



The Octagon

No. 6

November 2014



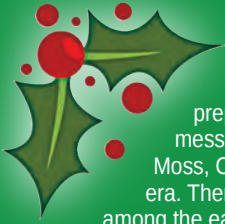
celebrating 60 years

It's been quite a while since an MGA was 'leader of the pack' but Malcolm Campbell captured the Jones's MGA quietly waiting at the meeting place for the October midweek run to undertake its task as leader of the run, a job it undertook very proficiently under the guiding hands of Trevor and Joy Jones.

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Christmas Wishes

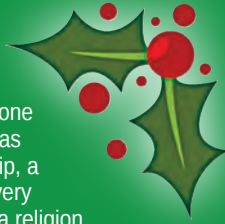
With hope, peace and dreams - Ken Trudgian, Club Chaplain



Names come to mind as I prepare to write this Christmas message. Names like Brabham, Moss, Clark and many others of that era. Then there are those who were among the eager followers of motor sport in our part of the world, some even getting into the sport and creating dreams for others to follow. One such name is John Wynne. John had designed a little open wheeler for beginners which I read about in "Sports Car World" (if you're my age you would know it quite well). I tried everything I could think of to get someone to lend me the money for one, but to no avail. It took some 40 years before I had the opportunity to race a car and fulfil a life's dream. There are other names that many of us, who are now of a certain age, also remember - drivers such as Ann Thomson, Brian Tebble, Ivan Tighe, Tim Harlock (another of my heroes), Vern Hamilton and many others, some of whom have sadly passed away. They have all left us many happy memories of times when cars and drivers thrilled us and presented dreams of what could be possible.

Yet as this year draws to a close, world events seem to shatter our dreams.

Violent conflict, devastating loss of life, the cruel Ebola virus and the ranting of the religious and anti religious propaganderists. How could Christmas have any meaning in all of this?

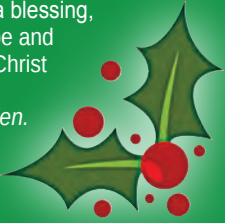


In a recent Courier Mail in the section "Your Say", someone mentioned that Christianity was not a religion but a relationship, a statement which I believe is very real. Reality is that, if it were a religion, no one would have any hope because one would have to live it 100% and no one does. But, because it is a relationship with the Living God, there is hope for those who believe. At Christmas we celebrate that Jesus came to give us Peace, not a separation from conflict, but true peace in our hearts to survive all the conflict, live in hope and follow our dreams. Our dreams come from those who went before us, our hope from the Living God who cares for us and our peace from Jesus who is always with us.

This Christmas, no doubt many of us will feel the threat of the terrorist conflict, it does affect us; but our dreams, hope and peace will give us the strength to carry on and perhaps inspire others to do as we do. I praise God for those drivers who gave us the challenge in our lives to dream, and thank God who helps us to truly live our lives.

May you find this Christmas a blessing, and remember to dream, hope and live in Peace through Jesus Christ our Lord.

- Chaplain Ken.



MG INFORMATION

	Name	Phone
PRE - WAR	Dino Mattea	3263 2625
	Ross Kelly	3352 4151
T TYPE	Peter Rayment	0407 693 947
MGA	Richard Mattea	3325 0409
MGV	Tony Slattery	3391 3022
MAGNETTE SALOON	David Robinson	3255 9037 (W)

	Name	Phone
MGB	Graeme Walker	0431 678 319
MGC	Bruce Ibbotson	3366 1889
MG US RUB	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MGF	John Boyce	3345 2530
MG ZB, ZB, ZT	Ken Wasley	0423 15 27 23

Some words from Elaine

I know that I am only repeating what everyone is saying and thinking when I say 'Where did this year go?' Here I am already putting the final 'Octagon' for 2014 together and heading towards a 10th anniversary of Octagon Editorship.

So, what will you find inside this final issue for 2014? First of all - what you won't find is the calendar for next year. It's too early for it to be finalised; however, you will find the dates for the major events for Jan and Feb listed inside. The January issue should have the full calendar and the calendar insert will again be a feature of the magazine.

Once again our Chaplain, Ken Trudgian, has come up with a relevant Christmas message for us and manages to relate it to motor sport. I wonder if anyone else has ever done that? Thank you, Ken, for your message and for your continuance in the role of Chaplain for the Club.

The keen-eyed amongst you will notice that there are some changes on the Committee page. Ken Wasley has joined the Committee and with his interest in (and ownership of) MGs being legendary, you can be assured of his commitment to that aspect of our Club. To balance that, he has had a long history of involvement in motorsport in MGs and in a variety of other cars. Part One of Ken's story recounts his earliest days of motorsport; Part Two will continue the story in the January issue.

The other change on the Committee page is really an addition as the empty space for the position of Club Captain has now been filled by Don Webster who has been doing the job, without the title, for a long time now.

As promised, David Miles has written of his second period of Presidency of the Club. He has done this with great modesty and in a very entertaining style. It really is a 'must read' article. You will be amazed at what David achieved for the Club during that relatively brief time of four years from 2004 to 2008. The doubling of membership numbers which reached a high of more than 800 during his Presidency reflects the success of his many initiatives.

Whilst scanning all of the Octagons for the 60th anniversary project my eyes would occasionally be drawn to articles of interest which would be ideal for reproduction now and in the future. One of these was a general article on hillclimbing written by Barry Green, a motoring writer who is now the Editor of the

RACQ's "Road Ahead". I contacted Barry and sought his permission to reproduce it and also requested him to review what he wrote and write a response to it. For those of you to whom the word 'hillclimbing' holds some mystery, Barry will reveal the secret of the longevity of this form of motorsport.

As always, the Chapter reports contain amazing tales of many happy Club outings and we are blessed with people in the Chapters who can write of them with great wit and humour. They do make for entertaining as well as informative reading. One bit of information that amazed me was the comment in the Wide Bay Chapter report that the 'Bundy Crew', a sub-branch of the Chapter based in Bundaberg which runs some local runs of its own, had 7 MGs on its October run Compare that with the number of MGs on some of our 'Home Centre' runs and the sizes of our populations and you will realise how remarkable that is.

As has become the norm, some articles have had to be held over to the January issue, so you can look forward to Pt 2 of the Ken Wasley story and also to a story from Tony Basham and his much-travelled pre-war PA. Our anniversary stories have also had some of you delving into your archives so there is also more of 'the way we were' to come as well.

Don't miss Ace Reporter's accounts of our competition events. Hidden amongst all of his statistics are gems of investigative reporting which shouldn't be missed. Also there is the information of Michael von Rappard's success at the hillclimb. At the ripe old age of 19 years, Michael became the youngest person to achieve a sub-40s time at Mt Cotton. We are now awaiting his Dad's arrival into the Under 40s Club - from his times it looks to be imminent - so that more history can be made when we can get our first father and son membership team into that elite group. Congratulations and thanks to that family for bringing an extra element of excitement and freshness to the Mt Cotton scene.

Many thanks to those of you who have given positive feedback on the nostalgic articles published to celebrate this 60th anniversary year of the Club. It is rewarding to know that it has given the incentive for some of our members with long memories to revisit past times and share their memories with us all.

Looking ahead to 2015 and the January issue, I need to remind you that the closing date for articles for that issue is the final day of 2014. You can then relax and enjoy a Happy New Year!!

Notice Board

The Clubrooms are open on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$3.

The goal will continue to be to have something special happening on the first Friday of each month. Your suggestions are welcomed.

29/30 Nov Sixth and Final round of the TSA-SR

Automotive hillclimb series at Mt Cotton (P)

Fri Dec 5 Noggin 'n' Natter

'and presentation of hillclimb trophies'

Sun Dec 7 Christmas party at Clubrooms

DATES FOR JAN/FEB 2015

Fri Jan 16 Clubrooms reopen for Noggin 'n' Natter

Mon Jan 26 Breakfast Run

To Samford District Historical Museum Society

Sun Feb 1 Come and Try/Test and Tune at Mt Cotton

Fri Feb 20 Noggin N Natter/ Night Observation Run

Wed Feb 25 Mid Week Run

Sat/Sun 28 Feb/1 Mar Mt Cotton hillclimb series Rd 1

OTHER DATES FOR 2015

Fri- Sun 29-31 May Qld Hillclimb Championships

Sun 2 Aug Concours at UQ

Fri 19 Sept Annual General Meeting

Sun 20 Sept All British Day

New members

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

Hanson Wheeler
Peter (Tony) Sanders
Bradley Johns
Raymond Balhatchet
Anthony Mammino
Tanja Pelajic
Ronald Spall

Anthony Simmers
James Norman
Christopher Allen
Vicky Bennett
Teena Mammino
Peter Sellars
Stuart Wedlake

MG National Meeting 2016 Perth, WA

MGCCQ has a very good reputation for attending MG National Meetings with good numbers. It would be great to do the same in Western Australia.

With just under 18 months until Easter in 2016, Paul Lupton has volunteered to obtain details about getting members and their cars to Perth in Western Australia for the National Meeting from Friday 25 to Tuesday 29 March.

To ascertain the scope of the task, Paul would appreciate hearing from club members who are considering travelling to WA to attend the National Meeting. As National Meetings in WA are rare events, this will be a wonderful chance to see the other side of our vast continent.

Last time Queensland competitors drove there and back, doing some sight seeing made the journey more interesting.

It seems the most economical way to transport our MGs is by rail in containers. This would be Depot to Depot (Brisbane to Perth). Paul is enquiring about depots in Rocky and Townsville as well. It seems that the current cost is around \$1500 one-way from Brisbane. (It would cost close to that to drive when one takes accommodation into account.)

The options for getting people to and from WA would be by train, plane or drive. Our National Meeting Coordinator, Noeline Johnson, has suggested that we could investigate group airfare booking rates. Paul is also thinking about the possibility of sharing the cost of hiring a mini-bus with drivers sharing duty.

Please respond to the following questions by sending Paul an email by Friday 18 December at lynpaul2@bigpond.com.

1. Are you considering attending the 2016 National Meeting in WA?
2. Would you be interested in having your vehicle freighted by car transporter to the event?
3. Would you like to use car transport back?
4. How would you and your passenger/s go to and from WA?
5. If using a car transporter, would you be interested in sharing the cost and the driving in a mini-bus?
6. Please feel free to make further suggestions about economical ways to get MGCCQ members and their vehicles to and from WA.



Letter to the Editor

Hello Elaine,

Another very enjoyable Octagon. It was nice to see Bevan Harris pen such a pleasant letter of approval. From that you can be assured there are many more out there equally appreciative of your efforts.

Of course any chance of an early night tonight has now been torpedoed once I read the exciting fact that you have scanned all previous Octagons.

