on the 1¼ litre M.G. from the standpoint of today, it seems a very ordinary little car, and it is necessary to judge it against the background of those post-war years. There was no Morris Minor in those days. The average small saloon was a singularly dreary cart-sprung device, probably designed before the war, and making no concessions to the more advanced thinking of post-war times.

Into this world came a medium-priced, luxuriously-finished saloon of compact dimensions, propelled by a single carburettor version of the M.G. 'TC' engine. The body and its appurtenances were altogether conventional - and, therefore, by no means roomy inside - but three things were new to the British motorist of that time: a really stiff box-section frame, effective independent front suspension, and rack-and-pinion steering. They added up to new standards in ride comfort and roadholding, which were greeted with delight by all. By the standards of the times, a cruising speed in the sixties and a maximum of just about 70 m.p.h. meant a fast car, and this was achieved without noise or effort. And for positively the first time, octagon-fanciers were able to buy a car which could maintain its speed over really rough roads without inflicting great suffering on its occupants.

So the 1¼ litre M.G. met with the success it deserved, and continued in production for more than six years with comparatively few changes in design. Late in 1948, an open four-seater was produced for export only, with two carburettors instead of one, but less than 1,000 of these were

built. More significant was the appearance of the 'YB' saloon at the end of 1951. The brakes of the 'YA' had never been its strong point, and this problem was solved by the adoption of 2LS brakes at the front. Again, the 'YA' could be made to oversteer more than somewhat, though this upset contemporary road-testers surprisingly little. On the 'YB', the fitting of a front anti-roll bar and smaller wheels improved

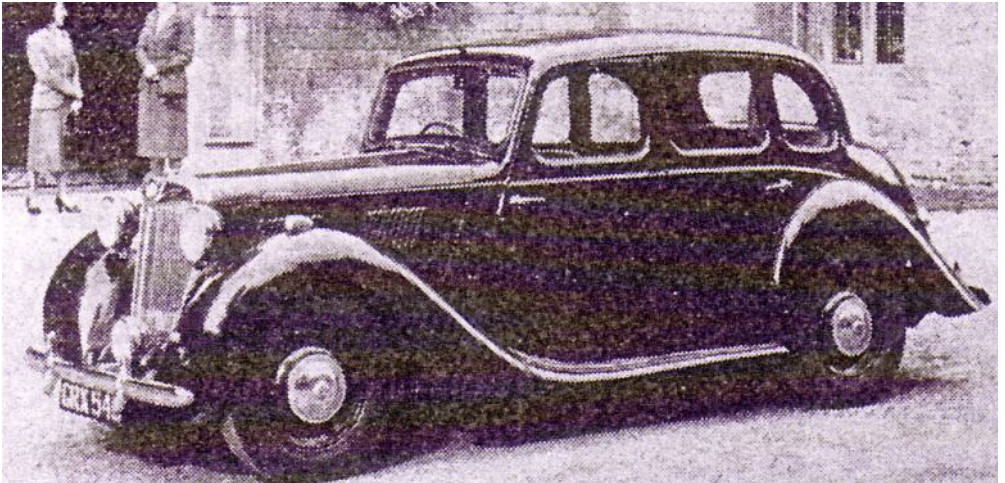
the roadholding considerably, while larger shock-absorbers were also fitted and the rear axle was changed to a hypoid design of the type then current on the 'TD' Midget. Unfortunately - as so often happens when a car is subject to improvement - the weight crept up at the same time, and this, combined with more 'gentle' valve timing, meant that the 'YB' lacked the acceleration of its predecessor.



'Y' type saloons were assembled at Abingdon while 'TC' Midgets were still in production. However, most of the 'Y' chassis components later formed the basis of the 'TD' Midget.



Comparatively few 'Y' type tourers (above) were built and those were all for export. The 'YB' saloon (below) proved much more popular. It had twin carburettors and externally could be distinguished by the smaller wheels, fatter tyres and deeper wing valances.



MODEL 'YB'

Produced from December 1951 to August 1953. General specification as 'YA' saloon, with detail changes. Altered valve timing - inlet opens 5 deg. BTDC, closes 45 deg. ABDC; exhaust opens 45 deg. BBDC, closes 5 deg. ATDC. Larger clutch (8" dia. instead of 7¼"). Anti-roll bar fitted to front suspension. Larger shock absorbers all round. Two leading-shoe brakes at front. Hypoid rear axle with slightly higher (5.125:1) final drive ratio (14.42 m.p.h./1,000 r.p.m.). Smaller wheels carrying 550 x 15 in. tyres. Castor angle, 2 deg. $\pm$ ½ deg. Weight approx. 20¾ cwt. Can be

distinguished from the 'YA' model by over-riders on bumpers, slightly deeper valances on rear wings, and of course the smaller wheels.

