

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 3

May 2020



The Capricorn Chapter were quick off the mark with their runs this year and managed to get three in before the virus put an end to them. This photo was taken on their 3rd run on March 3 and shows the cars and the lone bike (look carefully in the background) at a venue with beautiful scenic views enhanced by the arrival of the 'train' of MGs.



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President's Report

Well what a year we have had so far - started with bushfires and now we have the coronavirus. I hope all the members of the club and your families are well and enjoying your time at home. We seem to be doing well in Australia compared with the devastation it has caused in lots of countries around the world, my thoughts go out to those around the world who have lost loved ones.

I rang my mother in the UK to make sure she was ok she turns 96 this year so I was a bit concerned for her. Luckily she does not go out much even in normal times. I asked her if she was coping with the isolation etc, she replied she had lived through WW2 in London and had the front of her house blown away by a German bomb being stuck inside and that was only a minor inconvenience.

As Ken Wasley wrote in the report in the last edition, I had to have major surgery on my right knee – a full replacement which was not a nice experience and, to make it worse, I fell down the stairs at home which has caused a few issues. I would like to thank Ken for taking over for me while I was recovering.

The club of course has had to cancel all events and gatherings and once the government lifts restrictions we will start our events again. We as a club will come back better with more events.

I have a mini cooper S and I have had a few issues with it which is being fixed as we speak and, after talking to the Mini owners club we had a discussion about having an event possibly a joint run and then back to our club rooms afterwards, this will be looked at after we all get back to a normal life.

The Guinness book of records attempt will be looked at also once things are back to normal although we still lack the numbers at this stage.

The MG Car Club is celebrating its 90th birthday later this year and is asking each Club to do something special on the day. You will find more information on it inside this Octagon. If you come up with any good, appropriate and original ideas for the way our Club can celebrate this milestone please let me or another Committee know so that consideration can be given to them and an appropriate decision made.

In the meantime, please support our advertisers during these turbulent times; for example Abingdon Motors are servicing any sort of vehicle just to keep the workshop staff employed.

Stay safe, wash your hands and remember social distancing so we can all remain safe.

Safety Fast
Peter May, President

VALE – Bryan Schuster – a tribute from his daughter, Karen Miller.

It is with much sadness that Mr Bryan Edward Schuster former owner of Bryant Engineering Works passed away on Sunday the 19/4/2020. Bryan was an awesome engine rebuilder in the prime time of Aust. Motor racing. He was the President of ERA and heavily involved with MTAQ. His partnership with Mr Ivan Tighe touring Queensland with the Chev5000 for hill climbs was a highlight in his life. The duo loved racing at Mt Cotton in Queensland. Apart from personally building race engines, he loved his business of engine reconditioning and rebuilding heavy machinery engines. He employed many staff and had time for all of them. Bryan will be remembered as a wonderful and brilliant engineer by all who may have met him.

Some Words from Elaine

Firstly, I apologise for the following errors which appeared in the March 2020 issue of the Octagon. My brain and my fingers obviously had difficulty with the dates 1970 and 2007 (see page 17) possibly as the first AHC at Mt Cotton was held in 1970 and another was held in 2007. Fortunately the heading was correct and it was very obvious that the reproduced articles were first published in 1970.

There was another error on page 8 where Warwick Hutchinson is listed as being both the outright winner and equal fifth placegetter in the 2019 Top Six Competition at Mt Cotton. Not even Warwick could manage to do that but he was the outright winner with the final placegetter (jointly placed in 5th place) being Greg Tebble.

Despite our still not knowing whether or not the AHC will still be held in early November, I have included the report of the 1970 event which was published in the 1970 Octagon and told in a somewhat different style to any we've read before. I know you will enjoy it and will be inspired by its format and style to renew your childhood fascination with the limerick. There were no photos in the original report – technology wasn't far enough advanced for it. They have been added to make some of the references to names and cars more meaningful.

I urge you all to read the information from Peter Cook, MGCC Overseas Director whom many of you would have met at last year's National Meeting which he attended. You may like to put your thinking caps on and come up with some ideas for how our Club can contribute in an appropriate manner with our celebration of the MGCC's worldwide 90th birthday celebrations. Please pass your ideas on to a member of the Management Committee.

Before the cessation of Club events for the past number of months, three Chapters had managed to hold their first events of the year so there is some reportage of events from this year. There have also been contributions from others which have been gratefully received by this Editor – my thanks go to them, particularly to those who responded to my request with the format of the one from Phil Henry being quite timely. With people having a bit more time on their hands than normal, I have included Graeme Walker's article on the 'Origin of the Octagon as the symbol of the MG' which includes instructions for knitters and crocheters to enable them, thanks to Delia Rayment, to include that logo in their handicrafts. This was first published in 2006.

Chris Lake has recently put together his personal history of hillclimbing at a number of venues and in a number of cars. The Lake family does not restrict their Club activities to motorsport as you will

find out when you read David Lake's article titled 'The 5791 day restoration'. These two articles from the same family are included in this issue as they very much complement each other in both content and style.

One advantage of having little in my Octagon Inbox, is that I can indulge myself in repeating some other items from the past. One of these is by Tom Storrie, first published in 2005, who recounted a fascinating story from the past.

It is interesting how some articles come to us. Recently the Club received an email from an MG enthusiast who had bought an early TF and was seeking help in finding its original motor. We tried to assist him by publishing his request which had also been published by a number of other MG Car Clubs. Someone was able to help him and, in return for our efforts to help, he has given us publishing rights to the story of his purchase of the car and the search for its original engine. Part 1 is included here along with a promise of more information to come for our next issue.

I put out a request to members for stories from them on anything to do with their MGs and got one from Gurney Clamp about his purchase of his first MG. I thank him for his quick response to the request and for the article and photos he supplied. Thank you again to all of you who responded to my request for articles in this quiet time of Club activity. Fortunately, having been editor this magazine for many years, I also have quite a treasure trove of still relevant articles from past issues which are very worthy of republication.

The next issue will be the July issue with a closing date for contributions being the last day of June. With little activity being anticipated during the next few months, 'Special editions' are being prepared to ensure that the July – and possibly also the September – issues will be full of interesting reading for you. Hopefully the world will soon be settling back to normal. When that happens and a calendar of events starts to evolve, the best place to check out the Club's calendar of events is on the online calendar and in the weekly email which I send out each Monday. If you aren't on the list for it, send me a request by email and I'll quickly get you added to the list of recipients. In the meantime, take care, stay well and enjoy caring for your MGs – with all the time currently available, they should be in mint condition by the time the next Concours comes around!

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Notice Board

Noticeboard takes on a new look for this issue as there are no coming events to list which allows space to include the full program for the Combined Chapter meeting which is now scheduled for 23-26 October.

The Combined Chapter meeting previously scheduled for 11-14 Sept has been postponed until 23-26 October in the hope it can go ahead then but all is dependent on freedom from the virus.

The Proposed agenda for the weekend is as follows:

Friday Afternoon 23rd October 2020

Arrive Hervey Bay for Registration at the Mantra.

Friday Evening 23rd October 6.00 pm

Noggin & Natter at the Hervey Bay Boat Club Finger Food on the Deck looking out over the Marina Tell your MG stories and buy your own drinks at the bar.

Saturday Morning 24th October 9.00 am

A Car Display for the Public to attend until midday. All Makes and Models Accepted . Bring your own Chapter Banners .!!!

Saturday Afternoon 2.00 pm

a short run around Hervey Bay taking in the Esplanade and the countryside

Saturday Evening 6.00 pm

A Fancy Dress Party at the Boat Club FRASER ROOM upstairs. A 2 course Buffet Style meal hopefully with some entertainment and some dancing and prizes for the best outfits on the night

Sunday Morning 25th October

A chance for a 1/2 day Whale Watch trip for those that wish. Everyone else can have a run to Maryborough to see some of the sites of the Heritage City.

Sunday afternoon 2.00 pm

There will be a training session for people interested in becoming Concourse Judges this will be headed by Dino Mattea a distinguished member of the MGCC a specialist in Pre War MG's

Sunday Afternoon

We will also have something planned for the Ladies and those that don't want to be trained as a Judge !

Sunday Evening

A Free Night you can all get together at any of the many local Restaurants or the Boat Club of just chill out

Monday Morning 26th October

Farewell Breakfast at the Hervey Bay Boat Club Bistro starting at 8.30 am until 10.00 am for a full cooked Buffet style Breakfast.

Monday Morning after Breakfast

A meeting of all the Chapter Coordinators to discuss any relevant business and perhaps the next Combined Chapter Meeting to be held in two years time.

NEW MEMBERS

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

Stuart Stephenson	Pialba
Lee Robinson	Ellendale
Ron Booth	Wandoan

Bits'n'Pieces



A THANK YOU FROM VAL HORGAN

I wish to sincerely thank the Club Members on the overnight run to Kingaroy in February for their generous donations to my Shave for Cure for the Leukaemia Foundation. Their kind support is greatly appreciated. I

ended up raising \$4,000 which was double my target, so a pleasing result. Sincere Thanks and take care everyone. Regards, Val Horgan. The two photos were taken on the day of the shave on 12th March at the Yeronga Village.



This photo came in from Kevin Johns who had time to indulge himself in his model car and railway hobby during the virus downtime.

SOME MEMORIES FROM KEN PETERS

Motorsport competitor and Official from the early days of Qld motorsport (Ken was an official at the first hillclimb ever held at Mt Cotton and a competitor at the second one in a BMW. He was also the President of QMSC in Lakeside's heyday.

The story of these three photos is in Ken's own words.

"Shortly after Narelle and I married we needed household things like furniture etc. so motor racing was put on hold. I decided to buy a car I could not race and so the

Wolseley 15/60 was purchased but I still liked to compete in QMSC club events. I recorded a Lakeside lap time of 1 minute 44 seconds and a standing 1/4 mile the next Monday! I came across a Derrington cross flow cylinder head and a couple of SU carbies and a magic Dave Evans exhaust followed. My old mate Col Somers made me a 15/100 badge for the back boot to confuse the peasants. With everything stripped back I got down to a 1.19 and had lots of fun with John Gillmeister & Co. with John in his Hillman. The other wonderful photo is of me in front of Bill Pitt's Jaguar in the Karrousel at Lakeside - the only catch was that he was lapping me!



Ken in the Wolseley with John Gillmeister also in the photo



this wonderful photo is of Ken in front of Bill Pitt's Jaguar in the Karrousel; only catch, admits Ken, was that Bill was lapping him!



Ken at a presentation of trophies with Graham Hill at one of the Tasman series race meetings held at Lakeside. This one was in Feb 1966.