What a massive task for you and Glenda Crew but what a bonus to those interested in the Club's past - and for members to take a trip down memory lane, to recall events past that hold a special interest.

I for one will be looking up a lot of this history as I am short quite a few Octagons from the 10 year period that was most important to me - 1963 up to 1973 - the years of my main involvement with the MGCC before we left Brisbane. The Octagons before that time also fascinate me as I am aware of the intricacies of both publication formats of the early days (the Gestetner stencils and then the offset printing that followed) having been an Editor for a couple of years and also having been involved in the collation of the magazine in the clubrooms in the years prior.

I pioneered photos making their way into the magazine, though in a very rudimentary way, simply cutting them to size and gluing them between the blocks of text on the master sheets. Still, it was a well-received improvement that made the magazine vastly more visually attractive, despite being only in black and white. Cartoons became easier for the artists as in the ink stencil days it was a difficult and restrictive task.

I remember cutting out "suitable" headlines from the Courier-Mail and assorted magazines and keeping them on file for possible future use to highlight articles or events - otherwise we only had the typewriter font. I did use some Letraset too.

To answer your question about the February 1975 round of the Tasman Series at Surfers, the driver of the 1275 MG Midget (OFT-789) is me. The passenger is the car's owner, my wife Maisie Campbell - and on the back is F1 driver Chris Amon, who was of course the man who handed Vern the Scribe Award at Lakeside in the late sixties.



Maisie's MG Midget is possibly one of the only Midgets in the world, if not the only one, to ferry an F1 driver because usually the bigger cars featured in transporting celebrity drivers.

I recall it took an eternity to get around the 3.22km that made up the Surfers Paradise International Raceway. Less than half the circuit had spectator areas and, mindful of our precious cargo perched on the boot lids of our cars, we were forced to dawdle around the uninhabited sections.

No short cuts could be taken as the infield was an active airfield. Though I cringe at the thought now, I admit that I amused myself by taking racing lines on all the corners, wondering if my passenger noticed.

Once again - well done Mrs Hamilton.
Regards, John

(Ed: Thanks, John. You failed to mention that you were the artist creating the wonderful cartoons which gave extra 'zing' to your Octagons. I have included here a larger version of the Midget photo from last issue which is more interesting now that we can identify the driver and both passengers.)

Bits'n'Pieces

The photos of the MGs providing the vehicles for the drivers' lap of honour at Surfers Paradise in 1975 drew a few responses.

One response was from the Campbells - John and Maisie - who were driver and passenger in the white Midget OFT 789 owned by Maisie. The F5000 driver they were chauffeuring around (on John Campbell's racing lines) was Chris Amon.



Maisie and her MG Midget are pictured here at another 1975 event in rather different surroundings. This photo was taken at "Tinglapa Mark Two" as John Campbell describes it. He reports that these ground were used after the Club was "evicted" from the original (PERFECT) grounds. He says "We drove blindly in that long grass but surprisingly no cars were damaged."



Another was from Chris Timms who was, and still is, the owner of the red Midget (No 47) with registration number NUP 655. Chris competed in this car at the very first hillclimb held at Mt Cotton on 18 Feb 1968. He also competed in a Formula Minor, a popular and affordable category of open wheeler in those days.



And yet another to identify his car - also with a Midget - was Ken Wasley who was very proud to have the Elfin designer and manufacturer, Garrie Cooper as his passenger.



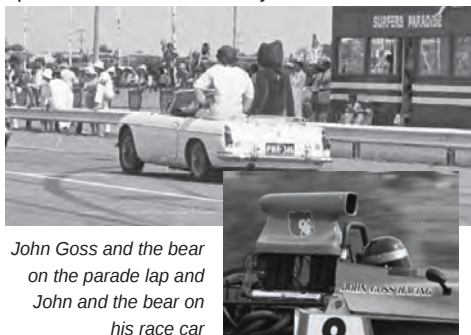
Ken also knew his way around Mt Cotton in a variety of cars and is seen here at the hairpin in the Midget. The venue looks very much different today than it did then! (We can't see enough of the driver to pass comment on any changes to him!)



Ken dug this photo out of his archives and it pictures one of the Bs being readied for the drivers' parade at Surfers. Look carefully and you may be able to recognize the person on the right assisting the bear into the car as Malcolm Spiden.

Can anyone recognize the other people? Can anyone recognize the bear? Why was there a bear in there?

The story is that this car was being prepared to take John Goss as its passenger and John's F5000 had "the little bear will fixit" as one of its sponsors thus the age of media exposure for the sponsor was well underway.



*John Goss and the bear
on the parade lap and
John and the bear on
his race car*

Still in the past -- a very nice place to be -- this closer shot from last issue may help a few more of you to recognize the hair abundance (admittedly enhanced by the shadow photography) of Committee member and long time Club member Don Webster (left) and long time member and holder of just about every office in the Club and currently Membership Secretary Peter Rayment (right). The lesser-haired gentleman in the centre was the Club President of that time, Neil McNeil.



And now, back to the present though you could be forgiven for thinking that it was also from the past (except for the quality of the photo.) This photo was taken by Malcolm Campbell on the October midweek run just a few short weeks ago and is of the rear view of Colin Fox's T type which not only braved the midweek run but also ascended the dirt road to the top of the Cunningham Lookout. It would appear that Colin believes in the Scout motto of 'Be prepared'!



MG wins British Touring Car Championship Manufacturer Title

Now that is a pleasing headline to read. MGs once again successful in motorsport.

Drivers for the team were Jason Plato and Sam Tordoff who between them achieved seven victories and twenty podium places to beat previous champions, Honda, who had had a four year run of success.

It was reported that the MG6 GT race car was

designed to resemble the road car as closely as possible and that a mobile showroom was taken to each round of the Championship to promote the MG6 and MG3 models currently available for sale in the UK.



Photos by Ken Wasley, Richard Higgs,
Jim Heymer and Max Johnson



Our winner!

Best sports car - Matt Johnson



Trophy winners

- | | | |
|-----|---------------------------|---|
| 1. | Best British Thoroughbred | Martin Glynn, Rolls Royce Phantom III |
| 2. | Best Classic Car | Wallace Bishop, 1964 Jaguar 3.8S |
| 3. | Best Veteran/Vintage | Grant Singer, Alvis 12/50 Ducksback |
| 4. | Best Modern Classic | Gerald Snelling, Morgan V6 Roadster |
| 5. | Best Sports Car | Matt Johnson, 1964 MGB |
| 6. | Best Commercial vehicle | Henk & Magda Blessing, 1929 Morris Commercial |
| 7. | Best Motorcycle | Greg Jolly, 1930 Sunbeam Model 9 |
| 8. | People's Choice | Spencer Cundy, 1969 Mini Cooper S |
| 9. | Owners Choice | Simon Fritz, 1984 Range Rover |
| 10. | Best Club Display | Sprite Club |

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All British Day, Brisbane 2014 - by Max Johnson

The weather report indicated the rain would clear by Friday but heavy rain Friday or Saturday may have rendered the fields unusable. Saturday, the main field was damp but firm but the caretaker was more concerned about the lower field as "It gets the run off from the main field" he said. Rubbing his chin he looked over at the field way off in the corner, "We may have to use that one instead." The indecision showed in his face, I pressed him for a decision, still rubbing his chin "She'll be right".

We arrived on Sunday to an overcast sky, the weather had held but the fields were still damp. The volunteers were ready. The gatekeepers and admission collectors stood with change at hand waiting for the onslaught and they didn't have to wait long. It was like the closing scene of "Field Of Dreams" as they began to pour in, Fords, Minis, a Healey here and there, a stately Roller, a plethora of MGs, P76s were there and the strange three wheel things - one a Morgan with two at the front and one at the back and, as if to say I can better that, a Reliant with one at the front and two at the back and even one of those French things, a Citroen I think which apparently was put together in Blighty but it looked like it had just arrived from the Dakar rally.

They all came, too many Marques to mention. The Marshalls were directing cars to their areas, as quickly as they arrived. There were a few grumbles "but we were over there last year" but most didn't care they just wanted to get parked and show

their piece of British motoring history. There were some colourful ones including the startling pink Austin 1800 or was that 'Strike Me Pink?'

The judging was finalised and the winners called to move their cars to the winners' circle. The hotly contested "Best Club" award was kept secret until last. Competition between some of the clubs was intense but this year the 'Sprite Club' took it off. All the clubs who made that extra effort to promote their Marque and club are to be commended.

We expanded the classes this year with the addition of two new trophies. Best British Thoroughbred for Jaguar, Daimler, Rolls Royce, Bentley and Aston Martin. The other new one being for Best Classic.

We ordered 600 badges, they all went and still more cars came in the gate. The event was again an outstanding success with an increase over last year on the amount we will be donating to our charities, RACQ Careflight and QIMR Berghofer Medical Research Institute. The success of the event, in no small way, is attributable to the owners of all those British Cars who supported it and made the day what it was.

Special thanks to RACQ Automotive Services for their generous sponsorship. We are already working towards next year, 20 September, and planning to host an even bigger and better event. See you all then and Best of British!





**Some of the MGs on display
(above) and other marques
on display**





The Club extends its thanks to overall organiser of the day, Max Johnson, to his band of helpers (listed below) and to all Club members who came along to display their cars.

Helpers were:

Saturday

Max Johnson
Andrew Evans
Geoff McGlashan

Noeline Johnson
Ray Wilson
David Robinson

Matt Johnson
Malcolm Spiden

Sunday

Max Johnson
Geoff McGlashan
Andrew Lake
Graham Moore
Carly Mattea
Peter Gannon
Norm Goodall

Noeline Johnson
David Robinson
Mandy Tighe
Richard Higgs
Richard Mattea
Bob Laing
Ross Kelly

Matt Johnson
Kimberley Robinson
Don Webster
John Walker
Gary Lawrence
John Vonhoff
Daryl Hughes





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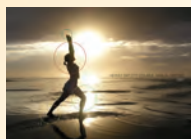
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My MG

and Motorsport Experience
with the MGCCQ - Part One

by Ken Wasley

Ken Wasley is the newest member of the Club Committee and has provided the following account of his MG and motorsport life. You are in for a long and interesting ride with Ken. Pt 2 will be published in the January edition of the Octagon.

I grew up with a strong interest in anything mechanical including aircraft and trains but mainly cars. I guess I inherited it from my father who had some very interesting cars during his early life. I bought a very cheap 1950 Vanguard when I was 14, just to tinker with, but I also taught myself to drive in it - only around the back yard of course. I later swapped it for a Malvern Star bicycle. I purchased my next car and my first MG (from my brother in law) when I was 17 and still at high school. It was a 1955 Magnette ZA. I started competing with it at Mt Cotton Hillclimb in early 1971 but as I was a poor Uni student, I couldn't afford to join the MG Car Club and instead joined the Formula Minor Car Club which was half the cost but they still got invited to all of the hillclimbs (apparently \$4 vs \$10.50). I still have that Magnette in my collection but unfortunately it hasn't run for some time and is currently awaiting restoration.