MODEL 'YT'

Produced for export only between late 1948 and 1950. Specification virtually identical to 'YA', but fitted with two carburettors. Engine power output, 54.4 b.h.p. at 5,200 r.p.m. (as 'TC' Midget). Gearbox, wide ratio as 'YA'. Weight, 18¾ cwt. approx. Body style, two-door, four-seater tourer.

(Reproduced with permission from "Safety Fast")

MGY

SPECIFICATION

Production period: April 1947 to December 1951.

Engine: Four-cylinder with pushrod-operated overhead valves. Capacity 1250 c.c. Full-flow oil filter. Single semi-down draught S.U. carburetter, 1¼" dia.

Transmission: Single-plate dry clutch. Four-speed gearbox with synchromesh on second, third and top. Open propeller shaft with Hardy Spicer universal joints. Spiral bevel final drive.

Chassis: Box-section steel with tie-rod bracing to scuttle structure. Built-in hydraulic jacks.

Suspension: Independent front by coil-spring and wishbone, with rack and pinion steering. Underslung rear suspension by semi-elliptic leaf springs, interleaved with rubber and rubber-mounted, with inverted rear shackles. Panhard rod at rear. Luvax-Girling hydraulic shock absorbers.

Brakes: Lockheed hydraulic with 9" dia. drums.

Body types: Four-door saloon.

Wheels: Bolt-on pressed steel.

VITAL STATISTICS

Wheelbase: 8' 3"

Track: Front, 3' 11⅝"; Rear, 4' 2"

Weight: 19½ cwt. approx.

Bore and Stroke: 66.5 x 90 mm.

Power output (quoted): 46 b.h.p. at 4,800 r.p.m.

Compression ratio: 7.3 to 7.5:1

Tappet clearances: 0.019" hot, inlet and exhaust

Valve timing: Inlet opens 11 deg. BTDC, closes 57 deg.

ABDC. Exhaust opens 52 deg. BBDC, closes 24 deg. ATDC.

Ignition timing: At TDC (retarded)

Tyre size and pressures: 525 x 16 in. Pressure, 23 p.s.i.

Rear axle ratio: 5.143 to 1

M.p.h. per 1000 r.p.m.: 14.6

Castor angle: 1 deg. ± ½ deg.

Toe-in: Nil

Carburetter needle: Weak, EF. Standard, FI. Rich, DK.

Capacities: Fuel, 8 galls. Water, 13 pts. Oil, 9 pts. (engine);

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THE STORY OF THE MULDER METRO

by the Mulder family.

GEELONG EASTER 2009

Ever since we arrived here in Aus with our MG's we haven't been very active in the MG Car Club. But we have tried to attend all the away weekends and Nat meets.

Unfortunately, the first one here in Warwick Queensland, I had to return to South Africa as my Mum had passed away. But all since then we have attended. Most of them using both the Midget and GT V8, except Tasmania where we managed to all squash into the V8 as the children were still small enough and we were on our own without any RSA tourists.

Over the last couple of years we heard more and more complaints from the back seats of the V8 as to how cramped and uncomfortable it was getting even though I had removed Baby seats and then the main seat so Calvin had more room. It was becoming more and more evident that we were no longer going to do long trips in the B V8 as a family. So I started looking around half heartedly for a four seater. We had even asked the children as far back as Tasmania, which car they liked while visiting a museum in Launceston when they could see a Y Type and a ZB next to one another. They liked the Y Type of course!!! Well looking on the internet and at various cars along the way we semi decided the Y Type too old and a little slow after passing David Robertson on the highway to the Gold Coast. I then focused on the ZA & B's but found them very thin on the ground and even very rough ones around \$10 000.

The newer ZRs were also still way out of our budget and the Geelong Nat meet was getting even closer. We had almost more or less resigned ourselves to going down to Geelong in the Holden as we wanted to travel in one car to save costs and be together as a family.