My Very First Square Rigger – The purchase of my MG TF1500 February, 2020

**by Maurie Prior, MGCC Hunter Region,
NSW, Australia (article one of three)**

My story, which starts in February 2020, bears even more relevance today in early April, especially now that we have been exposed to this terrible pandemic of Covid-19, so I wanted to share, sooner, rather than later, with lovers of all things MG and their enthusiastic supporters, the story of my experiences with purchasing a 65 year old MG.

I am very cognizant of the desire and importance by most current T Type owners, and the prospective must-keep-up buyer, to own a T Type with matching numbers. I am not criticizing them, I am simply making an observation, which is - just how important, is it after all? I honestly admire the dedication of the presentation enthusiasts, the ones who spend waking hours and untold sums, ensuring their prized possession is cocooned, baby like while, at the other end of the spectrum, there exists a very few rare individuals, who use their MGs as they were intended to be used, but love them no less than the molly-coddlers. Then there are the more laid-back characters, who have owned a car for decades, keeping it presentable and who would never contemplate selling it.

I guess that some classic car owners like to know that everything matches, and that the trifecta of matching chassis, body and engine adds to the car's value and also to bragging rights. That poses another question – if one has a matching number car, does one keep it forever, displaying it for a trophy, or is it simply an investment? Would you sell a T Type with matching numbers and,

if you did, who would pay what you expect for it? What would you replace it with? I am sure that there are many reasons, and many answers to these questions, but I am not about to attempt to unearth the answers – in my case, my interest is purely one of absolute, self-indulgence. I have had an unrequited love, since the age of seventeen, for the MG TF and now I had the money and unashamedly, I wanted one

There was a time some years ago, with having owned and totally restored a number of MGBs at varying times, I was eager to display them proudly, for the benefit of gaining recognition. Nowadays, as I age, chasing a medal, or seeking a prize, or trophy hunting, has demonstrated that it could be a costly, as well as an ever elusive, pastime. I am past all that. I am happy to just own it and use it carefully; the trophies can go to those more deserving seekers of peer recognition. So, to my new TF. I bought this car because of several reasons, and they are not necessarily in order.

I have always wanted an MGTF 1500. That was non-negotiable. I didn't want a TF 1250, or a TC or TD, and I didn't want a red, white, black, cream, yellow, grey, or god forbid any other colour but green. A British Racing Green car, or close to, with tan trim, seats, hood, tonneau etc. I didn't want a project to restore because, at my age, I don't have the energy, or the valuable time to spend on several years of a serious restoration. I didn't want a car needing a "refreshment" as many owners who keep these cars with the patina of age, as being the only guiding principle, believe them to be better than they really are. The purchase price was

important, but not to the detriment of buying it, or not buying this particular car.

I found my car on an interstate MG Car Club website. Fortunately for me, it had not been advertised widely on the usual auto sales sites, and had largely been ignored. It was probably overpriced as well, but to someone like me, who is at the tail end of life, money means little. I am assuming here, but I reckon that because of its lack of publicity, it was fate, and it was there, quietly waiting for me. What I first discovered, when digesting the scant information provided by the seller, was that the body number and the engine number matched; however, the chassis number did not.

Further investigations revealed that the XPAW engine number was different again to the incorrect XPAG engine number as advertised. So, here was a car that was advertised as a 1954 MGTF 1500, with two allegedly matching numbers that did not match after all, and bore no real relevance to the car. Justified questions elicited begrudging scant answers, however persistence revealed that the chassis number was different but, most importantly, it was that of a 1955 built TF1500, and not a 1954 as erroneously advertised. Many questions followed to the international MG fraternity who, to a man, confirmed that no matter what the body or engine numbers indicated, the chassis number was paramount and no disagreement would be brooked, on that piece of intelligence.

That was good enough for me, and given that the car colour, a most beautiful non-standard green, along with the tan trim colour was exactly what I had dreamed of, I purchased it without physically sighting or inspecting it, knowing that the numbers meant less than the image, in the overall scheme of things. Many MG

owners would be horrified at me admitting this serious lapse in judgement, but when one is aware of just how many years are left to one, the how-it-looked to me, was much more important, than anything else. In my aged mind, the body and engine numbers were irrelevant, especially as this car had been very nicely restored at some-one's considerable expense, and the absence of the matching numbers was overlooked in favour of the superb presentation of this particularly attractive classic MG.

At almost 80 years of age, I will now enjoy it as if I was seventeen again, and I will never sell it; however my children may do, and inevitably they will, and I hope that it goes to a deserving enthusiast who, like me, may desire it for what it is, and not quibble over the numbers, and overlook them, to wallow in the significance of owning a beautiful piece of MG history.

When that happens, it will not be my concern because, in this twilight of my life, I am now enjoying the pleasure of finally acquiring something I have always wanted. A very special MG T-Type, that was initially cobbled together in haste, to appease the overlords at BMC, and then, in spite of its hurried creation became an automotive classic. *(Next time - the contrary search for its correct engine).*



The MG Car Club 90th Anniversary

a letter from Peter Cook, MGCC Overseas Director

October 12th 2020 will mark the 90th anniversary of the founding of the MGCC. The club's origins lie in an advert placed in the Light Car magazine suggesting the formation of a club for MG owners. The venue was the Roebuck Hotel, Broadwater, Stevenage, Hertfordshire in England which still exists there. Over thirty cars and their drivers and passengers attended the inaugural event and a club was quickly formed. The following year the first club dinner was held with Cecil Kimber as the guest speaker. In 1932 the first dinner-dance was held at the Café Royal in London where Sir William Morris, George Eyston, and Earl Howe were among the guests.

To celebrate the 90th year of the MG Car Club, we would like clubs to mark the occasion by organising a contribution to a world-wide event on the following lines:

- i. The celebratory event to be organised is a run or rally by every club, register and centre in both the UK and across the world.
- ii. The date for the event will be Sunday 11th October, 2020.
- iii. The run or rally should be as far as possible different from the usual runs put on by the club, register, or centre. One suggestion is that an approximate 'octagonal' route is devised. Another could be passing over a river on a bridge or a ferry. Essentially something which is different, acts as the focal-point for the run, and enables some memorable photos to be taken.
- iv. Mid-day local time should be used as the start of the run, or the point at which an unusual feature is crossed, passed, seen etc. – the focal point. In this way the event becomes a 'whole day' global event from New Zealand, Australia and Japan in the east, to Brazil, California and Hawaii in the west.
- v. As far as possible local and national media should be alerted and used as a means of raising both the MGCC's and the marque's profiles. Local media especially is often open to a prepared 'feel good' human interest story.
- vi. Consideration could also be given to video and photos being uploaded to Facebook, Instagram, You Tube etc. which have a wide reach and enable comment and participation.
- vii. As we get closer to October 2020 I hope to provide more information on the founding meeting and those involved in getting the MGCC off the ground in 1930.

Peter Cook
MGCC, Overseas Director 14/11/2019

Buying My First MG

By Gurney T Clamp

In 2008, my wife Gloria and I booked ourselves to go on a 14 day Cruise of the Pacific islands, departing out of Brisbane. While waiting for the departure date to arrive, I said to Gloria that I have been researching on the internet and have found 12 MG Bs for sale in the southeast corner and I think that we should take advantage of this opportunity to purchase an MG B either before we depart or after the cruise, Gloria, knowing that it was a dream of mine to be the proud owner of this particular model of MG, we departed from Yeppoon allowing ourselves enough time to check out all these MGs before we boarded the cruise ship. Our first stop was at Gympie, where we inspected an MG that the owner had just completed restoring. The owner and I took it for a test drive and I fell in love with it immediately, but as this was the first MG that I have ever driven, and not knowing if it was a good buy or not, I told the owner that I like the car but I would like to view other MGs first before making a decision. He said if I decided to buy this one to just ring him and pay a deposit and he would hold onto it for me.

The last of the 12 MGs I organized to inspect and test drive was on the Gold Coast not far from where my sister lived. We arrived at my sister's unit late in the afternoon just before a huge storm had hit most of the Gold Coast. Next day we set off to visit the 12th Car's sellers residence, dodging all the water lying around from the previous night's storm. On arrival we found that he had a huge shed in

his back yard full of historic cars for sale two of which were MGs. The owner said for us to take the MG that I had selected for a drive, it has plenty of fuel so why not go up and tour around Mt. Tamborine, I know you will come back as your car is here.

I told him a short drive will suit us so off we went with Gloria having her first ever ride in an MG and in one with the hood down. I took the car out onto a very busy road and travelled for about 3 km and said to Gloria that we would take the car back as I did not like this car. In order to turn around I had to come to a halt in the busy road indicating to turn right into a side street to allow me to turnaround somewhere in that street and take the car back. While sitting in the MG in the middle of the road a truck decided to overtake us on the left hand side and in doing so drove into a puddle of water splashing most of the contents of the puddle down the side of the MG and onto Gloria. With myself receiving very little, Gloria's immediate comments were 'Get this thing back and we are not buying a MG.'

Well we went on our cruise during which I decided that I should buy the first MG I had seen in Gympie. As soon as the opportunity became available I contacted the owner in Gympie, but to my misfortune he had sold it the day before so I had to settle for my second choice of one that I test drove in Brisbane. And so I became the proud owner of an MG, a car that both Gloria and I have enjoyed owning and which brought about the creation of the Capricorn Chapter.



01 and 02 – Gurney's 1972 MGB one showing it outside their house in 2008 and one showing it 'top down' in 2014 and obviously meeting with Gloria's approval.

MG SICKNESS PART 7

by David Hall &
Lyn Hayward

I guess the older you get the more experience you have and perhaps a little more time on your hands, well I like to think I can put this time to good use. So another project will be the answer.

What are we looking for this time maybe a V8 or a 6 cylinder MGC? Lyn suggests that, as we are getting older, an automatic may be a good option so here goes!

There is an MGC Roadster advertised in Sydney and I mean Sydney right in the thick of it! We live in Hervey Bay way out in the country with plenty of space around us; anywhere there is high volume of traffic we try to avoid.

We kept an eye on this little MGC for a while. It was an Automatic which made it quite rare. It had been imported into Australia from the USA and converted to right hand drive at that time it had been fitted with Electric Power Steering. This MGC was painted White with lovely Blue trim including Blue soft top and Tourneau to match.

After talking to the owner and a few photos exchanging hands we decided to take the trip down to Sydney to have a look at it. We loaded up the Motorhome hooked the Car trailer on the back and, with Bailey our

German Shepherd Guard Dog and Lyn on board, we headed to the big smoke of Sydney.

We took the New England Highway as we enjoy the scenery on this road and the trees were all a mass of Autumn Colour. In another few weeks there would have been none of the former, just sticks of trees with not a leaf in sight. I guess we just struck it at the right time.