There was always a desire to go faster and I started thinking of more serious projects. A friend and I purchased a half-finished Formula Minor project and I spent many hours building it into what I still think was the best looking Formula Minor ever. It was powered by a 500cc AJS twin cylinder motorbike engine. I debuted the Sabre FM1 in Sept 1972 at Mt Cotton but unfortunately, it never ran as well as it looked and consequently, despite a number of test sessions at Lakeside, was rarely used in anger.



By 1973 I was working part time as a cadet engineer and finally could afford to join the MGCCQ which I did in March. It was also around that time that I bought my first MG Midget, a totally standard white 1968 Mk111. Somewhat ambitiously, for its first run I entered it in the AHCC at Mt Cotton in June 1973. It won its class, won fastest MG and broke the class record at a then rapid 59.6 seconds, very exciting after perpetually being the bridesmaid to Peter Rayment when running the Magnette. I wasn't a big fan of white cars so I still didn't keep this one for long.



My next Midget, an Indigo Blue 1969 model was even quicker and with a little engine help from Joe Camilleri at Grand Prix Autos, it reset the class record at Mt Cotton the following year. It was however still my daily driver and was on its original 4" wide wire wheels with radial tyres. Although by then I also had a Mini Cooper and later a Cooper S, the Midget was my favourite and got used for everything including night navigation runs, motorkhanas and sprints at Lakeside and Surfers Paradise circuits.



Success with this car prompted thoughts of a move to circuit racing. Regular and lengthy discussions with Tim Harlock led to the design of a small rear engine Centaur sports car of monocoque construction, the intention being for Barry Lock to build it. Barry had only recently moved into the rear area of Tim's workshop at West End and was already building a front engine mono to Tim's design. As it transpired, Barry got much busier with his own Kaditcha cars so the Centaur was never built. In the meantime, I had been looking for suitable parts for its construction. Another friend of mine was looking for a formula ford and together we found an Elfin 600 formula three car for sale, which we subsequently purchased, the idea being to eventually convert it back to an FF and I would take the wheels, ford engine, gearbox etc. for my sports car.

In the meantime, we decided to race the Elfin. After a practice day at Surfers Paradise and another at Lakeside where I managed to lap at under 60s, I had my first ever race at the next Lakeside open race meeting. There's nothing like jumping in at the deep end.



When it became apparent that the rear engined Centaur wasn't going to happen, Barry Singleton told me about an Elfin 300 sports car for sale in Melbourne and gave us a loan of his trailer to go and pick it up. I purchased it without engine. The 1300 engine and gearbox from the F3 went into it and the FT200 that came with it was sold to Kerry Horgan for the rotary engine he was putting in his Elfin 360. I debuted it at Surfers in late 1976 and broke the u1300 sports car record however Stuart Hooper retook it in his clubman in the next race.



I was sent to Port Moresby by work in early 1977 so unfortunately the Elfin was put into storage and I sold the MG Midget before I went. When I returned in late 1977, and pulled the 300 out of storage, it was clear the 1300 engine was getting tired. Brian Schuster built a really nice all steel 1600 Ford motor for it and after a few early teething troubles (broken camshaft), we went racing with renewed vigour. I also purchased my third MG Midget, a red 1970 model, but this time purely as a road car. I also still had the Cooper S but I had to also purchase something to tow the racing car and discovered a 1968 Cortina Mk2 served this purpose admirably, surprisingly. Car club life and motorsport were a lot of fun in this era. (To be continued in next issue)





Recollections from second term as MGCC President 2004 to 2008

by David Miles

Having been a committee member from, I think, 1998, I considered the easiest position to hold was that of Vice-President, particularly as the late John Davies was well entrenched in the office of President and enjoying the position. How wrong this perception turned out to be!

Before this, however, as a relatively new committee member, it had seemed to me that there was an urgent need for an up-grade in the way the club communicated with its members. The committee, following some discussion, agreed to the formation of a website, and with initial support for the idea coming from Helen Danalis, and the actual formation done by my son Richard, we entered the digital age. The website evolved and advanced rapidly with the input of Glenda Crew, and now is, I suspect, the most awarded of all Australian MG Car Club sites.

Whist numbers for my proposed Mid-Week runs to cater for the growing number of retired members were initially disappointing, persistence ensured that there was a future for such events, and they began to gain popularity.

At this time, Bruce Mutch was editing and supervising the production of this magazine. He oversaw its enhancement from an in house production to a much improved, professionally produced and printed journal.

Even more sophisticated printing techniques were evolving, however, and it was decided to take advantage of the new technologies. Bruce deferred the responsibility of editor to Elaine Hamilton, and, as with the website, the Octagon has been the regular recipient of "Best Club Magazine" at annual national meetings.

My relatively easy ride ended, however, when John Davies resigned shortly before the 2004 National Meeting in Warwick and, to my horror, the combined fingers of the then committee pointed directly at yours truly, then enjoying the aforesaid easy ride as Vice President, to fill the vacated position!

The first task was, of course, the National Meeting, only a month or so away. Under the guidance of John Davies, Ron and Bev Clydesdale, Margaret and Dino Mattea and a very dedicated team, most of the ground work had been done, and the meeting progressed pretty much to plan, but scoring computer problems created the need to abandon the trophy presentation whilst glitches were resolved. I'll never forget the trepidation with which I had to announce this to the assembled throng of participants, nor will I forget the marathon overnight effort put in by Paul Lupton and his crew to rectify the problems before the farewell breakfast.

Hard decisions seemed much easier after that, and the requirement to make them came in quick succession.

The club had been forced to vacate the very central clubrooms at West End which we rented from the ever-supportive Tighe family, and next we were renting a church hall at Albion. While grateful for the use of the premises, the landlord's "no alcohol" policy did curtail our activities somewhat. There was a feeling that we should "bite the bullet" and investigate the possibility of obtaining a permanent home. In addition, the Mount Cotton track surface had to be re-sealed, so there were conflicting demands upon our limited finances.

A concerted effort was mounted by the committee to find this permanent home for the club – something that we saw as vital to our long term future – and parameters as to position and cost established. A number of options were examined, and our Collinsvale St premises won out. Tremendous help came from numerous members to assist with turning very basic industrial premises into a useable club facility. The mezzanine was constructed with the help of John Loth and the library housed, allowing the volumes collected by David Robinson over many years to be utilised, whilst club friends and helpers gathered together sufficient items

to produce a workable kitchen and bar. Largely ruined by the 2011 flood, it was pleasing to see the kitchen and bar restored to an even better standard by hard working members following this set-back.

Somehow, we had also mustered enough funds to re-seal the track at Mount Cotton, so this was carried out as well. It was very satisfying for all those on that particular committee that we were able to satisfy the desires of both the Hillclimb and MG enthusiasts within the club.

Committee meetings were held every second Monday night, with our dedicated committee room providing a cosy venue. Many a tale could be told of the deliberations carried out within its walls – CAMS reports from Ann Thomson, Treasurers' reports from Paul Strange and then Carly Moffatt/Mattea, and Paul (and Kerry) Strange then Elaine Hamilton as very efficient Secretaries. The hard work of these people, along with the support of enthusiastic committee members,

made the task of President so much easier and more enjoyable. We had very positive, hard working committee members. Meetings were occasionally a little tense, but good humour and mutual respect always prevailed.

As it has evolved, one of the very significant decisions made was in response to a letter from the late (tragically) Ian Bryant, from Hervey Bay, suggesting the formation of a "Chapter" of the club in that area. Despite initial scepticism, these suggestions were adopted, and subsequently lead to the formation of additional Chapters on the Darling Downs, in the Capricorn Region and in Cairns. Currently, these Chapters are now growing significantly, both in numbers and in the

scope of their activities.

I am particularly proud of the scope and standard of the improvements to Mount Cotton which were achieved by the committees of which I was President. With unparalleled professional and practical help from Dino Mattea and other hard working volunteers, the face of this venue changed dramatically in just a few years. Our close neighbour, Peter Maszaros, provided exceptional help with his expertise, bobcat and mower. A new canteen, pit office complete with generator room, timing shed and all manner of much needed improvements evolved. Spectator and competitor facilities were enhanced, and the venue attained a park-like demeanour.

Peter Rayment's timing gear, having done a sterling job for many years, was replaced with modern, digital equipment of world standard. Brian Tebble, Jon McCarthy and those whose determination and foresight formed the venue all

those years ago would, I am sure, be proud of what their successors achieved during those few years. Let's not forget, either, Dino's efforts with regard to "Friends of Mount Cotton," which relieved the club of some of the financial burden of the aforesaid enhancements.

The hard work there continues, and the once critical Redlands Council now support our endeavours. Noise complaints, whilst I suspect were often of a vexatious nature, were nullified by the introduction of up to date monitoring equipment, and, with sometimes unpopular enforcement of the 95Db CAMS limit, has helped to ensure the continuing operation of our venue.





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I am proud of the fact that this system recently received praise from the CAMS technical officer. The Wednesday working bees, I am pleased to say, continue; the efforts of those involved contributing significantly to the venue.

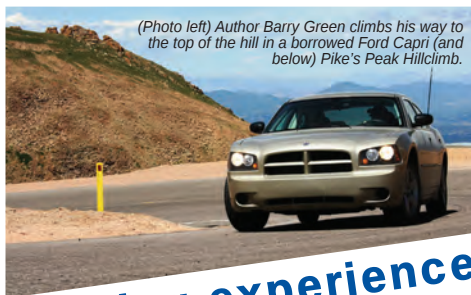
While Mount Cotton has been the rock which has provided financial security, the MG enthusiasts, and the core of the club, were not, I hope, overlooked. As mentioned, the Chapters have greatly extended the opportunity for our regional enthusiasts to enjoy the pleasure and fellowship MGCC offers. Mid-week runs provide fun and fellowship, along with the opportunity to exercise and display our cars. The weekly Noggin 'n' Natters initially held every Friday evening provided members with the opportunity to catch up with the latest modification, breakdown or other significant MG related event. My recollections of my time as President are those of a committee and club with a positive, "can do" attitude. There were also many members, apart from those on the committee, who were also only too happy to volunteer for all manner of tasks when the need arose. They were happy, enthusiastic and keen to be part of whatever project was "on the go."

As 2008 drew to a close, however, unfolding events convinced me that it was time to pass the baton on. I had enjoyed my task, but it was time to re-focus on my personal life, my family, friends and my health. My hope, as always, is that this excellent club has survived my terms as President and, perhaps, even been enhanced by what I and supportive committees and members achieved. I have no regrets, and offer no apologies for trying to adopt a "Big Picture" approach so that the entire membership was considered in the making of committee decisions and club policy.