Then one night when I was on the internet, eBay to be precise. I spotted an MG Metro for \$3 600 and nobody had bid on it at 1.5 days out. I spoke to Greg whom I work for from time to time. He then said that he knew the seller and dropped him an email and asked him a few more questions about the Metro which all came back positive. Anne and I had a couple of long discussions about the car and then decided to go for it, only to discover it was no longer on eBay. Luckily I had spoken to Greg as he then contacted him again. The answer then came back it was now first come first served as someone down in Victoria had made a bid and it was now \$4000. Anne then emailed him and got bank details and transferred the cash. We were now the proud owners of an imported, unregistered MG Metro located in Crookwell NSW.

Anyway, after another few \$100's for a new battery and 3 different transporters the car arrived in our own drive way here in Cleveland. Driving it up my drive I suddenly had a very sick feeling that it might turn out a very expensive spare engine for the midget!! It was running very badly and had nearly no brakes and appeared to have lots of rust on it and the gearbox appeared to be unhappy. So it got a good wash which made a huge difference, new plugs and HT leads which sorted out the bad running with the help of cleaning out the carb and a tune up that made it run like a sewing machine!

We were now 3 1/2 weeks out from the Nat meet. Greg offered



to get his engineer in to compliance it or rather tell us what was needed to be done. Intrusion Bars and Kiddy restraint Bars to be fitted across the back of the rear seats. So with John's help, who works at GTM, we worked most of the weekend to fit the rear child restraint but there was a bit of a hurdle, as the engineer was not too sure of the 1987 emission and was reluctant to proceed. Anyway, I stripped out all the brakes and hoses and Greg had them all re-sleeved, getting most of the spares from Western Australia. Mini Spares dealer.

The radiator came out to be cleaned and flushed only to discover it was falling apart, the fins were all crumbling. Thanks to a local radiator shop they built a complete new one using a Peugeot core almost impossible to tell that it had been replaced and non-original the week was ticking by and the engineer was not making any head way with the emissions problem. So I jumped back onto the internet to find out more about emissions but to no avail. Then we found a mini garage down in ACT who said they had just had an engineer look and compliance one here in Brisbane. So after a couple of phone calls the engineer arrived at my home to look at the Metro and told me what to do. I needed to fit intrusion bars to the doors and the emission was okayed. After a second visit to take a look, a plate was exchanged for a hand full of notes.

Well, what a relief, we could get the car a road worthy and safety certificate and then down to Queensland Transport to get it registered. But first we needed the exhaust replaced and it always is amazing when everything is under pressure and you can't believe the local exhaust guy would have to order the muffler in and that it would take 24 hours at least. But as things turn out we managed to get it all sorted out and we had time to pack bags and leave on Sunday morning with Peter and Jillian Smith who were happy to have us along. So it was with abated breath and prayers we drove out of Cleveland on our maiden drive and it wasn't until we arrived in Tamworth that I started to relax and my confidence grew.

The children were happy and comfortable in the back. I couldn't say that for Anne! She had no place for her feet as she had the overflow of baggage that didn't fit in the boot but that got better as we went along.

Well, I am sure you have seen the great results we had down in Geelong and we had a terrific trip back, coming back via Bairnsdale, Mt Beauty, Bright through the Snowy Mountains Scheme and back past Sydney and home again. We had travelled about 5 000km since we had left Cleveland.

I would just like to thank Greg Tungstall Mechanical, Stewart Armstrong and all the others that helped me get the MG Metro into a reliable state to do this long trip and to attain the results we did.

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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			

TIGHE CAMS SERIES

ROUND 1



A full report of this event will appear in the next Octagon. However, it can be reported here now that, despite the variable weather, competitors at the first round of the Tighe Cams series for 2010 enjoyed multiple runs with FTD going to Bill Norman in 41.53. Top six and winner of the Formula Libre up to 1300cc class was Rod Johns who, with a competition time of 41.86, proved that he poses a serious threat to John Davies' long held record for this class. The award for Most Improved Driver went to Shane Merrick while winner of Best MG was Barry Evans.

One of the most interesting photos from this event was taken by Ian Welsh who saw the possibilities for some

interesting captions for the photo. As the car in the photo is that of Scott Dean, the sponsor for the Carselling.com.au Queensland Hillclimb Championships, you can't help but wonder what lengths he would go to in order to achieve more publicity! Here is a suggested caption; what about some from you, the reader?

Ian Welsh's suggestion was 'Horsepower vs manpower, manpower wins!!'