As we do when we go looking for MGs in the Motorhome we like to free camp as that way we don't need to worry too much about finding somewhere that will accept our Shepherd. We managed to reach the main Pacific Highway leading into Sydney and south of Newcastle we decided to stop for the night and head off early in the morning. After a restless night and then waking up at 2.00 am we decided to try and beat the traffic so on the road again. We were heading for the big smoke of Sydney. Did I say try and beat the Traffic? This city never sleeps and so we battled the traffic with trailer in tow until we finally found a little white MGC waiting in a driveway. Whew what a journey that was!

On inspection of the car it was a big disappointment as the paintwork was absolutely covered with humidity blisters, there was a dent in the Alloy Bonnet and some of the Chrome work had lost its lustre. The mechanical side of the car seemed great and the trim was in excellent condition and so it was decided to renegotiate a price and as quick as you can say Jack Robinson we had another MG to restore to its former glory.



Now the battle with traffic traffic traffic through Sydney (we don't want to go back there too soon!) and home to Hervey Bay safe and sound with MGC in tow. I unloaded it and took it for a drive around the block and she went exceptionally well but the problem was it didn't want to stop! On a close examination of the newly fitted remote Brake Booster to the Dual Circuit Brake System (USA Version) it was hooked into the RHF brake Circuit only at this stage I knew something had to be done to improve the brakes.

Here we go again - another strip down of paintwork back to bare metal and a lot more Labour and Love and the MGC is looking

very nice once again. We decided to paint it in the same colour that it was and after checking it out with our paint supplier found out that it was a Rover Old English White. It matches the blue interior and top very nicely and is a smart looking car.

However the problem is - how do we get it to STOP! What I decided to do was to fit the Late MGB dual circuit brake system with an inline booster and this seems to work well. However, at this stage, I still need to get it registered to be able to give it a good drive out on the open road. We will be looking forward to that when this Dreaded Virus lets us get back to enjoying the things we love doing.



The Ohlmeyer Special

by Ian George

TC 7762 was born on the 28th January 1949. It maintained a fairly active life and was certainly well-used and suffered in the hands of its previous owners in South Australia.

That was until it was purchased for £100 in 1959.

Being very rough but drivable, it was immediately stripped and the owner commenced to build a special.

He commissioned South Australian man Tony Ohlmeyer to wave his magic wand and produce what we have today. The shortened T type chassis was the brain child of Tony who was a very well-known and respected motor engineer who specialized in MGs.

Tony raced his own TA as well as race preparing many others and had a reputation for being a mechanical and tuning perfectionist.

He calculated the wheelbase to track ratio of the best handling cars of the era and concluded that a TA, TB or TC chassis had to be shortened by 6 ½" to achieve the same ratio.

To our knowledge Tony shortened eight chassis during the 40's and 50's and all became successful on the track or road. This is the only full road going version. Tony shortened his own TC engined TA as well as Tom Stevens' TA/TC which was later raced by Jack Brabham and is now owned by John Gillet of Bira K3 fame. The Lou Molina race TC is also an Ohlmeyer car. Others have since followed in Tony's footsteps and gone on to shorten T type chassis.

There is no visual evidence of where



a genuine Ohlmeyer chassis has been shortened. Tony cut a 6 ½" piece out of the box section on an angle after removing the cross member. He then welded the join using strips of the waste piece as welding rods to ensure the steel was an exact match. He then ground the weld off perfectly and re-fitted the cross member so the rivets were either side of the weld.

The body runs its original steel panels all be-it modified to take the shorter chassis. The bonnet is also shortened from 44" to 41".

The timber frame was replaced with a lightweight aluminium frame but with steel box framed channel at the major stress points.

It was originally built with cycle guards in 1959 but, as the owner said, he did a lot of spirited driving on dirt and gravel roads through the Adelaide Hills and both he and the car suffered with gravel rash. He then decided to fit the original swept wings back on the car in 1966. We have since sourced cycle guards with the intention to fit cycle guards back on the car.

The car was run with twin SUs up until 1963 when a Marshall J 75 super charger with a 1 ½" SU was fitted. Tony Ohlmeyer purchased

ten XPEG 1500cc short motors from a dealer who was closing down. This special runs one of these XPEG motors but retains the TC head which was modified to fit as well as being ported and polished and fitted with larger valves.

The car runs a number of other modifications including telescopic shockers, front ventilated brakes, front axle torque cables, heavy duty stub axles and heavy duty half shafts just to name a few.

It is currently running 17" wheels but we have a set of 16" just waiting on new rubber to arrive.

The car is now fitted with a new partitioned

fuel tank with twin fillers and louvres added to the bonnet top.

Taking the car to its next level so as to see some track time involves rebuilding the motor with some stronger go fast bits as well as upgrading the supercharger to a Marshall J100 with 2" SU with twin T4 fuel bowls. Also to be fitted will be outside extractors.

To say the car goes like a scalded cat is an understatement. It is intended to keep adding to its continuous history and the aim is to campaign it within club level events with more involvement with MGCCQ, probably in the hands of my son Josh who is passionate about getting it out and actively racing it with the historicists.



My Motorsport Life

By Chris Lake - photos from the Brier Thomas, John Clatworthy and Lake family collections

The Victorian Years

In 1958 as an architecture student, the RMIT Car Club (Vic) introduced me to competitive motor-sport. In those days they were mainly interested in car trials. These events were very different to today's rallies in that they were a joint exercise in which the navigator had as much input to your success as the driver. I don't think that my Dad had any idea where his car got to on Saturday nights as long as the car had been washed by Sunday morning - until that fateful wet Victorian winter's night when a muddy dirt road gave us a sharp turn resulting in the car ending in the roadside ditch. That took a bit of explaining with the result of "If I wished to do these sort of things I should get my own car."

My elder sister, who had been working for a while, had been amassing a sum of money for an overseas trip. She didn't under-finance, so I was able to get an interest free loan to acquire a Bug-eye Sprite. This meant joining the brand-new Sprite Car Club who were into motorkhanas on wet grass and the odd sprint meeting at Fisherman's Bend Airfield.

The original Sprite was a great fun car for a young chap, who was still gaining driving experience, but with a top speed of only 80mph was not likely to get me into much trouble; well let's see what we could do about that! A port and polish of the head, a mild race cam and a beautiful banana exhaust system provided some performance; but others were doing more.

Not many people knew about Fibreglass then. A few years earlier my father had introduced me to one of his friends who was one of the leaders in Fibreglass. I was building a canoe and he suggested I cover

it with this new product and I could have the goods at trade price. Always good for a challenge, I replaced the front bonnet. To cut a long story short, I saved many pounds of all-up weight, gaining a beautiful 1957 Lotus Elite replica nose-piece. Now I had an edge.

I was now trying hill-climbing at Rob Roy and Templestowe, mixing with illustrious names such as Ivan Tighe and Tim Harlock. The motorsport bug really had its teeth into me.

I was able to upgrade to an MGA 1600 and started circuit racing. I competed at the inaugural races at Calder Park and Sandown circuits as well as Hume Weir and Fisherman's Bend. By fitting Weber carburettors, my car could reach 120mph up the back straight at Sandown so once again I could compete with my richer friends.

Now these are day-time activities and I was still very active in night-time motor trials. Often, I would drive my car, with my sister navigating. However, most of my contemporaries preferred to drive, and as I was gaining a bit of a reputation as a navigator, I became a sought-after chap. It was not unusual to be engaged in a night trial on Saturday night, and to be out of bed early to go with another driver on a different rally on Sunday. In all, by the time I was married, I had competed at most levels of motorsport including 17,000 miles of car trials, the climax being the 1962 Ampol Round Australia Trial in a Renault R8.

The Mt. Cotton Years

In 1965 I married Pauline and we moved to Queensland. Well, the MGA had to go, replaced by a sensible family car, a Renault R8. We should have kept the MGA and bought a trailer because it wasn't long before I needed a trailer again! All of this along with a tour of Vietnam, followed by F111 and F4 (Phantom) training in the USA,

placing motorsport on hold until 1969.

One Sunday in 1969 we heard on the radio that a Hillclimb Championship was on at a place called Mt. Cotton. By the time we had found the place, the event was almost over. Still there was plenty of time to wander around the pits and catch up with folks whom I had known in Victoria. In fact, some previously named competitors (Ivan Tighe, Tim Harlock) had also migrated to Queensland. The hillclimb was a lot different to what you see today. There was a large public parking space and spectator viewing area above the two loops. The canteen is now the smoking shed and most of the pits were in today's spectator car park. Cars needing a push start would park up the slope along the current fence line from start to finish so that they could roll down the hill to start. This left the wives to look after the kids.

The Tardis

Later that year at the Brisbane Car Show, a stall was occupied by the "Formula Minor Car Club" who had some interesting cars on display. The club had created its own loose formula based on a single seat, 500cc open-wheeled car. Well, the bug bit (again); I joined the club and shortly after, I bought from Murray Caterer a single-cylinder Velocette powered car called the Tardis.

After familiarisation runs at Surfers Paradise



The Tardis



The Petit Escargot

and Lakeside racetracks, I ran at my first Mt. Cotton hillclimb on Sunday, 16th November 1969. My best time was 63.5secs, not the slowest in my class, however, 8.4secs behind the class winner, Bob Henricks. The fastest time of the day was Vern Hamilton with a time of 52.6secs! I first won my class on 11th June 1972 and my fastest time in the Tardis (58.3secs) was at the QHC on 15th October 1972. The fastest time of the day and the fastest Queensland was Peter Bull (49.9secs).

The Petit Escargot

Now the Tardis was a fairly basic car with no chance of ever being a front runner. So, being a person who likes a challenge, I decided to build my own car. Not only that, I was going to the cutting edge of technology at the time. I would build an aluminium monocoque with in-board front suspension. It was to be called 'Petite Escargot' (a hard-outer shell with something soft inside!) Being in the RAAF was fortuitous as I was able to access the cutting and folding machines in the fabrication workshop. Now by today's standards it was pretty basic being flat

panels and straight folds. As bell cranks had not found their way into racing car suspension, with a bit of help from Tim Harlock, we developed a rather ungainly in-board front suspension. Not the prettiest car I must admit but it was very light (208.6kg). I had a winner and I won my class on my first outing.



The Axtell Suzuki

Greenbank. What a cruel fate!

The Axtell Suzuki

A short time later I had some funds, Fred Axtell gave up hillclimbing for competitive pistol shooting, so I acquired his Axtell Suzuki. Fred had built this car using a Suzuki GSXR-1100cc engine and he drove the car with a lot of vigour! Now that my sons had grown-up, we would have two or three drivers, plus sometimes relief

When I first built the Petite Escargot, I used the Velocette engine out of the Tardis. By the end of 1976 the competition was getting quicker, so I decided to fit a Norton Commando 750cc engine. This made a big difference. On its first event, at Mt. Cotton, I came 2nd outright, winning the Top Six with a time of 49.7secs. I was now competitive with many class wins including class records, second outrights to Jim Pidgeon in his Volvo powered car, one FTD and a fastest Queenslander in the QHC. In 1979 I realised that to keep in front I needed to fit a set of wings. These helped make things just that little bit quicker keeping me ahead of the pack and also gave me some more class records.