I thank those who supported me, not only during the easy times, but through the difficult times as well.

Photos from top to bottom - In discussion with David Robinson and Ann Thomson at the pre-purchase viewing of 8/16 Collinsvale St. David chairs a happy meeting in the Committee Room of the Clubrooms. A proud moment as David displays the trophies won at the 2008 National Meeting at Tamworth and with David Robinson at the function to celebrate the 50th anniversary of the Club





(Photo left) Author Barry Green climbs his way to the top of the hill in a borrowed Ford Capri (and below) Pike's Peak Hillclimb.

Hillclimbing – an uplifting experience

First published in the May 1994 Octagon.

By Barry Green

Someone once said hillclimbing was “an uplifting experience”. Obvious pun aside, it is just that - and more.

Having dabbled in motorcycle drag racing, dirt track racing (bikes and cars), motorkhanas, rallying and, more recently, kart racing, all with varying degrees of success, I readily confess hill climbs are my favourite form of club-level motorsport.

Why? Well, there are a number of reasons.

Principally this is a form of motorsport which remains uniquely untainted by professionalism. As such, the “little bloke” can, and does, still win without needing a megabuck budget and state-of-the-art machinery.

This is largely because hillclimbing lacks the glamorous profile of circuit racing, so sponsorship is thinner on the ground - and that suits me must fine. And unlike “proper racing”, you don’t necessarily need a “proper” race car. It is still possible to drive your road car to the meeting, kick off the hubcaps, paint on a number with sandshoe cleaner, pull on a helmet and, provided you’ve got a fire extinguisher on board, the carby has double return springs and you’ve ocky strapped the bonnet down, away you go.

Well, it’s nearly that simple! You also need to be a financial member of the patron club, or one of its invited clubs, and a CAMS basic licence is mandatory. Having fulfilled those two minor requirements, you can then set about honing down your times, searching for the elusive tens and hundredths of a second just the same as Johnson, Brock and company do in the Toohey’s Top Gun Shootout on the Saturday before the annual Bathurst classic.

Therein lays the challenge. Unlike circuit racing where you can fluff a gear change, miss the apex or brake a little early but still make up for the indiscretion the following lap, hillclimbing is all about precision as fine as peach fuzz.

You don’t get a second change. Unlike circuit racing where you might force the opposition into error, here you can’t cheat the clock and unlike circuit racing, you can’t get mixed up in someone else’s accident!

Another appealing factor is the cost - or relative lack of it. With four runs on the day and each run about a minute depending on the car you’re driving, the wear-and-tear on motor, brakes, tyres and other componentry is minimal by racing standards.

Therefore, most preparation costs can be accounted for under normal road going maintenance.

Finally, there’s a class for just about everyone and anything, and if you’re not ultra-competitive in your class, you can always, on-the-quiet, pick someone in another class who is running comparable times and conduct your own private contest to see who ends up quickest on the day. It is particularly satisfying to see your times being whittled down and ultimately run a personal best. You can ask for no more.

That’s about it. I’m off for now - heading for them thar hills!

PS -- Thoughts on reading this 20 years later
It’s a little eerie reading your own words 20 years after they were written – and forgotten!

The ensuing two decades have brought plenty of change, but I’d like to think the message remains the same – hillclimbing is an uplifting experience. Unfortunately, due to various circumstances, I’ve not been able to run up Mt Cotton or another favourite haunt, Toowoomba’s Echo Valley dirt track hillclimb, since those days.

But, I’ve managed to find my way to the top of Pikes Peak in Colorado and that other ‘Race to the Sky’ – Cardrona Valley in NZ – two colossi if ever there were. Jot them down on your ‘bucket list’. Even driving up at road speeds, as I did, is something very special.

Indian Motorcycle Museum Visit

Photos from the visit were supplied by David Robinson and Ross Kelly.

Sunday morning of the 14th September saw Club members and hillclimb competitors meet at the new Indian Motorcycle Museum of Australia at 419 Neuman Road Geebung.

What a great venue with lots for the “boys” to look at. The wives and partners took the time to have a relaxed cup of coffee and something to eat at the Burt Munro Cafe. Some of our members even took the opportunity to put themselves in the sidecar unit and enjoy a trip around the block. The collection was outstanding and is the culmination of years of collecting by the owner Darryl White (sponsor of the Mt Cotton Hillclimb - Whites Diesels). There are plans to expand the museum with more bikes and paraphernalia that have yet to be finished and displayed. In essence the museum will continue to be a work in progress.

If you missed a great morning at the museum, why not go on-line and see what it is all about and when

Those who attended were:

Graham Moore

Belinda & Paul van Wijk

Peter Gannon

Gary Goulding

Shirley Fuller

Errol & Wendy Hoger

Rod Johns

Jeff & Pat Heslewood

Julie & Barry Evans

McCorkindale

John & Glen Boyce

Norm Goodall

Neil Lewis

Ron Clydesdale

Peter & Michelle Sellars

Ivan Tighe

John Cichiello

Barry & Sheryl Smith

Trevor Jones

Marie & Cyril Bennett

Allan & Joyce Tebbut

John Walker

Neil & Joanne

Aubrey Ross

Ray Chappelow

Ross Kelly

Kristy Mc&rew

David Robinson

you can see what everybody has been talking about - www.indianmotorcyclemuseumaustralia.com.au
Our Club thanks Darryl and his family for this wonderful morning.



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October Day Run

Story and photos by Malcolm Campbell

Eight cars assembled at Cleveland on a lovely warm Spring day for the interesting drive to La Kandy Restaurant at Wynnum. The Lettens and Heslewoods joined us at the restaurant along with a group from the Pereira family.

The drive started at the Cleveland Show Grounds, cutting through the less busy roads to Sturgeon Street with a long easy run along Old Cleveland Road East and Birkdale Road. Bernie did a great job of keeping the little convoy together through the zig-zagging route to Whites Road. A few more left and rights saw us on The Esplanade at the Lota end. The run along the Esplanade was refreshing, thanks to the unmistakable seaside aroma of Moreton Bay before we turned off left, navigating through to Wynnum Road and the restaurant. The procession of MGs along the waterfront drive didn't fail to draw the attention of many of the people who migrate to the Bayside on beautiful weekend days.

Two tables had been reserved at the La Kandy restaurant and by 6 pm we had 23 people

Participants were:

Bernie & Charmaine Pereira	MG TD
Don Webster	MG TD
Vern & Elaine Hamilton	MGB GT
Greg & Rhonda Hannant	MGB
Barry Lutwyche & Jan Burke	MGB
Malcolm Campbell & Kathy Burford	Mazda MX5
Neil & Margaret Taylor	MG F
Matt & Noelene Johnson	Volvo

They were joined at the venue by:

Jeff & Pat Haslewood	Subaru
Ross & Shez Letten	MGB

enthusiastically chatting about a variety of things like the Bathurst race, holidays in Sri Lanka, sailing, para gliding, ultra lights, a planned trip to South America and model gliders - and that was only my end of the table! Good food, good company and a lovely evening - thank you Bernie and Charmaine for all your efforts, I'm sure we all had fun.



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September Midweek Run

By Jeff and Pat Heslewood; photos by Malcolm Campbell - followed by some words from midweek run coordinator, Bruce Mutch.

The weather Gods again smiled on the 34 participants with only a light shower shortly after setting off from Murrumba Downs. Although the forecast was for a few showers, it was great to see 14 MGs among the 19 cars that took part. The run to morning tea at Woodford included a few very scenic rural roads that we had not travelled before. With this section providing almost 1 ½ hours of enjoyable driving, the whole group deserves a pat on the back for arriving at our stop within a few minutes of each other.

After the break we headed up the Bellthorpe Range Road which again was new to most of us. The quite steep and twisty climb rewarded us with magnificent views as we reached the top of the range and travelled through some prime dairy country. We then travelled on to Pioneer Park at Landsborough for lunch.

As usual, morning tea and lunch breaks provided the social side of the event that we all enjoy so much and we look forward to another great outing in October.

MG "Still As Good as it Gets"

Having just completed our monthly MGCCQ Mid week run I got to thinking how much we older members really enjoy our old cars and the way they still perform considering what they are... naturally aspirated, single overhead valves, discs on the front and drums on the rear, not a lot of power brakes, manual gearboxes (we love them), forgiving handling, four cylinder 1800 cc engines that sit all day on 3000 revs.

Participants were:

Dennis & Diana Kelly	MX5	BRG
Errol & Wendy Hoger	MGB	Camino Gold
Vern & Elaine Hamilton	MGB GT	Blue
Gary & Dawn Lawrence	MGB GT	Black
Trevor Mills & Fred Enever	MGB	Red
John & Pat Walker	MGB GT	Red
Jeff & Pat Heslewood	WRX	Blue
Greg & Rhonda Hannant	MGB	White
Allan & Joyce Tebbutt	MGB	Blue
Aubrey Ross	MGA	Red
Dave & Anne Ferro	MGB	White
Jeff & Rosemary Turner	Volvo 142 S	White
David Miles	MGB GT	White
Jan Burke	MGB	Red
Barry Lutwyche	MGB	Red
Malcolm Campbell /Kathy Burford	MX5	Green
Bruce Mutch/Ross Brunckhorst	MGB	Camino Gold
Kerry & Dane Horgan	Merc	Silver
Owen & Mary McNeil	MGB GT	Red

New tyre technology has helped handling a great deal . 74% of the cars yesterday were MGs and an average age of 40 odd years old . There is still plenty of room for two folks and plenty of room for luggage on long drives. Having been in the MGCCQ for over twenty years and now on my third "B" ('63 '69 and '71) I am still enjoying driving the "B" on the mid week runs. We had 34 members and friends who enjoy each others company and the scenery . The run yesterday was done by club members well organised and occurs on the fourth Wed of each month so come and join in .
Safety Fast - Bruce Mutch MGCCQ Mid Week Run Co-ordinator



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October Midweek Run

by Trevor Jones; photos by Malcolm Campbell

The weather was kind to us for the run. It was cool for October and with no raid although it was badly needed. The area that the run took certainly could do with welcome rain as it was dry and brown.

A great day was had by all. We left Springfield Park on time. The course took us in a figure eight drive. We had to have a bit of highway running before heading to Peak Crossing, Harrisville, Warrill View and Mt Walked with a diversion to the Cunningham Lookout where a 500m dirt entrance would have kept everybody busy the next day cleaning their wheels and perhaps a little more. The view was clear and the cars lined up for a photo shoot - they do like to have their photos taken by Malcolm. The morning tea was a welcome stop at Rosewood. Ask Denis about the lovely sausage roll from the Pie Van!