To find out the full story behind the photo, go to page 42.



NATIONAL MEETING 2010

A number of Club members are busy preparing for the long trip to Adelaide for the 2010 National Meeting. We wish them every success as they vie to try to retain some of the many trophies which were won at the 2009 National meeting. After the National meeting, we will be represented at the Delegates Meeting by Peter Rayment (who is also the courier for the return of the precious trophies) and Tony Slattery.

WANTED

With our wonderful canteen coordinators (the Walkers and the Clydesdales) being away when some hillclimbs are on later in the year, there is the opportunity for someone else to experience the thrills of canteen management. The canteen has become an essential part of people's hillclimb experience (some people claim to come just for the food!) so we don't want to have a non-operating canteen during the absence of our stalwarts. Please give some consideration to helping us out. Contact Pat Walker to find out just what is involved on 3300 2914.

As you will have noticed, we have a naming rights sponsor for the Queensland Hillclimb Championships this year but we still need class sponsors to help cover the extra costs involved in putting on a championship event (mainly in permit fees and trophies). If you have a business that would like some exposure this way or work for one that might, please contact Elaine Hamilton on 3893 2438 or email her at vprojects@uq.net.au

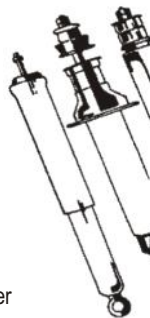
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**FREE 54 PAGE
CATALOGUE**

Chapter Chatter

By Rick Neville

D A R L I N G D O W N S C H A P T E R

Another year begins and the start time for the first run of 2010 was chosen so that we could get home before the heat of a Queensland January Sunday really set in. Nine cars and their 16 occupants assembled in the fog and light drizzle at 0700 at the TIC. So much for the unfailing Queensland sunshine in January; however in all fairness, the dissipation of cyclone Olga might have had something to do with it. The prize for the day would have to go to Lester and Rhonda Brosnan who appeared in their lovely TC with, it should be mentioned, no soft top in place, but raincoats readily at hand.

After waiting for about ten minutes for any latecomers, the Toowoomba push departed to meet with the Warwick group of five cars and a further ten enthusiasts just south of the New England Highway, Gatton Clifton road junction. By this time the fog had departed and although we were not bathed in sunshine the outlook was significantly better. While all the folks had gathered around to catch up with each other after the Christmas break, Brian, in a fit of public spiritedness, took the trouble to check the nearby tall grass to ensure that there was no snake threat to the assembled multitude.

Stephen and Desley Colclough then lead the group of fourteen vehicles along some delightful roads through Ma Ma Creek and Laidley to Porters Hotel at Plainland. There was a stop along the way, prior to Ma Ma Creek, to refresh the caffeine levels thus ensuring that we could make the Brunch venue safely. It was a bit puzzling to work out why they would build a memorial to Thiess for building a bridge. It was disappointing that the car most deserving of TLC was made to suffer a stone

impact on the windscreen and windscreen frame by a rogue truck on the trip down the hill. The weather was relatively kind, a bit like Melbourne actually, with some light drizzle, lots of cloudy periods and some short periods of sunshine. Altogether, it was very pleasant driving weather, possibly even so for Lester and Rhonda, despite the truck.

We arrived for the second sitting for breakfast at the hotel and parking was no problem at all. The food was excellent and plentiful, thereby well and truly justifying the choice of the venue. Unfortunately however, there was not much left of the local Sunday market at that stage.

Many thanks must go to Stephen and Desley for a well organised and delightful run to start the year off.

The next run for 2010 was the first midweek run, and although the weather vacillated a bit after our first foray for the year, things did look up and after several days of overcast damp weather, it was great to drive to Allora in brilliant sunshine. A terrific attendance of 25 people indicated that these mid week runs are still popular. While waiting to receive our meals, the time was well spent catching up. Everyone is looking hale and hearty after the Christmas Break and we hope this continues throughout the year.

Significant events occurring early in the year include the midweek overnight run to Tenterfield in April and the David Hack Classic Meet on the first Sunday of May. We look forward to seeing as many as possible at these and also our regular monthly and midweek runs.