Unfortunately, this all came to an end in 1982 when, driving my Sprite home from work, an uninsured driver decided to wipe the front half of the car from the back half. I could not afford to fix it so Bob Cossor offered to repair it in exchange for the Petite Escargot. Bob had it for a while then sold it to Jacques Sapir. From there I don't know its history until many years later one of my sons saw it being used by some lads as a billy cart in a paddock somewhere in

drivers entered in events giving us some family competition. I think that because of our activity, MGCCQ added a new rule that multiple entries could not nominate relief drivers.

We gradually made changes over time to turn it into a car I was happy to drive. The Axtell Suzuki served us well for many years with frequent chassis modifications and various wings. The usual story, as I got older, was that my boys got faster until in 2000 Simon managed a time of 40.02secs - a couple of seconds faster than his Dad. I felt the Axtell Suzuki had now reached its full potential. This car had given us a lot of satisfaction in how far it had developed, but the end on an era came with its last run at Mt Cotton in November 2005. We stripped



The Suzuki Escargot Mk1

it down, fully refurbished it, and put it up for sale. It was sold without its engine and it had many successes in the 750cc class in the NSW Hillclimb Championships.

The Suzuki Escargot Mk1

I wanted to have a car that could break the 40secs barrier! Through experience and a lot of research I was now ready to design and build the ultimate racing car which could be built by one man in a shed. The design was to be light, have a very low centre of gravity, and for optimum polar moments of inertia - have as much weight as possible close to the centre of the car. To do this, the heavy suspension components were beneath my legs or lying along the lower rear chassis rails. The radiator, fuel tank and pumps etc. were under the backrest. The engine would be a Suzuki Hyabusa with the head gas flowed, bigger valves and Tighe cams. The whole package had to be tight to reduce drag and save weight. I would fabricate everything including the hubs, steering rack, chassis, wings etc.

I started making the components in January 2005 whilst still running the Axtell. Once Fred's car was dispatched all effort went into the intricacies of the car. Meanwhile, Greg Frankham was putting together the Suzuki Hayabusa engine with Carrillo rods, JPE pistons, enlarged valves, Tighe cams and numerous CNC parts carved out of aluminium billet. Once the engine was in my shed, in November 2006 we started building the chassis to hold all the parts together. The official rollout and christening of the 'Suzuki Escargot' was August 2007. We took it on a few shake-down runs to sort out some minor glitches. After 30 months of dedication and a few shakedown runs, I was happy with what I had achieved.

Then it was off to Carnell Park at Stanthorpe for its first competitive appearance. The MK1 performed very well until 26 September



The Suzuki Escargot Mk111

2008 when it decided to throw a conrod, lurching the engine. The engine cost me a lot of money to build and not many components were reusable afterwards. I couldn't afford to go that way again, so, as I had the old Suzuki GSXR-1100cc engine sitting under the workshop bench, out it came and when dusted off, it looked like the bee's knees.

The Suzuki Escargot Mk11

Unfortunately, a Hayabusa motor is hung from the top whilst the GSXR engine sits in a cradle. One of the hardest things to do is take an angle grinder and cut a lot of hard work away. Everything aft of the firewall had to go and a whole new chassis fabricated. This took until May 2009 when Suzuki Escargot MK11 was rolled out with an air-cooled engine. Having an air-cooled engine, the MK11 was in fact lighter than the MK1. Now we had MK11 performing almost as well as the MK1. We ran in this configuration, including several up-gradings, until October 2012. Again, a conrod caused its demise. It couldn't be repaired so a later model Hyabusa 1300c was acquired and the above process was repeated. Cut the chassis away and build a new aft section.

The Suzuki Escargot Mk111

During the rebuild other features were enhanced and Suzuki Escargot Mk111 was rolled out in February 2013. The following five years saw versions A, B and C with changes to aerodynamics, cooling



The Toyota 86

sport interests. We never did get into the under 40 sec club, but Simon got within tenths of a second on numerous times. Now in my 78th year the family was starting to infer strongly that I was getting too old for driving high-powered open wheeled racing cars. Sadly, this car that absorbed so much of my time and given me so much satisfaction was sold.

systems etc. come out of the shed, including another Hyabusa being installed. You're right - another conrod failure. Strangely all engine failures were cylinder No. 3. Could this be a weak point in Suzuki engines? An aftermarket ECU was installed on the recommendation of a friend. Unfortunately, this was the wrong system and resulted in great frustration from gremlins that we never did resolve, leading to numerous DNFs.

By 2018 the old fella was getting slower and the boys were following other motor

The Toyota 86

But the young fella inside me was not done yet! In July 2018 David and I went looking for a tamer replacement. When I arrived home in a bronze Toyota 86 I was greeted by my wife, Pauline, with a statement "I thought you were going to buy a family car!" I replied, "It is, it's got two seats and there is now only two of us!" It has taken a while learning how to drive a tin top for the first time in speed events in over sixty years of FUN.



Suzuki Escargot and its drivers (and grand children).

The 5,791 Day Restoration

by David Lake, the restorer's apprentice

They say the restoration of an automobile will either take longer than first expected, run over budget, or if you're unlucky, both. Like anything worthwhile it has to be worth the wait. The result, after 5,791 days, was definitely worth the wait. 5,791 days. When you say it quickly it is really not as long as it sounds, but if you had to live through it, like I did, well let's just say, it was a little under half my life.

Welcome to a short story about a man, a wife, four boys and his project car. A 1960 MGA 1600. Just like the one he owned when he was a younger man. We all saw the black and white photos. A flash British racing green sports car finished with a fibreglass hardtop, custom tail lights and a Webber carburetor. The year was 1962. In 1962 the MGA was still in production and being sold as an accessible sports car. It was very desirable, built with reliability, performance, 0-100 in 15.2 seconds with a massive 78bhp and modern equipment for the time. It allowed my "parents to be", a great deal of freedom and enjoyment. I said "parents to be" because, at this point in time, the kids were way off the radar. The first wasn't due till 1967. But, as with the life cycle, sacrifices were required. Soon after the wedding the much loved MGA was sold and replaced with a far more practical Renault R8. Dad always said he should have kept the MGA and just bought a trailer, because after he bought the Renault R8, he bought a trailer.

Anyway back to the future. The year is 1990. In a moment of madness or nostalgia my Dad decided to relive the easy years (pre-children) and began the quest to find the right MGA to restore. He looked at a number of different examples only to turn them down as they were not "exactly as he wanted it" or "too expensive". Finally an advertisement was found describing just "the right car".

"Half completed restoration, only finishing touches required". Wow, too good to be true. Half completed and the price was right, about half the price of all the other cars he had seen. Could this be the one? Well, yes. The price was negotiated, the papers signed and the money transferred. Following the transaction, the car was rolled onto the trailer, next the body panels were safely loaded and secured, then all the boxes of parts, the jars of nuts, the tins of screw, bags of bolts, the collection of washers, loose switches, lonely springs and other bits and pieces were all carefully placed on the trailer or into the Volvo wagon. I remember wondering at the time how could such a small British sports car completely fill a car trailer as well as a Volvo wagon.

Day 1 of 5,791. As soon as the car arrived home it was all hands on deck and the car was unloaded. The first stage of every successful restoration project requires all the parts to be inspected, cleaned, sorted, tagged and stored for future restoration purposes. We used a very clever system to sort the parts. Unfortunately, over the years the system was forgotten. After a while all boxed car parts in the shed were either identified as British (MGA) dad's car or Japanese/Australian/Swedish, the boys' cars. This system seemed to work well. Work progressed on the MGA during periods when dad didn't have much else to do. I personally spent a great deal of time stripping, sanding, preparing and painting all the small parts which make up an MGA. But then the time came. Like all good children at some point you have to leave home. I'm not sure if my leaving home was the reason or not, but the progression of the MGA slowed down and finally stopped. Over a period of time it began to look like a mobile shelving unit with bits and pieces of shed and farming equipment stacked on top and underneath the poor old girl. Then one day it simply disappeared. Not to be seen for a long time.

To help restore the enthusiasm for the restoration of the MGA, a number of concerned members of the MG car club organised a day run and concours in the front paddock of our farm at Tamborine Mountain. This was too much for the boys to believe. A car show in "our front paddock".

Whilst lining up the gathered MGs for the display somebody joking commented that a vehicle with "no doors attached" is considered a "rolling chassis" within the confines of a concours. So quicker than you could recite the firing order of a four cylinder motor, the farm tractor quickly recovered the MGA from its restoration hibernation buried deep within the shed. The doors were promptly removed and the MGA given a quick wash and she was lined up with all the other MGs. There was no trophy awarded, but we did win the best rolling chassis of the concours on that fine day. As the last MG left the farm on its way back to Brisbane, the MGA was rolled safely back into the shed (without its doors replaced I might add) and was not to be seen for many years to come. My father, during 1997, bought himself an open wheeler racing car, the Axtell Suzuki. This car really caught my brothers' attention. It was very flashy, with fat tyres and big yellow wings, and boy was it fast. It was very hard for the MGA to compete for attention. The MGA was handy though, as again it served as a shelving unit to store the racing car parts. All we could do now was bide our time. Every once in a while my father would mumble a comment like the MGA should be finished to partake in some family celebration. Something like a wedding. But the idea was quickly forgotten as the celebration date came and passed. At this point I was tired of waiting for the MGA to be finished, as it was now day 2,497 of the restoration, so I purchased my own MG. I found a very character ridden 1969 MGBGT. It was partly white with a black interior. To help it stand out from the crowd and to achieve 100mph a set of blue racing stripes were added for good measure. A very fine car indeed, but not quite an MGA.

Time slowly rolled on. A few years later my parents were to become grandparents. This title permitted them both to slow down a bit

and enjoy their retirement. Soon the farm was sold and they moved to Tallebudgera Valley, a small rural retreat behind the Gold Coast. The MGA was dutifully uncovered, packed, shipped to the new shed, unpacked then re-buried.

On day 5,547 of the restoration, the MGA's time had finally come as the Axtell Suzuki racing car was sold. After a number of years of racing car competition and development it was time to sell the car and build a new one which would be flasher and faster. My time had come. Either strike now and convince my father to finish the MGA or resign myself to the fact that it would never be finished. My wife and I quickly produced a restoration proposal of 32 pages which listed items requiring attention, a program of work required and, of course, a realistic budget. The proposed restoration period was 6 months (182 days), the program of work endless, the budget to finish the work \$5,000. After many long drawn out negotiation meetings and proposal amendments, an agreement was struck. I was to sign up to labour every weekend for the duration of the restoration until it was completed. I really should have informed my wife about that clause in the fine print before we celebrated. Anyhow we were off. As the restoration had begun 5,565 days ago, a great deal of the chassis, engine, gearbox, running gear and major panel work had been completed. Now all we really were required to do was to put all the little bits together. Over the last 5,559 days, unfortunately, all the parts tags had either faded or fallen off. Luckily we had a copy of the "Moss Motors" parts catalogue (USA). 75 pages of dream parts and accessories, and the book "Original MGA", plus other MGA's to refer to, to sort out what went where, when and how.