After morning tea we headed off towards Tallegalla and Minden where we crossed the busy Warrego Highway where, after a stop to regather, we headed for Tarampa and Lowood. We started the return section of the figure eight there and, after the flat areas, enjoyed some lovely mountain driving up through Glamorganvale. The return trip took us under the highway through the quaint township of Marburg before heading back to Rosewood and then through Walloon, past the airforce base at Amberley and back through to Springfield.

The developers of Springfield have made some very lovely parks and lunch was at the Robelle Domain, one of these parks. It has several areas in

Participants were:

Dennis & Diana Kelly	MX5 BRG
Geoff & Glennis Anderson	JEEP Laredo
Alan & Joyce Tebbutt	MG B Blue
Ian & Karen Fettes	MG Magnette
Denis Thomas	MGB BRG
Trevor & Joy Jones	MGA Red
Ray Chappelow	MGB Blue
Martyn & Gail Browne	Merc Benz
Kerry Horgan	Mustang Yellow
Malcolm Campbell	MX5 Green
Errol & Wendy Hoger	MGB Camino Gold
Greg Hannant	MGB White
Jeff & Pat Heslewood & GD	WRX Blue
Bruce Mutch & Ross Brunchhorst	MGB Camino Gold
Vern & Elaine Hamilton	Honda CRV
John & Glen Boyce	MGF BRG
Colin Fox & John Galton	MG TF BRG
David Miles	MGB Pale Primrose
Geoff & Rosemary Turner	Volvo 142S

the park for picnics, children, a cafe and plenty of room for all.

There was plenty of laughter and chatting so all certainly must have enjoyed themselves. A steady pace was set by all the cars. We all observed the 40 zone past the Lowood school - lucky as a Police car was approaching our convoy.

Thank you for your participation. Keep healthy and happy and look forward to the November Christmas run.



From left to right: Trevor gives the briefing, with some help from Joy, Two Bs at the lovely meeting place, Ray Chappelow's B ready for action and (below) lunch at Springfield.



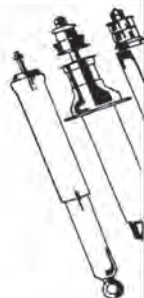
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Pohots from top left: At Cunningham's Lookout, The cars take over the streets of Lowood, Denis enjoys his reunion with the pieman, Wendy and Kerry enjoy a chat at morning tea, Lunch at Springfield, But no pieman there for Denis and Trevor checks that everyone is present and correct,



CHAPTER Chatter

CAPRICORN CHAPTER

by Gurney T Clamp

Mount Morgan with the 'Early Falcon Car Club' on Sunday 21 September

Overcast conditions and the promise of a cooler day greeted members who commenced their journey both at the Capricorn Coast and Rockhampton. Meeting up with the 'Early Falcon Car Club' at the Kershaw Gardens in North Rockhampton were Phil and Marg Henry, Jim and Sandra Armstrong, Gary and Julie Kunst, Ian Carleton, Rod Blair with his brother Terry, Joe and Denise Dwyer, Garth and Lesley Barnes, Terry Dwyer and Anne Burbidge, Rosco James, prospective new member Butch Bambrick and Phil and Pam White.

Phil White welcomed Annette Ferguson and members of the Early Falcon Car Club who were to join us on the run to Mount Morgan. It was decided to make a slight change to the planned day and that was to stop at the Lions Park in Bouldercombe for smoko rather than the Dam No 7 in Mount Morgan due to the 'Silver Wattle' public day at the dam.

Phil led off the group of about 20 cars through the southern suburbs of Rocky on to the Burnett Highway where the group was split by the movement of two very large pieces of mining equipment that were being transported from the west of Rockhampton to the Bruce Highway. Once all that was cleared the group continued the remaining 15km to Bouldercombe where morning tea was enjoyed. The group continued up the new Mount Morgan Range Road towards Mt Morgan and our first stopping place, the

suspension bridge across the Dee River. The bridge was dedicated to Private Victor Jones who had worked with the Mt Morgan Mining Company and who became the first Australian casualty of WWI. Next stop was the Mount Morgan museum, which proved to be very interesting and covered a lot of the history of the gold mine, which at one stage was the largest gold mine in the world.

After that it was on to the Grand Hotel for an enjoyable lunch and a good chat. It was here that the poker run was decided with Jim and Sandra Armstrong winning their second poker hand in two consecutive runs. The overcast conditions had now turned to a few showers and some members elected to head back to Rocky by the Range Road while a few others used the longer route down the Razorback via Kabra where a final stop was made at the Kabra Hotel for a quick refreshment. The showers were now turning to more serious rain and particularly in Rockhampton where the author discovered more leaks in places that had not been discovered before.

A great day with the Early Falcon Car Club and one that I am sure will be repeated.



KEPPEL SANDS / Allan & Evelyn Morieson on Sunday 19 October

Capricorn Chapter members awoke to see threatening dark clouds covering Central Queensland but they thankfully disappeared with strong winds pushing the dark clouds inland, making it a wonderful day for members. Ian Carleton Gurney & Gloria Clamp, Phil & Margaret Henry from Yeppoon travelled to the turn off to Cawarral to meet up with Rockhampton members, Stuart & Ada Clark, Terry Dwyer & Anne Burbidge, Joe & Denise Dwyer, Gary & Robbie Galloway, Rosco James, David & Ana Tempest, Phil & Pam White, Rodney Blair with his son David, from Biloela, Brian & Glenis Russell and new member Trevor (Butch) Bambrick in his 2004 Yellow BMW Z4 convertible.

Phil and Margaret Henry had to leave our group at this point due to Phil not feeling well enough to continue; Phil later confirmed that he is now OK. From the Morieson's we headed to the Keppel Sands Hotel for lunch where Margaret Thomasson with her traveling partner Caroline, caught up which allowed our group to remember Margaret's daughter Narelle (Nellie) who was our youngest member who passed away in 2011.

Ian Carleton won the Costal poker run with 2 pairs and Terry Dwyer winning with a pair of A's for the Rocky group.

Only one member has recorded an entry into the Broken MG award so far. The winner will be announced at this years Christmas Party in Yeppoon.

More photos can be found on their Facebook page - www.mgccq.org.au/capricorn



The trip to Allan & Evelyn Morieson's property at Zilzie was where Trevor Anderson and Kevin Brown caught up with us. We were greeted to a well-prepared and much appreciated morning tea, after which Allan gave a brief explanation of the railway and vehicle memorabilia that he had collected over the years. This was followed by a tour of the highlights of his collection.



CHAPTER Chatter

DARLING DOWNS CHAPTER

by Gary Lawrence

The past couple of months have been much quieter for our Chapter with a number of our regular run participants 'living the dream' on exotic overseas tours or caravanning trips around Queensland..... me included!!

It never rains but it pours, could certainly be applied to our scheduled monthly run on 28 September. Not only did this run clash with the MGCCQ All British Day, but also with the open day for the new Wellcamp Airport that is being constructed by local business identities, the Wagner family. We did manage to spread ourselves around all three events.

As we move into the latter part of 2014 and welcome back the warmer weather, breakfast runs are back on the agenda with our first one scheduled for the 30 November monthly run. We have added an extra social event to our calendar for 2014, with an overnight run on 10 & 11 December to Tenterfield via Inglewood and Texas, returning home through the Granite Belt. This will give Chapter members the opportunity to indulge in some early Christmas celebrations as well as to restock the wine cellars from the local wineries.

I would like to thank all of the DD Chapter members for the camaraderie and support over the past 12 months and wish all a Merry Christmas and Happy New Year.

Lunch Run 10 September 2014

The weather was a bit wild and windy at Rudd's Selection Park for our picnic lunch, but we managed to have a relaxed and happy get together.....I wonder should I mention the problem with the beetroot juice that cascaded down the front of Narelle.....and I know I shouldn't say anything about the drips of the offending juice on the front of Rob's jeans. Oops

I already did!!!

I don't think the historical significance of where we were was completely lost on us, but the inspection and driving of two of the Wests' lovely MGs that are for sale was very keen. The men are interested, but the spouses may not be!!

The arrival of Brian and June in their Morris 8 Ute caused a stir as well. The car looks really great, but its speed is of some concern on the open highway - not necessarily for Brian and June, but maybe the other road users.

'Picnics in the Park' are always popular as they give us the opportunity to spend as long as we want enjoying and socialising without the time constraints that come with formal venues.

Participants: Janis & Gary Lawrence; John & Marg Boland; Narelle & Rob Fraser; Pam & Guy West; Brian & June Phillips; Bob & Mavis Marsh; Ron & Judy Gillis.



Monthly Run 28 September 2014

Our run this month had plenty of competition with the All British Day in Brisbane and the open day for the new Wellcamp Airport situated on the south west outskirts of Toowoomba so it was great to get a rollup of 17 participants and 9 cars. The T's were out in force this run with the TFs of Brian & June Phillips and Helen Goodfellow and the Brosnans' TC outnumbering the usual group of Bs.

Just as well the Ts were there as they provided a couple of light hearted moments at the meeting point for the Toowoomba group. Arriving for the start of the run, Helen seemed to forget the position of the brake pedal, overshooting the entrance by a good 100 metres before making a smooth U-turn to join us at our starting point. Departure entertainment was provided by Les Brosnan in his TC as he set off with his driver's door waving happily in the breeze, opening and closing in sync as he executed right and left turns. Apparently a motorist travelling in the opposite direction, flashing his lights and waving frantically, alerted Les to the misdemeanours of his door.

The venue for morning tea was Liberator Park in Leyburn where the Warwick and Toowoomba groups joined up for the usual round of coffee and socialising before heading off for the lunch venue in Millmerran.

Greg Newey led us on an entertaining run along the Millmerran - Leyburn Road passing through the Tumbarville district, turning left on to the Gore Highway at Yandilla for the run into the Rams Head Hotel, our lunch venue in Millmerran.

Travelling these roads is always enjoyable as they provide a combination of straights to curves that MG drivers love to negotiate.

Participants: Lester & Rhonda Brosnan, Andrew & Susan Willesden, Greg & Beth Newey, Helen Goodfellow, Phil & Marilyn O'Brien, Bob & Mavis Marsh, Rob & Narelle Fraser, Brian & June Phillips, Gary & Janis Lawrence

Lunch Run 08 October 2014

With many of our 'regulars' on holidays and tripping around the world, our October midweek lunch gathering was somewhat low on numbers, twelve in all, but it certainly had the normal high quality fellowship associated with any MG gathering.

It would appear that many of our normally semi sedimentary MG driving creatures, who are usually content in an environment of exhaust fumes and sump oil soaked skin smelling fresh air only on test drives, somehow, during the spring months, metamorphose into grey nomads and crave long drives in the clean fresh air, thus leaving home-front numbers rather depleted.