By Ian Bryant

Chapter Chatter

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

We just couldn't wait for Australia Day to get going in 2010: popular demand required a twilight run MUCH earlier in the new year! John Shield (MG B) and Bob Emslie (Mercedes slk200) combined to plan and conduct a very successful Chapter twilight run on Wednesday, 6 Jan 10, to Burrum Heads for a byo barbeque. Under threatening skies, 33 people in 18 cars (ten MGs) set off from the Hervey Bay Esplanade, catching many admiring looks from the assembled tourists. Garry Robertson in his Eunox MX5 was welcomed on his inaugural run with the Club and Chapter, and Ken and Ellen Wilson drove their MG TC on its first Chapter run. Two MG TDs appeared, plus the two MGAs of George Leceij and Darryl and Jackie Martin. It was clearly a good start to the Chapter's sixth operating year.

Eleven days later and in very warm conditions, a Chapter Sunday twilight run saw 30 people in 16 cars make the short run via River Heads and Turtle Cove to the Urangan Pier Precinct for a fish 'n' chips evening meal and noggin/natter. John and Ros London (Ford Capri) were welcomed on their first Club and Chapter run, Peter & Jean Boxall took the Porsche, with Kevin and Carol Rowell showing their MG F. Bob Bleakley with Nancy Goddard drove topless (Saab), while Kevin and Carol Charlton drove their MGB GT.

The Chapter's (now) traditional Chapter Australia Day party was held in the early evening in the leafy and cool grounds of Legacy House in Hervey Bay, with 39 people attending the event. The Chapter's fifth anniversary of functioning (officially) as the very first of the MGCCQ's Regional Chapters was marked by a bbq, presided over with great culinary panache by Fred Nelson. This was also an appropriate time to thank those of the Chapter's

"Originals" then present and in this regard, Bob and Jan Bruce were particularly acknowledged. The MG Bs of Phil and Dianne Youel and Peter May with Joy Batchelor, Ellen Wilson in her MG YA supporting husband Ken, and Graham and Chris Scott's MG TD provided a most suitable MG backdrop to the event. Raffles enable the Chapter to donate \$150 to Legacy, plus a little left over for the Chapter's coffers.

On Wednesday, 10 Feb 10, the Emslies led a midweek breakfast run to the Black Dog café where 24 people (in a very mixed bag of cars) enjoyed a very pleasant morning. Garry and Anna Cuthbert (MG B) were welcomed on their very first run with the Club and Chapter. It was pleasing to see Rob and Brenda Rosewarne out and about with the Chapter again, with Peter and Jocelyn Gardener (Fiat 850) also attending, having finally returned from their long holiday circumnavigating Australia on land.

February concluded with a Sunday twilight run to Burrum Heads under the guise of "The Sheilas' Shambles (Revisited)", a frightening event where only girls-rules apply, and arranged by The Girls, Barbara Shield, Lyn Emslie and Margaret Elson. Some 41 people in 21 cars (11 MGs) made the spiritual journey in the expectation of not having to be concerned with their (male) BAC. In the upshot, the very well catered for sausage sizzle proceeded without incident and the twilight drive to the venue was also unremarkable.

However, the pre-run Club-approved briefing provided to the assembled males (all of whom were designated as "silent passengers") was instructive: violence was threatened by the all-female drivers in response to simple husbandly



tasks (such as instructing the wife on when to enter the traffic flow), savage fines were inflicted on all imagined (male) transgressions, and one brave (male) soul even banished from the bbq plate for loudly mentioning shoes and (matching) handbags. Germaine Greer would have been proud! Because the Sheilas' Shambles rules demanded that the wife/partner be required to drive their partner/friends' MG or other car, at least one smooth-talking chap managed to convince his wife that his MG had broken down the day before - and was chauffeured to the event by his wife while he waved his beer at all and sundry from the back seat of the limo! You are a brave man, Des See!

Events to follow in March see the Chapter starting to pick up the pace in the cooler weather, with a barefoot bowls and meal evening set down for Wednesday 10 March and a long day run to

Paradise Dam on Sunday 28 March for a barbeque. However, this is the month that vehicles with Victorian number plates start to appear and crowd out most of our roads - and so we will need to sharply increase our defensive driving manner! Just like the Sheilas' Shambles!



Waiting for the raffle draw on Australia Day



Senior Chef Fred Nelson and apprentice at the Australia Day BBQ



Assembly and briefing before starting the Sheilas' Shambles

PHOTO ON PAGE 37

You thought that 'every picture tells a story'? That may be true but it doesn't always tell the full story. Here is the following photo taken by Ian Welsh which completes the story and does show that sometimes 'manpower is needed to win'.