The first step of any good restoration is to sit down and read the parts catalogue and decide what is and what is not required to be ordered to complete the work. As the weeks went by we soon discovered that there is less of the "what is not required" and a lot more of the "what is required". Dad was unusually at ease with the spending

money part. He found it easier to give me the Visa card and let me do all the hard work of spending the money. And to this day I believe I spent it better than anybody else could have. Still, my mother disagrees. With the use of the internet (Moss Motors USA, eBay) and the telephone, parts soon began arriving from all over the world as well as from the local Brisbane suppliers. With each shipment Dad did become a little nervous but he does agree the shiny parts do look nice and really finish the car off rather well. New and freshly restored MGA parts were soon being spread throughout the shed and into my mother's guest room. We were frequently referring to the parts catalogue looking for that particular part we hadn't noticed which constantly held up the restoration proceedings. Parts were being painted (and re-painted) and then very carefully shelved or stored in the "guest room" for later installation. Oh, by the way, the paint colour is a very nice version of British Racing Green.

The wiring system, gauges, switches and lights all needed attention. Every component was cleaned, tested and readied for installation. As it was the year 2006 it was decided it was a good time to update the electrical system to early 70's technology. On the internet is a site called MGAGURU (www.mgaguru.com). It's hosted by an American called Barney Gaylord. It would have to be one of the best resources for MGA maintenance and restoration information on the internet. It contains over 1000+ pages of restoration and maintenance hints as well as MGA history, photos and topical information. It's better than a book. Why, you might ask. You can ask questions of the MGAGURU and he will provide detailed responses of the best ways to complete MGA related tasks or at least direct you to where the answer may be listed and it's available 24 hours a day. Anyway, back to the story. To update the electrical system we installed an alternator and separate fuses to allow each section of the wiring system to blow without disabling half the car. The MGA now has 8 fuses rather than the factory fitted 2 fuses. It's all neatly hidden under the dash board on the inside

of the fire wall. If you do get the chance to have a look, please do, as it is a really nice piece of workmanship. Too bad it would lose points at a concours.

As my father is a very handy man, he is willing to have a go at anything. Once the car was painted and all the mechanicals and electrical parts were installed, the interior was next on the list of jobs. We both spent many a long night in the shed and over dinner discussing what colour of tan the interior should be. At any concours you may find a multitude of tans, some with tints of cream, and others with tints of red and others just plain awful. We finally settled on a light creamy tint. Here is a hint. If for your restoration you need to buy vinyl, as it is so cheap, please buy an extra couple of metres as you will need it. Because when you screw something up it is either the size of a door panel or a dash board. As it was dad's money I was spending I had already covered this precaution and purchased some emergency stock, much to my dad's relief. At about day 5,676 the MGA was really beginning to look like it was going to be finished.

The final major purchase to complete the restoration was a set of wire wheels and tyres. It was decided to purchase a set of 72 spoke wire wheels in silver paint finish and wrap them in Yokohamas' latest tyre tread pattern. In relation to the cost of modern fashion "mag wheels", a set of "wire wheels" really are very well priced.

The day had finally come to test all the work we had completed over both the last 242 days as well as the previous 5,540 days. The family gathered around, the battery was connected, the S.U.s primed, everything had been checked...the key was turned...and an almighty silence fell over the gathering. The women soon got bored and promised they would return when they heard the roar of the exhaust. It was to be a little while before they returned. As my father has a property with a long driveway we felt it prudent to do a proper driving test and complete a number of climbs up the driveway. Upon each descent we went back into the shed

to either fix a leaking hose, release a sticky (locked) brake or to adjust the clutch. Soon all the problems were ironed out and the MGA was deemed ready for its road worthy and registration. It was day 5,791. "R" day had arrived. Restoration, Registration and Rest day.

Once registered, the MGA was fuelled and ready for some running around. Come Sunday we thought it would be a good idea to take the MGA to Mt Cotton to show her off a little bit and to enjoy our first outing. As it was our first trip further than 10 kilometres from home we felt it was prudent to have a service/recovery vehicle follow along in case of an unscheduled cessation of operation. The MGA was running sweetly, the sun was shining, it was a beautiful day, the MGA was firing on all four cylinders; then three cylinders, then two cylinders, then one cylinder, then none. Could it be a mechanical problem, no? Could it be an electrical problem, no? Then dad started scratching his saying something like .. "we can't have run out of fuel, I put in twenty dollars (\$20) at the beginning of the week". The service/recovery vehicle was quickly issued instructions to gather some fuel to just "top up the tank". We were soon back underway and arrived at the Mt. Cotton hillclimb without any other problems. Really you can't blame my father for the lack of fuel quantity. In 1990, the year of the beginning of the restoration, the price of fuel was approximately \$0.65/litre. (This was just prior to the Gulf War One when fuel raced up to \$0.85/litre). Today the price of fuel is approximately \$1.20-40. So, therefore, it was once possible for an MGA to travel such vast distances on \$20 of fuel.

The MGA was finally completed and the story is nearly told. But what else, you might ask, had happened to the Lake family over this same 5,791 days. The family has enjoyed 3 weddings, Andrew and Michelle, Simon and Danielle, David and Jodie. We have also welcomed into the world 5 grandchildren, Sahra (13), Brighton (6), Campbell (2), Jackson (5) and Lachlan (1). The entire family is very proud and relieved to see the MGA finally on the road. Years

ago we invented the slogan "An hour a day gets the A on its way" and so it did. All we did was collect all those hours, combined them and used them in the last couple of months.

So if you do see my father out and about enjoying his MGA please give him a wave and say hello because he has endured a long but very rewarding MGA restoration of 5,791 days.

Now if you thought that the 5,791 day restoration held some form of record for being one of the world's longest restorations you would be forgiven for being wrong, because inside dad's garage is another (another) MGA under restoration, a 1956 MGA 1500. The MGA 1500 was purchased prior to the MGA 1600. But that my friends, is a story for the future. See you in the year 2025. (Unless it's sold in the meantime).



Chris Lakes original MGA 1600 1962 at Sandown Raceway. Car shown with aero screen.



Chris Lakes original MGA 1600 in 1962 at Sandown Raceway.



Chris Lake's original MGA 1600 in 1962 with fibreglass hard top and Sebring style tail lights. Does anybody recognize the number plate and know the whereabouts of this car?



The very early stages of the 5,791 restoration, early 1994. The body and chassis are separated.



The MGA on approximately day 5,700 with the paint work to the body completed and awaiting finishing.



Day 5,547. Jackson Lake helping to convince Granddad to finish the MGA so he can really go for a drive with him. MGA 1500 in background.



The finished MGA



The finished interior



*Grand children from left to right. Campbell, Brighton, Jackson, Lachlan, Sahra.
Adults from left to right. Simon, David, Chris Lake*

Ode to the Capricorn Chapter

by Phil Henry

I bought myself a sports car
A little red MG
I thought I'd drive it out each Sunday morn
But then a bloke got in touch
And said you're not alone
And so my club membership was born.

I found them quite surprising
Just ordinary folks
Like you'd see out there on the street
But once a month they'd gather
And mount their trusty steeds
And head off to an MG Chapter meet.

They came from all directions
Because CQ is quite large
Some drove for miles to catch up with their
friends
And talk of all things motor
And other stuff besides
It sometimes feels that conversation
never ends.

Most have MGBs
Because there's lots of those about
Some T-series and the odd V8
They talk of car improvements
And the occasional repair
And everyone in that club is a good mate.

They help me with my Midget
Because my hands they are all thumbs
I can't be trusted to touch a bloomin' thing
But they prod and bash and fiddle
At things I don't fully understand
And make that little A-series fairly sing.

We're really all quite social
When we're out there on the road
On a long tour, cocktail hour it is the best
There's wine and beer and nibbles
Of uniform high quality
Then it's time for bed and needed rest.

We've done some mighty travel
Out to Winton, and south as well
We've barely had a breakdown, man or car
Friendships are cemented
(though we all are quite demented)
As we trot about the country, near and far.

We've drunk gallons of coffee
And munched on lots of cake
Filled up with oil and checked the
running gear
We've bonded over misfortune
And celebrated hard
Our MG Chapter is the key that keeps
us here.



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Letter to the Editor

Re: MG Special



I am researching a Y-Type based special that was built by Harry Firth back in 1954. The car still exists today but with a different home built body.

As you can see, the car was used in Queensland Motor Sport (Southport GP). Have you heard anything of an Owen Bailey from Noosa Heads?

I realise this is well before your Motor Sport activity, but wondered if you could point me to anyone who might help.

Cheers. If you can help with information, please contact me at the email address below.

Tony Slattery -
all.esteeming.15@gmail.com



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This car was only completed two months ago so is in excellent condition. In its short life it has already the following successes to its credit: 4th Queensland Championships, 3rd Cord Rings Trophy race (Southport), 9th Australian Grand Prix (Southport), S/S 1/4-mile class record (Queensland).

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MY MG TF Part 3

by Jan and Rick Edwards

Well! What a minefield I have found when looking back to the importers of my MGTF1500 (with 7 others). Firstly, the importers P&R Williams (2 brothers), had an interesting history. One was racing MGs. They had a TF 1250 in the gruelling Ampol trial in 1956. This was basically from Bondi Beach, around through Victoria, up to Mt Isa to Cairns and zig zagging inland and back to Bondi Beach. (In 1967 in our FB Holden, this Mt Isa to Townsville road was some wicked drive). The Williams MG was in third place, with their foreman, Les Slaughter, driving when it missed a bridge and landed upside down in a small creek with only inches of water. The driver and navigator were drowned. The car was nearby. How tragic.

However, in 1954 Williams sold my MG to an E Bartlett in Sydney. As I have the address, and taking a really long shot, I wrote to E Bartlett (or the occupier of that address) with a short history and apologies for any trouble I might be causing them but after a month there has been no reply. Not really surprising!

I emailed Vanessa Chang a month ago too, but have heard nothing as yet. Who can imagine how busy she is with Dr Chang Foundation?

Greg McGirr, (PO), supplier of the photos in No 2 Octagon, was really excited to receive a copy with his pictures in. He bought the car from someone in Whale Beach in 2001 and is still looking for those records. He sold the MG in 2013 to R. Dean from Orange, which was, ironically, where P&R Williams started a motor bike business in 1914.

I am hopeful that during this 'Lockdown' people may find time to look for the MG records. So far it looks like there is a brick wall in front!