Ron and Judy Gillis, our absent nomadic mid-week conveners must be congratulated on the excellent choice of lunch venue. The food at Mussels restaurant in Warwick was superb in particular the Italian style pastas. The prices were reasonable and the service excellent. Ron and Judy you missed a good one.

Participants: Guy & Pam West, Phil & O'Brien, Greg & Beth Newey, John & Marg. Boland, Trevor & Roz. King, Bob & Mavis Marsh.



CHAPTER Chatter

FAR NORTH QLD CHAPTER

by John and Cherie Fransen

21 September 2014 - Lake Barrine/ Ravenshoe/Herberton Run

Participants –

Brendon & June Hammersley (White MGB), Steve & Maureen Girardi (Red MGB), Graham & Pauline Hepburn (Red Sprite), Bob & Patty Ingram (Red MGA), Mel Sprague (Green Healey), John Collet (White MGA), Kim & Fiona Halloran (Red MX5), John & Helen Honan (Mustard MGB), John & Cherie Fransen (Red Midget), Harvey & Kay Williams (Yellow Lotus).

As we head towards the Christmas end of 2014, it seems our FNQ Chapter continues to grow, giving us a bit of reassurance that Members are enjoying the choice of monthly get togethers, as well as some impromptu runs thrown in here and there. We have a great regular group and love seeing the 'newbies' joining too. You can tell we are getting bigger when it continues to get more difficult to get all our cars in the one photo. Special thanks goes to those Members who make sure they tell others of our club events and spread the word that Sunday driving whether it be in MGs or similar are certainly back in style. Today's journey had us meeting at Hungry Jacks DFO Westcourt carpark for a 9.30am departure southward bound along the Bruce Highway out of Cairns. Once close to Gordonvale, we turn onto the steady incline that is the renowned 'Gillies Highway', lots of hugging turns and winding bends on this one.

Once reaching the top of the Range we arrive at the pristine and tranquil Lake Barrine, morning tea of fresh scones and cream with favourite hot beverage for most, with the question pondering do you do 'jam first/cream second, or cream first/jam on top?' The timber Teahouse was originally built in the 1930's as a dance hall and over the years had many uses, including an aquatic centre, guest house, school and a convalescent home during World War II. The Tea House today nestles right on the lake's edge, providing breakfasts/lunches and their famous prize winning devonshire teas. The 3rd generation of the Curry family still own and manage the Teahouse and Rainforest Cruise boats and are committed to the preservation of the natural heritage of the lake being unchanged. Next stop was Ravenshoe, with the plan to travel via Lake Eacham to the main street of the town, for a lunch break at the popular Café Ravenshoe; however some went on a little detour (planned of course, wink wink) and ended up travelling via Yungaburra, but generally ending up at the same meeting point, just a few minutes later.

The trip between Lake Barrine and Ravenshoe is a lovely scenic drive, on good country roads, overlooking rich red soil of crop, dairy and cattle properties, beautiful rolling mountains with little farm houses nestled, some at the top of hills and others in the shade of green grassy valleys. It was nice to meet up with Nicki and Steve in their Audi and Bob and Patty's family joined us for a bite to eat too.



With full bellies and a few ladies with shopping items bought from the craft gallery next door, it was time to get back on the road and head in the direction of another friendly Tableland township called Herberton. Coffee and cold drinks at the local hotel saw us in good shape for the lengthy trip back to Cairns, most travelling back via Kuranda to their respective points of origin, however others choosing to return again back down the mighty 'Gillies'. Nice trip today, pleasantly without mechanical incident, that's what we like, nice and safe..... although minor issues do create for more interesting reading we must admit.



Red cars ready to go, Coffee stop at Babinda, Lunch stop - Ravenshoe and Royal Hotel - Herberton.

19 October 2014 - Mission Beach Run

Participants -

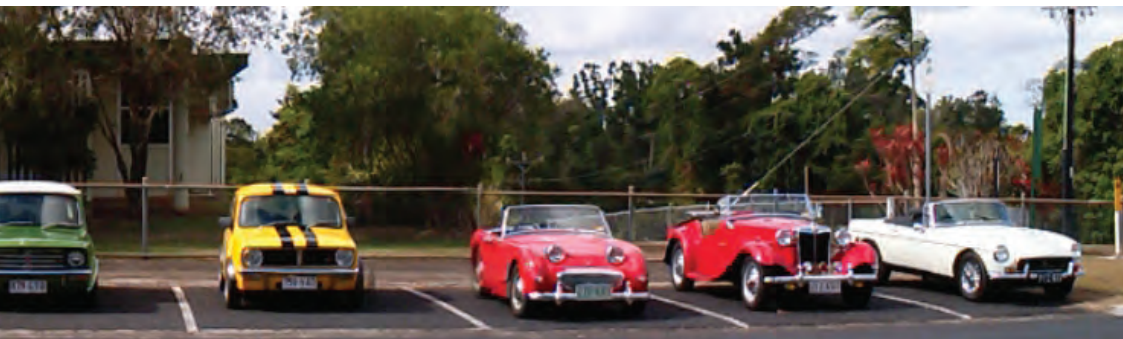
Tony Basham – TD, John & Cherie Fransen – Midget, Graham & Pauline Hepburn – Austin Healey Sprite, Brendon & June Hammersley – MGB, Steve & Maureen Girardi – MGB, Kim & Fiona Halloran – MX5, Cynthia & Derek Bevan – MX5, Joseph Jacobs & Family – Austin Healey 3000, Wayne & Lyn Morgan – Mercedes, Sam Figallo & Friend – MGF, Leon Johnson – Mini, Zane Tibbs & Jayden Seivers – Mini Clubman.

The Lake Morris picnic was mutually altered to be Mission Beach today, as we had missed this earlier in the year due to inclement weather, so it was great we could try again for this popular beachside destination.

Usual Hungry Jacks carpark Cairns meeting point this morning and the quandary of roof on or roof off, as the grey clouds rolled in overhead. Some braved the weather, some stuck to the safer option of staying dry to at least the first stop. Lucky for us, if you continue at a reasonable and constant speed we all know precipitation only affects an MG driver when the traffic lights are red, and not many of them heading south towards Babinda.

First stop is a quirky motoring enthusiast's styled café called FJ's at Babinda. All the décor is themed on cars and bikes and we managed to fill the entire seating area with our happy and chatty group.

Next plan was a leisurely drive continuing south to Café Rustica at Wongaling Beach for Pizzas, however it seemed they were unable to cope with our good size group today, and Sam one of the drivers resides in Mission Beach, suggested that a newly opened eatery owned by a friend, The Shrubbery Taverna, might be able to work with our number of diners. Right on the



beach, the sun shining through the clouds with a slight breeze meant for a pleasurable eating experience, we will certainly be frequenting there again, thanks for the recommendation Sam!

All roofs down now, the weather was no less than spectacular, we travelled back up the highway turning at the little town of Silkwood and driving along some lovely winding back roads, taking in the sights and sounds of the North Queensland countryside. Mena Creek Hotel was our last stop today, this quaint watering hole just up from Paronella Park had years before been guttered by fire, but has been lovingly restored and proved to be a great stopping point for our last beverage of the day, before everyone went on their respective ways home. Another perfect day for catching up and enjoying our motor vehicles.

Other recent activities for our group (further information on both on MG FNQ's Facebook page) –

Tony Basham's epic south bound trip, touched on in the previous Octagon, this included Melbourne, Canberra, Adelaide and a scenic tour along the Great Ocean Road, not to mention all the little side trips he did. Those pre-war MG members would perhaps have read a detailed write-up on Tony's travels in their own publication... gee whizz that little green PA and it's driver has covered some kilometres.

John Fransen's 1967 red Midget was also used for a cheeky photo shoot featuring local Port Douglas Fashion Boutique Rose&Boy, in conjunction with the Springsum Fashion Australia event and parade, held annually in Cairns. The images were professionally taken on the Rex Lookout, Captain Cook Highway and created a bit of a stir with holiday makers stopping to take scenic pics of the ocean outlook only to witness an entirely different view opposite, of the ladies posing with the little red car.

Greetings of the Season - we understand this Octagon is the last edition before the Christmas/ New Year break, so although seemingly somewhat premature, by the time this goes to print year's end will be almost upon us. FNQ still have the November run as well as our December Christmas Picnic Breakfast before then, however

we take this opportunity to wish our Chapter Members, as well as fellow Chapters, a safe and happy festive season, looking forward to doing it all again in 2015. Additionally we have a few members with exciting projects in the future, including purpose built vehicle sheds, additional vehicles they are restoring, not to mention some looking at adding to their collection or even Members acquiring their first MG. We are really excited to see what next year holds.

May the road ahead be void of potholes, your ride trouble free, whilst enjoying the spirit and freedom of the wind in your hair, Happy Motoring everyone!



*Ready to go, Mena
Creek Hotel stop, All
the gang at Mena
Creek and Lunch stop
- Mission Beach.*



CHAPTER Chatter

WIDE BAY CHAPTER

by Darrell Martin

I'm sure you have all heard the expression "an embarrassment of riches".

Well ... in our ongoing quest to be innovative, in this report the Wide Bay Chapter can boast of a "richness of embarrassments"!

And that brings me immediately to that often asked question "when is a British car like an amphibian ? " But first to business with our initial run for this period being held by the Hervey Bay Mob.

10 September.

As our run leader, David Carter said, "First we'll have a nice drive through the local environs, then sit back, take in the water view and soak up some ozone while enjoying coffee 'n cake. Who said life wasn't meant to be easy...?" And how easy it was. Ten assorted cars (and fifteen equally assorted drivers and passengers) finally came together at Toogoom, sitting at the clear waters' edge under blue skies, enjoying the gently wafting warm breezes, fine views and good coffee. The cars included everything from a TD to A to Bs to Fs to



GT to ZT in the MG field, accompanied by a Jag XK150, a VW and THAT somewhat bright yellow Datsun 260Z masquerading with an MGA number plate.

John Carroll was seen drowning in a huge Chocolate Sundae as Jackie Martin beamed with her newly completed GT, all amid conversations bubbling with fun, happiness and tall tales. No embarrassment there and, even though next to the beach, no obvious amphibians!



21 September

Eleven days later the Bundaberg Crew joined with the Hervey Bay Mob for a combined lunch at the Miner's Arms Hotel at Torbanlea. Led by the Carters , they report that "an intrepid group of 14 people in 7 cars set off from Hervey Bay under cloudy skies for a dash up the highway to Buxton for morning tea. We gathered under the shelter at Buxton for what turned out to be a quick gathering where we welcomed new members Stuart & Sal Wedlake who are restoring a 1954 MG TF. But ... and there is always a "but"... with the wind increasing in tempo it was decided to head off to Torbanlea a little earlier than planned as chilblains started to appear on people's ears and noses.