JOINT RUN

28th February 2010

with Sprite Car Club of QLD.

This was a joint activity for the MGCCQ and the SCCQ.

We started with morning tea and welcome at the MGCCQ Clubrooms from 9:30am. At 10:45am we headed off via Sheldon and the Venman Bushland area to the MG hillclimb facility at Mt Cotton.

On arrival our guests had a good look at the hillclimb track so that they could appreciate the challenges that the hillclimb presents. This was followed by lunch, some picnic and some BBQ, and then a short working bee session to work off lunch and remove some dead tree branches out of the spectator area.

Everyone seemed to enjoy the run and the facilities at Mt Cotton. There was particular interest shown in Brant Rayment's Midget and all its improvements.

PARTICIPANTS

MGCCQ

Peter May	MGF	BRG
John & Marian Tait	MG GT	Yellow
John & Pat Walker	MG GT V8	Red
Cyril Bennet	MGTF	BRG
Ron & Bev Clydesdale	MG Midget	White
Andrew & Susan Willesden	MGB	Black
Owen McNeill	MGB GT	Red
Chris Hurling	MGB GT	Green
Gary & Dawn Lawrence	MGB GT	Black
Tony & Debbie Slattery	MG Midget	Red
Errol & Wendy Hoger	MGB	Gold
Brant Rayment	MG Midget	Blue
Selena & Rebecca Rayment	VW Golf	Green

SCCQ

Gary Seymour	Sprite Mk13A	Red
Peter Fellows	Sprite Mk13A	BRG
Alex Robertson	MG ZT190	Green
Graham & Margaret Harris	Toyota Prado	White
David Robertson & Tanya	Holden Torana	White
Mike Wade	Sprite Mk 1	Green
Mike Millard	Sprite Mk 3	Red
Mick & Liz Cole	Peugeot	Red



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GT RADIAL



By Geoff Kingston

Geoff leads a group of cars in the dry

I'd put in an entry to race at Bathurst a few times in the past but always fell victim to oversubscribed grids. Traditionally there are around 95 racers vying for 55 spots on the grid.

I returned from a relaxing holiday at Kangaroo Island to find that 2010 was going to be different; my entry had been accepted and I was going to the mountain to race for the first time.

The usual car preparation panic followed. Fix some known issues with the car and do a Sprint meet at Lakeside to confirm everything was AOK. Unfortunately a new problem emerged, severe driveline shudder starting at around 160km/h.

I rolled into Bathurst with more than the usual amount of trepidation. The track was obviously more complicated than any I had raced at before as well as the reliability question mark over our untested solution to the driveline shudder.

Practice and qualifying were spent trying to learn the track, whilst staying out of the way of those that already knew the track. It was a process of getting gradually braver without falling victim to one of the numerous walls.

The races themselves were a mixture of the usual cut and thrust of racing combined with huge doses of drama that Mother Nature threw at us. The wet start of Race 2 was a highlight as 40 cars swept up Mountain Straight; the spray so bad that you could only hope that the guy in front braked in the right place. My determination to finish the wet race vanished when my driver-side wiper twisted off down Conrod Straight. All the other early model Mazda's had exactly the same thing happen!

It was dry at the start of Race 3 and a brilliant start saw me jump 6 or so spots off the line. Alas the heavens opened (torrentially) on lap 4 and race control had no option but to red flag the race as streams of water ran down the mountain.

Even with rain cutting short a number of our races, the 'Bathurst' experience was extremely satisfying. The rain meant that we experienced many of the situations you commonly see on the V8 Supercar telecasts.

Rest assured that a '73 model Mazda 808 'walks' around a fair bit over the humps on both Mountain and Conrod Straight at speeds much higher than I reach on any other track.

It would have been easy to find an excuse not to drive at Bathurst. I have only raced intermittently in the past few years and the car was a little underdone. But in the end I'm so glad I did.

Did I conquer the Mountain? No - but I certainly learned a lot that I'll build on next time!



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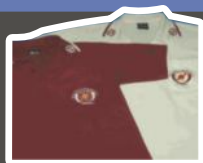
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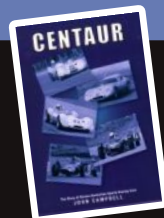
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The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

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

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Hillclimbs



Concours



Day Runs



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Race Meetings



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