Photo included is the MG with my daughter who has a very heavy, stressful workload and low immunity, grandson trying out how long until he can drive it, and the dog after a free run in the bay wondering why she is not in the passenger seat. Lots of fresh air for chest problem, then fish and chips, healthy meal. All being sensible.



Origins of the Sacred Octagon

by Graeme Walker

Ever wondered where on earth all of the great marques symbols and motifs came from? Perhaps you are aware of some of them including Henry's ubiquitous blue oval, the General's lion, BMW's "spinning propeller" (stolen, I should add from a 1912 Robert Delaunay painting; a Frenchman no less), Mercedes Benz's elegant tri-star, Citroën's chevron cut-gears; the list is endless and they invariably have their own beautiful little tales to tell.

But what of the sacred octagon, a motif unmolested by the ravages of time and stylistic abuse committed in the name of updating or modernizing?

Try this one out. Ask any MG nut to name who was actually responsible for designing the deceptively simple octagonal motif containing a very angular MG? They may offer Cecil Kimber, the man almost responsible for so much MG folklore; the more thoughtful may admit uncertainty and the very considered may reply that no one really knows for sure.

It's an interesting question and one not fully explored that I'm aware of.

Cecil Kimber was largely responsible for the total marque image; remember that initially Morris Garages was a minor off-shoot of a burgeoning empire that "old-man Morris" was rapidly expanding during the post great-war period. Kimber essentially inherited, in a business sense, Oxford Garages (soon to be renamed Morris Garages) which was essentially all about marketing. The first MGs were effectively badge-engineered Morris Cowleys.

The marque's elevation beyond that is an extraordinary story in itself, and speaks volumes for Kimber's ability to surround

himself with the right people and effectively deploy them to achieve their greatest potential. Doing so he gave rise to the legendary Marque. Kimber, apart from having a marvelous sense of design, was an extremely talented organizer of men and materials.

Kimber had octagons on everything, from dip-stick ends to oil tank lids, radiator caps to instrument bezels; they were embossed in upholstery, chromed, paint-filled, printed and stamped. If this wasn't enough, the octagon theme was even pushed (screaming in some cases I should add) into the third dimension with semi-octagonal tappet covers, artfully splayed (but possibly uncomfortable) octagonal gear change knobs, highly sculpted octagonal aluminium gear change extension casings, the litany is endless.

This obsession didn't stop on the cars, either. MG's famous executive lunch room had octagonal napkin rings, embroidered linen napery and placemats. These chaps pre-dated contemporary image saturation by about 70 years.

But who actually came up with the Octagon and developed it into the motif we all know?

There are lots of folkloric suggestions as to who actually designed the octagon - company illustrators, outside cartoonists and designers - would you believe a cost accountant employed by old man Morris!

According to an article I chanced upon by the late Jonathan Wood, in the March 1982 issue of "Thoroughbred and Classic Cars", a young man called Ted Lee had been employed by William Morris at about the same time as Kimber (1922-3) and it was Ted who designed the sacred octagon. Ted was known to Kimber prior to this, and Kimber had assisted Lee by paying half of

FIRST TC TO BE REGISTERED IN AUSTRALIA?

From Don Glover

Believed to be the first TC to be registered in Australia, this white car was manufactured in 1947 and first sold on arrival during 1948. Total price was £740. The car was purchased from the MG dealer in Newcastle who had two models

on the floor and the car was then driven straight to Queensland. The Brisbane dealer had a TC in stock but refused to sell it. The trade was a Square Four Ariel and the value was £150.



The photos show the owner, Allan Woodrow, in the driver's seat of the new car outside his parents' house in Redcliffe after the trip home from Newcastle.

Alan raced a speed car at Brisbane Exhibition Speedway in earlier times and recently passed away aged in his nineties. He also purchased the first E type Jaguar to be registered in Queensland.



Letter to the Editor

Dear Elaine, I have attached a few images to show what Far North Queenslanders get up to when we can't join our mates on a run, or even for a cup of coffee.

One is of a collection of obsolete tools which now hang in the shed. Starting from the left, there is lifting gear, then automotive tools, next construction and concreting, lastly woodworking.

Another shows souvenirs of our trip across

USA Route 66 last year, including number plates from all the states that Pauline and I drove across in a Dodge Challenger. In spite of also joining a 2 day rally with 600 collectible cars, the only MG we saw was a nice light blue MGA.

The other two photos show the engine of an Austin Healey Sprite Mk3 before and after rebuild - a long term project.

- Graham Hepburn.





Memories

Tom Storrie

It must have been early 1963, I had just joined the MG Car Club after being befriended at a meeting at the Wickham Street clubrooms by my still very good friend, Kerry Horgan, who at that time owned a great Austin Healey 6. Kerry had chosen for his race car, a retired 1950's Ford Custom, and on this particular weekend I was invited to drive up to Lowood with some other members of the club, so the Custom could be test driven to check out two of our 'unique innovations'.

The first was one we had dreamed up to keep V8 engine cool – an MG SU fuel pump mounted up front with one piece of fuel line going to a water reservoir, and the other was that all you had to do was flick the switch on the dashboard of the Ford, which in turn would start the SU fuel pump and that in theory, would deliver a fine water spray over the radiator in the hope that it would cool the V8 beast and stop the overheating problem we had. Now don't all laugh at once. It did work, for a while.



Tom, Dick and Harry (sorry, Kerry) got together again at the Official opening of the Clubrooms on September 30.

Innovation number two was one of mine. You see I had the idea of cutting out black and white discs, and the racing numbers of the relevant size, from the then new product on the market 'Fabulon'—do you remember it? This done, I mounted numbers 71 on the Custom's doors. I thought this was a marketable idea, but Kerry thought it would never take off. Maybe he should ask my friend Peter Mulder from Race and Rally in Sydney, was the idea a good one?

We all arrived at Lowood safely, Kerry, Dick Johnson, Doug Partington, Dane Horgan, Iain Corness, and yours truly. Kerry drove up in his Austin Healey 6, Dick, I am told, drove the Ford Custom and the rest of us were in Dane Horgan's car.

After a few hours testing, I got into the Custom's passenger seat with Doug Partington driving, and off we went to do a few laps of Lowood for my first real time in car on the race track, as everything I had done was in club events back in my home town of Townsville.

Everything was going well until the second or third lap, when I felt a bit 'squeezy' from all the engine fumes coming into the cabin of the car which had been totally gutted. I reached for what I thought was the window winder only to find that this particular handle had been mounted on to the door release. The door immediately flew open just as we entered the bends between BP and Bardahl, and I went out the open door with the movement of the car into the corner.

We weren't all that safety minded in those days and only the driver had a seat belt. I grabbed the edge of the open door and the B pillar to stop me from going right out of the car, but my backside was precariously close to the bitumen. Doug suddenly realized what was happening and let go the steering wheel with his left hand and grabbed hold of me while steering through the corner at speed with his right hand on the wheel.

He steered at speed through the corners, but not before we brushed up against a

tyre wall throwing tyres skywards. The rest of the group in the pits, watching all this happen, thought we were 'gone'. But no, Doug dragged me back into the car, got the car under control and drove safely back into the pits. Everyone looked relieved to see us drive in and stop, but it was a talking point for awhile, and even today if you ask Doug Partington about that day he will right away tell you 'I saved his life'.

But the adventures of the day didn't stop there. Dick's version of the rest of the story, according to Doug was, that seeing Dick was regarded as head mechanic on this project and Doug his offsider, Dick's reward was to be allowed to drive the Ford Custom back to Kerry's home in Park Road. Doug went with Kerry and the rest of us were in the remaining car.

Just outside Ipswich at Blacksoil, the left-hand front wheel decided to 'pop' off and lodge itself up under the mudguard, with Dick driving. Of course everything and everyone ground to a halt to see what had happened.

Then someone, who maybe had been watching too many TV westerns, remembered an old stagecoach trick and with a few tugs on on a nearby tree branch, made the necessary repairs by lifting the front leftside of the car off the ground and lodging the tree branch through the suspension mounts. Dick then drove the car to the nearest garage to have some bodgie repairs done, then drove on to Park Road.

So ended a memorable day of testing. Well I'll remember it, with apologies to those who think I got it all wrong. Thanks Doug.

Oh, by the way, with regards my idea about stick on discs and racing numbers, Doug Partington relates, in his own words via Elaine Hamilton, that at one race meeting Dick borrowed the number '71' from Kerry's car and affixed them to his car as '17'; the beginning of a legend.

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CATALOGUE

CHAPTER Chatter

CAPRICORN CHAPTER

Breakfast at Beaches - 1st March, 2020 by Clare Lynam

It was a beautiful, sunny autumn day for the 'Breakfast at Beaches' Run. The service, the food and the company were all superb and an enjoyable morning was had by all. It was a bit of a split day with only a few stayers from breakfast driving through to Emu Park for the lunch. There was a nice show-up of cars over the day with a total of 11 cars and Paul Lynam brought along his 1949 Norton S2 (British Bike) for a leisurely ride. Akane and Mayuri, two Japanese Exchange Students joined us on the drive. They are both currently staying with Jo and Katie Emmert.

Part A – Brekkie and Wreck Point Lookout

Gathered at the breakfast and for the brief



update from Jim were: Jack & Rae Cowie, Rick & Michelle Taylor, Phil Henry, Laurie Chetter & Beth Dunlop, Martin & Narelle Adamson, Julie & Gary Kunst, Jim & Sandra Armstrong, Paul & Clare Lynam and Jo Emmert, Akane & Mayuri (Jo's Japanese Exchange Students).

While waiting for our breakfast to arrive, Rae Cowie publicly thanked Jim Armstrong for the work he has done to fix (resuscitate) her MGF. She is most grateful to be able to drive her MG again without issues.

The Coordinator, Jim Armstrong, also provided members with the following updates:

- An invitation to all members from the Rockhampton Sports Club to attend

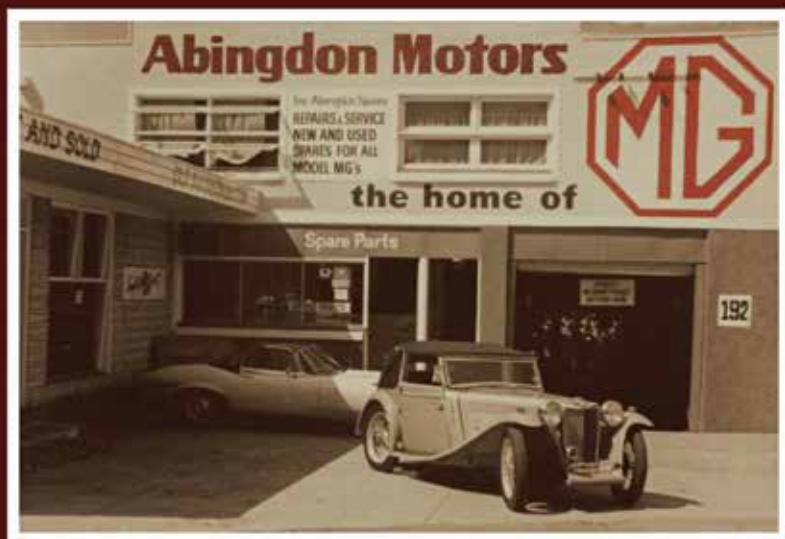




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their annual dinner. Cost is \$75 if MG members would like to attend and this includes food and drinks.