We arrived at the Miner's Arms hotel at 11.45am to find 18 of the Bundy crew already ensconced in the warmth of the pub having had similar problems with the weather at their morning tea stop in Childers. This rowdy gathering for lunch then ensued until about 2.00pm with the Bundy Crew heading off for a coffee stop at Mammimo's Ice Creamery on the way home and the Hervey Bay Mob meandering home to sleep off a hearty meal".

The final tally for this run was 16 cars and 32 people, all coming together from some 120 kilometres apart. I understand that some who had to travel longer distances amused themselves by singing as they drove along. I suppose you could call that a Cartoon ?

And no, nothing embarrassing happened on that outing either. However ...

28 September

"The time has come," the Walrus said ...

"To talk of many things:

Of shoes -- and ships -- and British Days --
Of baggage and of flings."

And so a small contingent from the Wide Bay Chapter loaded up and headed down to the urban jungle to join in the All British Day at Tennyson. Leaving on Saturday morning three cars of the group stopped off at the Cooroy Hotel for lunch, to be joined by Debbie and Tony Slattery who arrived in style with their MG Midget and that cute little M Type. Lunch over, it was on to Brisbane to meet up with the rest of the Wide Bay group for happy hour and dinner. The five cars involved carried Annie Pyatt and John Carroll , Margie and Dave Roberts, Jan and Mark Rouse, Sonja and David Carter and Jackie and Darrell Martin.

As with past All British days the weather was kind as the group settled happily under Dave Robert's tent, the Chapter banner proudly on display. And once again the displays showed an astonishing range of British autos ... some of which we had forgotten even existed. "Oh look ... a Hillman Imp .. and a Reliant Scimitar ... and what's that?" While it was a most successful outing ... good food, good friends, good cars ... this was also where embarrassment first raised its ugly head. One of our merry troupe (a self confessed junk food addict) crept away to surreptitiously buy a large serving of deep fried chips ... with lots of extra salt ... only to find that he was being served by his cardiologist who was working on the food stall !



Of course all the cars went well and the trip home was uneventful. Well ... almost!

A certain white MGB, renowned for its reputation of previously riding on the back of flatbed tow truck, decided it was time for another ride. Once is understandable, twice is certainly embarrassing!

5 October

This time it was the Bundy Crew which set off on another of their very social runs. As David Southgate says:

"We had an early start to travel to Flat Rock Baffle Creek for morning tea then onto Rosedale to enjoy a scrumptious lunch at the Tiny Tea House.

As usual the Bundy weather was perfect for our collection of MGs and other special cars.

Attendees were Allan Dansie, Eric and Janelle Beckman, Les and Yoki Kelly, Jude O'Donohue and her lovely friend Pat, Leigh and Jacki Noll, Ray and Jacqui Mutton, Ian Games and Jan Griggs, Shane and Claire Dawson and David and Kelly Southgate and Teena Johnson. As far as cars go there were 7 MGs, 1 WRX and a Saab Convertible.

The trip from Bundy to Flat Rock took a tour though the Moorelands area and took nearly 2 hours of leisurely driving.

Morning tea lasted for 1.5 hours and witnessed numerous noisy conversations. One highlight, which had everyone laughing, was from Judy's long time friend Pat who informed us Judy was an oxygen thief !! We now understand and love Judy

on a new level. We knew there was something special about Judy but could never put our finger on it. Thanks Pat ... you are a treasure.

Lunch at the Tiny Tea House was a pre-arranged buffet lunch and it was ready as soon as we arrived. The food was a plentiful and delicious homemade fare. Sadly we could not devour all that was presented to us. It was amazing value for money. The owner certainly goes out of her way for the MG Car Club.

After considerable banter and with full tummies we set off back home still in glorious MG weather. Let's do it again was a common comment."

9 October

Once again, David Carter enticed the masses with his Email ... "Wow...!!! What a deal I've got for you. A magical mystery tour without the drugs...!!!" Some interpreted this to mean he had no idea where he was going, but naturally they were proved wrong.

As David reports "On Thursday 9th Oct, 7 cars and 13 people set off on a run billed as a BYO Magical Mystery coffee run without the drugs (unless you count coffee of course). We headed out of Hervey Bay via the dead centre of Maryborough (Walker St Cemetery) (large groan allowed) and on to the Mungar Rd heading south.

Warren Innes gave his newly acquired MG RV8 a decent run and 2 ladies (Denise Stuckey & Sonja Carter) were able to join us because it was a Thursday instead of a Wednesday run.



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After a trip of about an hour or so we came into the back of Tiaro, past the "Hideaway" pub and proceeded a bit further on to Petrie Park picnic & camping ground, a spot we hadn't previously visited. Under the plentiful shade of the gum trees, we broke out the chairs and tables on a grassy bank overlooking the Mary River enjoying our morning break and convivial conversation before heading back up the highway and home."

Whoops, I had almost forgotten the question about British cars and amphibians, but I promise I will get to it.

25 October

This was our final event for the period ... the Burnett Heads Lighthouse Festival, just outside of Bundaberg. As Festivals go, this was a beauty! More food (junk and fine cuisine) than you could ever hope for, four entertainment stages, stalls galore, in fact even Elvis popped in to do some shows!

Set up just inside the gates, Chapter Banner held high, the group seemed to spend most of the day fielding questions about the range of cars present. There was a ZT, a B, a couple of GTs, a few Fs and a bright yellow Mercedes convertible showing off its automatic disappearing steel roof.

All present avoided the temptation of a helicopter flight (there were two doing nonstop business all day). Also, hard though it was, all avoided the temptation of a ride on a camel which was wearing a tinselled cowboy hat!

And that's about it for this period ...

Oh, by the way, the question about when is a British car like an amphibian was prompted by both the White MGB and another member's RangeRover which also had a recent breakdown.

And the answer ... when it's being Toad of course! Safe driving all ...



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Competition Corner



STOP PRESS! LATE BREAKING NEWS!

A number of our members went to Newcastle to compete at the Australian Hillclimb Championships on the first weekend in Nov. The highlight for us is having three of our members in the Top Seven outright! Congratulations to Bill Norman (4th), Warwick Hutchinson (5th) and Ed McCane (equal 6th). Thank you to all our members who competed and congratulations to those who achieved class wins including some who set new class records. Hopefully there will be a full report in the next Octagon.



Gorski's Gambol Friday 10th October by Don Webster

Five teams entered the BSCC night Run, including one from MGCCQ with driver Don Webster in his MGTD and navigator Bernie Pereira. The run left the car park on the Dutton Park side of the Eleanor Schonell bridge with all teams having to return to the start to find out that the first instruction had been missed on the run sheet. Setting off a second time, we travelled through the maze of streets that is West End, and then

across the Story Bridge to Spring Hill and its own maze. Then out through Red Hill, Ashgrove and The Gap and over the range to Kenmore Hills. Ultimately the run finished at McDonalds at Kenmore where supper was taken. The MG team came fourth out of five, a long way behind the winners who almost achieved a clean sheet.

Thanks to Ian Gorski for setting the run, and BSCC for inviting us.

CLUB EVENTS HELD IN SEPTEMBER and OCTOBER - by Ace Reporter

TSA/SR AUTOMOTIVE HILLCLIMB SERIES Round 4

This round was held on Father's day weekend where 2 class records, 1 MG record and Michael Von Rappard joined the Mt Cotton Sub 40 Second Club.

REGULARITY -- As with the July meeting the regularity class saw the lead change throughout the day. The runners, all in MGBs, commenced with Stephen Callaghan and Peter Rayment both with a loss of 2 points from Flavio Paggiaro with a loss of 6 points. Next run saw Stephen ahead (- 2 points) to Peter (- 4) and Flavio (- 6), then Peter ahead (- 4) from Stephen (- 6) and Flavio (- 18 points by being quicker than his



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nominated time). Run four had Stephen in the lead (- 7 points) from Peter (- 8 points) and Flavio (- 18) before Peter and Stephen equal (both - 10) and Flavio (- 21). By the penultimate run Stephen was on minus 10 from Peter (down 13) and Flavio (less 23) which seemed to be the final outcome until a terrible run by Peter, some 3 seconds slower than his nominated time, enabled him to claim 3rd spot elevating Flavio to second with the win to Stephen (MGB, 12 points), then Flavio (MGBGT V/8, 23) and Peter (MGB, 28). Regularity is not as easy as it sounds.

HISTORIC GROUPS -- Group K went to Barry Smith (Ford V8 Special) in a 56.18 time with Ross Kelly next with a 59.76 run in his MG NB Magnette. Barry's day was over after a slower third climb when some metal splinters from the gorse cover for the carburettors were found in the rocker gear for number 7 and 8 cylinders. Later investigation at home found no damage to the engine. Steve Purdy also had an early day as the Midget would not stay in gear but did claim Group S with a 49.70 time in his MG Midget.

Craig Carlson won Group L with an MG record of 55.63 seconds in his MGTC Monoposto Special, Vern Hamilton took Group Q in his Elfin 623 (time of 44.05), Paul Shergold won Group N (Cortina Mk 2, 52.77) from Peter Gilbert (Cortina GT Mk1, 53.87) while Geoff Cohen took Group V in his Malmark Elfin Vee with a time of 52.42 just near the class record of 52.12 seconds which was set in 2013.

FORMULA CARS -- The Formula Vee class went to Craig Hughes (Hughes VWMA 1600) in 51.24 from Jim Heymer (ex Collins family Hornet F/V) as Jim whittled his times down from 64.01 (his first ever run in the Vee and at Mt Cotton) to 54.86 by the 10th climb. Rick Miles won the Formula Ford class in his Kookaburra FF91 (45.87), with the Superkarts going to Clinton White (Zapelli 02, 45.08) from Darren Billington (Arrow K2, 45.66).

The Formula Libre up to 1300 cc went to

Neil Lewis (DBF) with best times of 39.97, 39.81 then a 39.40 seconds with Jim Milliner (OMS 2000, with a 40.84 then a 40.76 time), David Homer (Group A Special, 42.79, 42.23 and a best 42.01), Paul Van Wijk (Zip GP, 43.81) and Michael Ciccotelli (Uberkart Reaper) with a best time of 44.94 seconds. At this point it seemed the Fastest Time of Day would go to Neil Lewis; however, on Saturday Michael von Rappard (or Von Rapid as some are now calling him) recorded runs of 40.03 and 40.41 followed by a 39.62 second run on Sunday (to make him the 24th driver to record a sub 40 second run). This was followed by a 39.38 time to take the 1301 cc and over class plus the Fastest Time of Day. Next in the class was Harold von Rappard (Dallara F392) with a best run of 40.04 seconds.