- Invitation from the Wide Bay Chapter for MGCCQ members to attend an 'All Chapter Meeting.' This is a Mini National Meeting and will be held from 23 - 26 October (virus permitting). For anyone who is interested in attending from MGCCQ, accommodation will need to be organized for these dates in Maryborough.
- Summer Nats are being held in Rockhampton from June 26th -28th this year. Our club has been invited to participate in some way.
- Capricornia Historical Motor Club are having a rally in Gladstone June 13-14th.

Paul Lynam won the Poker Run with a Straight. Narelle and Martin Adamson won the Rusty Door Prize and Gary was the runner-up.

After our breakfast feast, club members in attendance proceeded to Wreck Point for a quick chat and a few photos of the MGs with the spectacular vista of Keppel Bay as our backdrop.

It was at this point that a few members (Jim & Sandra, Phil, Laurie and Beth, Martin and Narelle and Jack and Rae) left the group to fulfil other commitments. Jim and Sandra left us to continue to Bagara to catch up with some fellow MG enthusiasts from the Brisbane area.

As the number of cars was dwindling and the weather was warming up quickly, it was agreed to shorten our journey and stop at the Ross Creek Markets for a short time instead of driving to Emu Park via Farnborough/Bungundarra.

Part B - Lunch at Pine Beach Emu Park

After a short stop at the markets, four cars and Paul on the Norton drove through to Emu Park via Tanby Road.

Once arriving at the 'Piney' we were joined by a fresh group of members and their cars, including an MGT and a Daimler. Members enjoyed the air-conditioning, ice cold drinks and delicious lunch. Many members tried their luck at winning a meat tray. Jo desperately wanted to show Akani and Mayuri what it was like to win a meat tray. Unfortunately, all that was won was a 1kg bag of Snake lollies by Clare. After the raffles were drawn around 1:10pm everyone went their separate ways to return home for a welcome reprieve from the heat.

Members who gathered for lunch were:

The Stayers – Gary Kunst, Rick & Michelle Taylor, Paul & Clare Lynam, Jo Emmert, Akane & Mayuri

The Newbies - George Ganter, Gurney & Gloria Clamp, Trevor Anderson & Glenis, Neville & Barb Funch





**Run Report “A Touch of Class”
Friday, 13 March, 2020.
By Jim Armstrong, Chapter Coordinator**

“Good Venue, Good Company, Excellent Cuisine” was the feedback we received from participants of our Friday night’s dinner run.

An unexpected venue change was thrust upon us at the last minute when one of our diligent members, Robert Holbeck informed me that our original venue was no longer opening on Friday evenings. A quick call to that establishment soon confirmed this.

Thanks to our assistant coordinator, Clare, who did a reconnaissance visit to CocoBrew and with the endorsement of the run committee, the new venue of Cocobrew was selected.

Cocobrew’s building, was originally a Hotel that was patronised by some of the attendees in the past and was also a Masonic Club and was in recent times very well and tastefully renovated. It was the topic of conversation early in the evening for our Capricorn Chapter members who were there fondly reminiscing.

After seating was rearranged to suit our needs, attention was soon focused on to the fine fare on offer. Expectations were soon realised on receiving our dishes. They were delicious. Not one grizzle or complaint was heard as the meals quietened our members as they enjoyed their meal. Desert was equally as good. Who would have thought the spring rolls and coconut vanilla ice would be so scrumptious.

Our little function was held in the “Whiskey Room” (which we had to ourselves) and very shortly after dinner several of our male MG enthusiasts sampled what was on offer at the bar, whilst others retired to the comfy lounge area for a friendly chat, mainly about secret women’s business.

The last lager waltz was called all too early it seemed as everybody in attendance were enjoying themselves. Then all paid their bill, said their goodbyes and made their respective way home after a good evening’s get together. Let’s hope that this dreaded virus that is threatening our great planet is soon eliminated so that we can have continued good times such this evening.

In all, 19 of our chapter members attended the evening along with Gary and Julie’s daughter Shannon and her two younger daughters Paige and Imogen.

In attendance were; Gary and Julie Kunst, Clare Lynam, Tom and Janelle Coe, Jack and Rae Cowie, Laurie Chetter and Beth Dunlop, Robert and Yvonne Holbeck, Phil Henry, Rick and Michelle Taylor, Pat and Stephanie Sullivan, Jo Emmert, and Sandra and myself and of course, the three guests previously mentioned.

**Run report “Crocodilian Adventure”
Sunday 22nd March, 2020
By Jim Armstrong.**

Well, the COVID-19 definitely influenced the numbers but 15 eager souls showed up for this run but no shaking hands, hugging and the like dampened the greetings.



The Rocky Group gathered at the Government Buildings' Car park but one member initiated a quick phone call when he was a little late. Fears of a breakdown were quickly eliminated when John turned up very shortly later. The group then headed off to the junction of Dairy Inn road and Yeppoon road to meet up with the Yeppoon contingent who had previously gathered at the Oaks service station.

Shortly after our hellos (again no handshakes hugs etc) we headed off up Dairy Inn Road through the little township of Cawarral and on to the Koorana Croc Farm. After the recent rain the countryside was absolutely stunning with lush pastures and green fields.

We arrived a little early for the Crocs, so we parked along the entrance road for a photo shoot and as you can see by the photos, we were in total isolation. How's that Scom? Jo drew her first Rusty Door Prize and it was won by Gary Kunst and the second one by Martin and Narelle. Both parties soon shared their winnings around and it Fantails and Turkish Delights for everybody.

Anyway, the gates soon opened and we

were greeted by Adam Lever son of farm founder John Lever. A short drive up to the buildings revealed three huge Kangaroos simply grazing on the side of the road. Must be good paddock!

On arrival, we all paid our fees for the tour and thanks to Adam who gave us a discount. The tour commenced with a video explaining how John established his farm and how he acquired his breeding stock and how they manage the incubation of the eggs and how the temperature affects the sex of the new born crocs. Then the tour started in earnest with a walk out through the breeding pens where some crocs were fed. Adam explained how the most dangerous croc is the one you don't see, giving us a demonstration with two crocs that were only about a meter from us (but behind a fence thank goodness). None of us saw these crocs until Adam hit the water and they lunged out making us all jump back. Our group all had a turn at nursing a young croc. Some were braver than others, hey Judy? From here we walked up to a pen that had two American Alligators whilst Adam explained the differences between them and our Salties. He said it was like comparing a Tiger to a Tabby house cat. Next pen was the Australian Fresh Water Crocs and then

across the big Monsters. And weren't they big! All of them bigger than 5 meters in length. Before we got to the last pen, John, Adams dad, appeared holding a crocodile egg. A baby croc was about to hatch and we were treated to witnessing the birth of a crocodile. Now that's something you don't see on your average MG run! The tour completed with the viewing of the biggest croc on the farm, he was huge weighing in at over a tonne, this monster was caught at the Ingham Sugar Mill pond, where it used to be common for mill workers to swim during their lunch breaks.

Well that ended the tour and we were saying our goodbyes to our hosts, when John Lever told us something different about Mgs other than his uncle once had one etc. Apparently when he was in New Guinea, he had an MGB that he used to deliver crocodile meat in its boot. Beat that!

Ok, from here, our next leg was on to the Keppel Sands Hotel through some more lush country side. Just one little hiccup though, when I, as the lead car, turned left, no one followed me. A quick U turn and as I was making my way back, here they all come so, another quick U turn for me and we were all on our way again. Apparently, some were a bit slow leaving the croc farm so Jo in the second MG waited for them. Well done, very diligent of you Jo.

On arrival at the Keppel Sands Hotel with undercover parking for some, it was pleasing to see our ex Coordinator and chapter founder, Gurney and his wife Gloria waiting for us. After settling in we then ordered our lunch and a cold refreshment and chatted amongst ourselves for the next hour or so. Jo adjudicated "**Jo's Poker Run**" the prize this time was a MG key fob and it was won by John Rowe. Phil Henry, in between his Chamber of Commerce and local election phone calls got talking to a chap who owns a TD2000 which is a modern retro vehicle that resembles a MGTD.

With full bellies, we departed for our

respective homes. We all agreed, a good day in times of gloom.

Those who attend from Rockhampton; Clare Lynam; Jo Emmert; Gary and Robbie Galloway (good to see you two on a run again) and John Rowe.

From Yeppoon and surrounds; Gary Kunst; Phil Henry; Martin and Narelle Adamson; Ian and Judy Hamilton; Gurney and Gloria Clamp and Sandra and Myself.

With this COVID -19 virus affecting the country so much, our proposed Annual MG Run Calendar will have to be severely edited. Future runs will be in doubt but will be considered dependent on conditions. If runs are proposed, they will be strictly drives and bring your own food and drinks.



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And a special report from 2017 of the annual combined run with the Ulysses bike club.

ON TWO WHEELS AND FOUR IN CAPRICORNIA

IT'S a get-together with a difference when Capricornia Branch (Central Queensland), and the Capricorn Chapter of the MG Car Club of Queensland (MGCCQ) have their annual combined ride/drive to Many Peaks.

The trip was cancelled last year as the road was flooded, but this year the weather was perfect, cool but with sunny cloudless skies. A great day to be on the roads.

This year the event took place on Sunday 20th August. I instigated this event as I am also an MG owner, driving my MG on this occasion.

We travel from Rockhampton to Calliope, have morning tea at Bunting Park Calliope and then ride/drive through the beautiful Boyne Valley to Many Peaks for a pub lunch. This road has great twists and turns, enjoyed by the sports car drivers and motorcyclists alike. We pass through

interesting townships like Nagoorin and Ubobo.

Coincidentally there were even numbers of drivers and riders 28 in all. The route is about 400kms round trip from Rockhampton. The beauty of the day is the shared love of top down motoring and open aired motorcycling, a passion shared by all the participants.

After lunch the Ulyssians headed off for a stop at Mount Larcom for a refresher on the ride home. The MGs stopped at Nagoorin to check out the waterhole which was popular with a bunch of locals enjoying a swim in the bracing coolness of the waterhole.

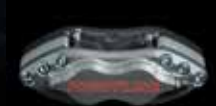
It was a great day shared by people with similar interests.

Bob Holbeck #60714
President Capricornia Branch Ulysses Club Inc



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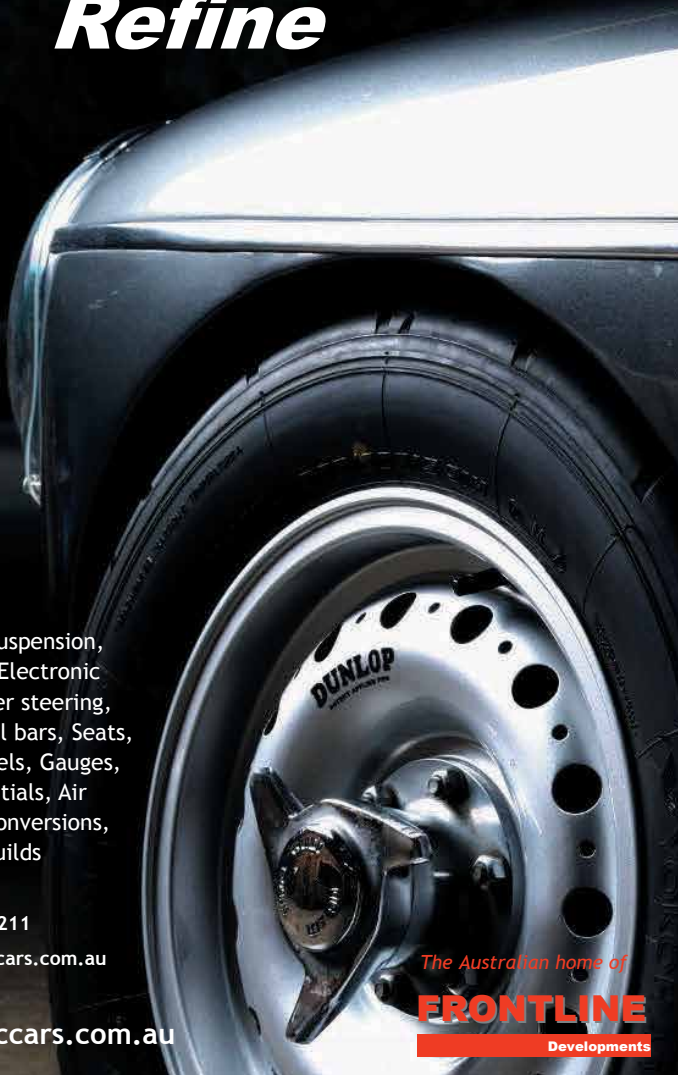
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CHAPTER Chatter

WIDE BAY CHAPTER

After rain overnight, we awoke to a beautiful morning just right for our Wide Bay Chapter members to enjoy a nice day out in their cars.

Assembled at our usual spot in Hervey Bay 11 of our Members had the opportunity to Welcome Prospective new Members Peter and Lisa Croucher who brought along their Pride and Joy the Beautiful Chrysler Crossfire with its compact V8 Mercedes engine. The stylish body on this car makes it a very desirable Sports Car.

We headed off to Maryborough to pick up another 9 members who were all looking forward to Morning Tea at Teddington Weir. Just as well our morning tea stop was on the right side of the weir as the water was flowing over the causeway at a great rate of knots. Therefore no crossing that weir for us today in our precious little sports cars. So after all enjoyed a nice morning tea it was a trip back through Maryborough crossing the Granville Bridge and heading down to Boonooroo.

A quaint little fishing hamlet where everyone has a boat and likes to wet a line. Our hosts were the Boonooroo Bowls Club where we enjoyed a Sunday roast with all the trimmings followed by a rather nice Sticky

Date Pudding and a cold beer. All good food at a very reasonable cost to the hip pocket.

It was great to meet up with our members from Cooloola Cove Ric & Jan Edwards who made the effort to come up to join us at the Bowls Club for Lunch unfortunately they left their stunning red TF behind locked away and awaiting it's next trip out.

A great day had by all who attended and we look forward to our next midweek run on the 25th March.

David & Lyn
Wide Bay Chapter
MGCCQ







CHAPTER Chatter

WHITSUNDAYS CHAPTER

Narrative by Richard Collier.

Whitsunday Chapter (South Region)
8th March 2020 anticipated in "Covered in Chrome" at Marina Precinct, Mackay Harbour and a social run to "Yesterdays' Memories", Mandarana Road, The Leap.

The major monthly Chapter activity is our participation in "Covered in Chrome", a display of the muscle cars of yesterday along with the not so muscle cars. This month attendees did not disappoint the car

enthusiasts as there was something for all. The hot humid conditions so early in the morning made for unpleasant conditions, with very little breeze to assist cooling and with shade at a premium. Our numbers were down on previous months, four cars participated in "Covered in Chrome", Jim & Lorna Forest (MG F); John & Sue Evetts (MGB GT); Rod Pacey (Porsche 911) and Ricard & Lynn Collier (MGA MKII). A recent procurement of an MGA Coupe (58) by a local car enthusiast drew plenty of discussion, comparison and interest when parked next to the MGA MkII (62) and MG BGT (68). One could describe it as a "barn find" and while there is still much work to be

done, it is already a tidy unit.

Casual discussions with Mackay Classic Car Club (MCCC) personnel resulted in the Chapter extending an invitation for their members to join us in our planned social run. Roger & Lesley Green (MG Rover V8) joined the social run group, which now included nine MCCC members, having made good recovery progress following his recent dice with gravity and tree pruning.

The driving instructions nominated a combined group departure from the Mount Pleasant carpark of 0930hrs. The journey north along the Bruce Highway was uneventful. Upon arrival, drivers were directed where to park as the surrounding lawns were saturated following overnight rain. Our host provided an introductory welcome and we were directed to tables arranged under a large mango tree which ensured shade. "Yesterdays' Memories" is steeped in local history, located

approximately 14km north of Mount Pleasant and is kept and maintained by a local family. The property boasts an historic cemetery along with an extensive private collection of local memorabilia and household items, for many a trip down memory lane. There were no complaints about the food for morning tea as it was BYO and, as expected, was over catered for, with the venue providing tea and coffee. After enjoying a very social morning tea during which our host talked about the collection, a guided tour of the collection was undertaken.

To do justice to the collection, one needs to allocate several hours of "quiet time". With the ever-present threat of rain, the group dispersed with some taking the opportunity to explore local back roads while others headed for home. A very memorable outing, food in abundance, good company and great host/venue.



Competition Corner



REPORT OF THE 1970 AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

as seen by the Poet Laureate (first published in the July 1970 Octagon without photos and now with them.)

Sports cars Group A – up to 1100cc

Chubby Charlton was first in his Centaur
Narrowly defeating Tim Harlock, his mentor,

And out of the rest

Bruce Miller was best

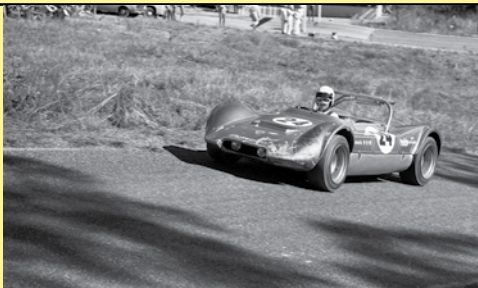
And poor Vern¹ for this class was absentfor.



1970 14th June AHC Will Charlton Centaur

Sports Cars Group A – 1101 – 1500cc

Murray Bingham was first all the way
Well ahead of Bill's Merlyn² all day
And the cup for MG
Went to the TC of PG³
Though it died as it went in the last fray.



1970 14th June AHC Murray Bingham Bingham Renault

Sports Cars Group A 1501 and over

Glyn Scott all the way in the Elan of Ann⁴
From exhausted your Nick⁵ in the Datsun

Bruce Rottenbury's B

Scraped into place 3.

Sorry, Nick, I know it don't scan.



1970 14th June AHC A Thomson dvr G Scott Lotus Elan

Racing cars up to 500cc

Bob Henricks was out on his own
With Noel Orphan after his throne,
Third went to young Chris⁶
Though poor Vince⁷ had to miss
As in practice the fence laid him prone.



1970 AHC Chris Timms VJA FM

Racing cars 501-1500cc

Holinger's Vincent again was on top
With Jon⁸ in Tim's⁹ Cooper no flop
His own Centaur was new
But its miles far too few
And it didn't go as often as stop.



1970 14th June AHC Jon McCarthy Cooper Ford

Racing cars 1501 cc and over

A new record came out of this class
And beat time of day ... it was fast!
It was Paul England's Vee Wee
From the like car of N.B.¹⁰
And then third at the post Ivan
passed.



1970 14th June AHC Paul England Ausca VW

Touring cars Group C up to 1100cc

Only two faced the starter
But our Len proved 'Cops'¹¹ are
smarter.'
His Corolla took the lead
Over Blake's trust steed
Against Japan he was the martyr.



1970 14th June AHC Leonard Teale Toyota Corolla

Touring cars Group C 1101-1500cc

Only one – a lonely Cooper
Wilf's¹² driving was really super.
58 seconds flat is quick
At that I think
The Cooper's super dooper.



1970 14th June AHC Wilf Slater Morris Cooper S

Touring cars Group Cover 1500cc

Another small sized fray
Stan Adler's lone FJ
It looked beaut in black
And he didn't stack
But looked more like work than play.

No photo available – we have to leave it to you to imagine
Stan's black FJ

Touring cars Group E up to 1100cc

Another record to keep
Though the hill for the tiddlers is steep
Arnell's Corolla was first
Beating McCloy's Cooper's burst
With Scott in third by a peep.



1970 14th June AHC Wally Scott Toyota Corolla

Touring cars Group E – 1101-1500cc

All Ss from BLMC
And the one at the top of the tree
Was steered by our Joe
With Eggesfield in tow
And the winner belongs to Ann T.



1970 14th June AHC Bill Bradford Monaro

Touring Cars Group E – over 1500cc

The hairiest driver on the hill
That Bradford from Kyogle called Bill.
He pushes the Holden,
A new 'un – not an old 'un.
And the record is his to keep still.



1970 14th June AHC Bill Bradford Monaro

And so congrats to those who got glory
And condolences to those who got gory.
But do not have fear
There's a big climb next year.
And for now that's the end of my story.

THESE NAMES REFER TO THE SUPER-SCRIPT NUMBERS in the poems above.

- 1 Vern Hamilton
- 2 Probably Peter Rayment
- 3 Bill Chapman
- 4 Ann Thomson
- 5 Nick Manifold
son of famous poet, John Manifold, and thus the reference to scanning (as for scanning for rhythm in a poem)
- 6 Chris Timms
- 7 Vince Appleby
- 8 Jon McCarthy
- 9 Tim Harlock
- 10 Nick Bond
- 11 Leonard Teale
- 12 Wilf Slater

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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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

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

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

For further information on membership, contact:

Jim Scott
Membership Secretary
on 0411 601 711



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@intemode.on.net



Race Meetings