SPORTS CARS -- Marque Sports cars up to 1600 cc went to regular competitor down from Bundaberg Allan Dansie (MG Midget) recording a best time on Saturday at 55.45 before runs of 55.33 then 55.16 and a personal best run of 54.82 on the final climb to take the class. John Price won the 1601 to 2000 cc class with a 49.92 time in his MGB before some engine noises stopped John's further participation and requiring further investigation. Ray Pearce was next in class with a 52.34 time in his Mazda MX5 then Bob Bear (Alfa Romeo GTV) with Robin Manning (Toyota MR2) both recording a best time of 52.42 and Andrew Lake (MGF, 55.31). The over 2 litre class went to Cameron Hurman (Mazda RX7 turbo, 49.52) with David Jackson in his Mazda RX7 in a best run of 55.87 seconds.

Brian Pettit lowered the Clubman Sports Cars record set by Paul Masterson in 2008 at 44.81 seconds to a new mark of 44.49 in his Westfield Clubman then 44.43 on successive runs to win the class from Daryl Searle who did a 46.57 in his Amaroo before engine sounds retired the Clubman for further investigations. Next in class were Jason McGarry (Caterham Super 7) in a personal best time for Jason of 47.87 seconds, with Kork Ballington (Amaroo, 48.18), David Reynolds (Caterham 33, 48.47) and Jon Young (Caterham Super 7)

in 54.16. Jeffrey Graham won the Sports Cars (open) over 2000 cc class with a 48.70 time in his Mazda MX5.

SEDAN CARS -- Production and invited Cars up to 1600 saw Luke Montgomery (Toyota Corolla, white colour) ahead on Saturday with a 53.95 time before a broken break pipe set Luke on an overnight trip to Ballina for replacement parts. On Sunday Luke claimed the class with a best run of 53.17 secs. After the 12th run the next were Bill Heuchmer (Toyota Corolla, red colour, 54.76), Daniel Zeimer (Toyota Corolla, white, 54.85, 0.09 sec behind), Gary O'Mullane (Toyota Corolla, red, 54.86, separated by 0.01), Peter Rekers (Suzuki Swift GTi, 55.19) Zac Heuchmer recorded a best run of 58.78 seconds in his Toyota Corolla, red colour) filling the 2nd to 6th places. Of this group Daniel was in the lead after the first climb (57.08) from Gary (58.97), Peter (59.05), Bill (59.27) and Zac (62.23). At the 3rd climb the order was Gary (55.46), Daniel (55.63), Bill (56.09), Peter (57.34) and Zac (60.67). By Saturday evening Bill (55.17) was ahead from Daniel (55.40), Gary (55.46), Peter (57.34) and Zac (58.97). The order would remain until run 11 when Gary leaped ahead of Daniel (55.28 to 55.38) before the final result. The 1601 to 2000 cc class was won by Don Milner (Triumph Dolomite Sprint, 50.51) from Noel Dore (VW Beetle, 52.79).

The over 2 litre class record of 47.87 set in 2011 is now 47.81 seconds set by Harry Doling in his Toyota Soarer with Lindsay Derriman (Toyota Vienta, 59.90) next whilst Peter Salmon (Alfa Romeo Giulietta turbo) unfortunately scoring a did not finish on his first run which spoilt his weekend. Wins in the Modified Production classes saw Shane Merrick (Datsun 1200 Coupe, 48.01) win the up to 2 litre category while David Jones (Suzuki Swift GTi turbo, 51.03) finished ahead of Jonathon Jones (Datsun 1200 Ute turbo, 51.88) in the over 2 litre group.

Sports Sedans up to 2000 cc class saw all record 47 second runs with Tyson Cowie (Escort 47.14) finishing ahead of Jeffrey Bird (Morris Mini, 47.62) and Daryl Morton

(Morris Cooper S, 47.81). On run 5 on Saturday Tyson (47.46) led from Daryl (47.95) and Jeff (48.84) however by run 8 the final class order was established with Jeff being 0.19 quicker than Daryl. Alex Daniels (Escort turbo, 45.84) took the over 2000 cc class from Jeff Daniels (Escort turbo, 47.64) and Roger Bartlett (Escort turbo, 53.08 secs).

Scott Dean took the Improved Production to 1600 cc in his Toyota Yaris overcoming clutch issues not allowing clean gear changes to record a best 48.60 run from Scott Doyle in his Escort (48.92 secs). Scott Doyle had been ahead with a 49.19 sec to Scott Dean's 49.42 time on Saturday with both recording the best time on run 8 on Sunday. The 1601 to 2000 Dave Sidery (VW Beetle, 50.22) took the 1601 to 2000 cc class from Ian Dalgliesh in his Volkswagen Type 3 with a time of 59.01 second. Other class wins went to PRC Rally Cars (Ray Evans, Escort, 53.03), Cameron Stean (Mitsubishi Lancer turbo, 47.52) in the All Wheel Drive Forced Induction class, and Ross McAndrew (Hyundai Excel, 58.26) in the Hyundai X3 Series.

TOP SIX ELIMINATION

This Top Six Elimination competition is held at the end of the day once the main hillclimb event is completed and times recorded in this do not change the outright order nor can be claimed as a class record.

Michael von Rappard set a 39.23 time (quicker than Michael's FTD time) which seemed to be the time to win until Neil Lewis went 0.16 seconds quicker to take the shoot-out with a 39.07 time (also quicker than Neil's best time) followed by Jim Milliner (40.85), Vern Hamilton (43.80), Brian Pettit (44.05, also quicker than his class record), with Paul Van Wijk 44.43.

Fastest Time of Day: Michael Von Rappard
Top Six Elimination: Neil Lewis
Best MG Historic: Craig Carlson
Best MG up to 1600 ccs: Steve Purdy
Best MG 1601 to 2000 ccs: John Price
Best MG 2001 ccs +: Flavio Paggiaro
Most Improved: Bill Heuchmer.



From top: Michael on his first sub 40s run - photo by Steve Johns, Michael von Rappard with his Under 40s Medallion, Craig Carlson broke an MG record - photo by Steve Johns, Brian Pettit set a new class record in his Westfield - photo by Steve Johns, Steve Ivanovich captured Paul Shergold at the finish line and Barry Smith tries something different in the hairpin - photo by Steve Johns.



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TSA/SR AUTOMOTIVE HILLCLIMB SERIES Round 5

The 4-5 October weekend saw fine weather over the 2 days unlike the cyclonic conditions nearing Japan.

REGULARITY -- Competitors this day were Flavio Paggiaro (MGBGT V8), Lindsay Derriman (Toyota Vienta), Stephen Callaghan (MGB) and Brendan Merrick (Nissan 180 SX turbo). Lindsay was ahead by 1 point up to run 5 then tied with Brendan on equal points (-5) after run 7 ahead of Stephen - 10 and Flavio -11. Run 8 saw a new leader by 1 point with Brendan on -6 then Lindsay -7 Stephen -12 ahead of Flavio -13. Run 9 status quo as all dropped points but remained in order Brendan -8, Lindsay -13, Flavio -15, Stephen -18, with the final tally seeing Brendan claiming the glassware on -13; Lindsay -15, Flavio -17; Stephen throwing caution to the wind on -32 points.

SEDAN CARS -- In the Production and Invited Car up to 1600 cc Peter Rekers (Suzuki Swift GTi) was ahead at first run with a 55.55 from Daniel Zeimer (Toyota Corolla, 56.26) then Gary O'Mullane (Toyota Corolla, 57.33) and Neil Englund forsaking the Escort for a standard Mitsubishi Mirage (64.93 seconds). By the final run on Saturday Gary (55.02) was leading Daniel (55.03), Peter (55.07) and Neil (61.66 secs). After the sixth run on Sunday Peter claimed the lead with a 54.99 secs however Daniel won the class on the seventh run with a 54.74 time from Peter (54.94), the Gary (55.02) and Neil (60.67). Quinton Nicholson (BMW M3, 51.72 secs) won the 2001 cc and over with Jan Bucial recording a 60.21 run in the VW Passat.

Modified Production including Road Registered up to 2000 record set by David Homer in 2003 at 47.45 was equaled by Shane Merrick in his Datsun 1200 Coupe before setting a new mark at 47.34 seconds then at 47.32 secs. Next was Jamie Holyoak in his newly acquired Toyota AE86 with a 55.31 secs time. In the 2001 cc and over Jeff Oldham (Datsun 1600

turbo, 50.28) was ahead after 3rd run from Chris Berry Datsun 1600 (2.5 litre engine, 51.19), David Jones (Suzuki Swift turbo, 52.00), Noel Preston (Commodore, 52.12), Harry Doling (Datsun 120Y turbo, 52.98), Bill McCollum (Commodore, 56.47) and Mal Exter (Nissan R33 GTST, 60.39 secs). On Sunday Jeff continued with his lead with a best run of 48.94 from Chris (50.54) with Noel recording times of 51.69, 51.58, 51.02 and then 50.59 to claim third in class from David with a best run of 51.11. Harry was next with a 52.87 from Jonathon Jones (Datsun 1200 Ute, 53.57) then Bill McCollum (56.13) and Mal Exter in 57.12 seconds.

In the Improved Production Up to 1600 cc Scott Dean Toyota Yaris had sorted out his clutch problems from last meeting with a best run of 48.33 secs. The over 2000 cc class went to Ken Graham (Datsun 1600 SSS, 48.23) and the end of the first 3 runs from Pauline Graham (Datsun 1600 SSS, 48.96) and Troy McGrogan (Mitsubishi Lancer, 49.38). Troy was able to claim second spot with a 48.93 on his ninth climb. All Wheel Drive Forced Induction class went to Cameron Stean (Mitsubishi Lancer turbo) in 47.55 secs from Don Exton (Ford Laser TX3, 48.18) and Annika Exton (Ford Laser TX3) with a 60.47 time.

Sports Sedans up to 2000 witnessed once again the close times between Daryl Morton (Morris Cooper S), Jeff Bird (Morris Mini) and Tyson Cowie (Ford Escort). Jeff was ahead by Saturday evening with a 47.71 from Daryl 48.33 whilst Tyson had a problem on start line for his second run when the smoke escaped from the wiring for the thermo fan. As Tyson was available only for the Saturday and did not have that bottle of smoke to put back into the wires his first time of 51.38 gave him third spot. Daryl won the day with runs of 47.56 and 47.48 to leap Jeff's time of 47.71 seconds. The over 2 litre category went to David Malone in his Torana GTR XU1 in 45.23 from Alex Daniels (Ford Escort turbo, 47.26) and Jeff Daniels in his Ford Escort Turbo with a time of 48.31 seconds.

Hyundai X3 Series saw the class go to Mark Pryor (53.07 scs) with Ken McAndrew reducing his times from 57.15 to 54.00 and Ross McAndrew in 56.66. PRC Rally cars class went to Ray Evans (Ford Escort, 52.84) and James Dragona (Hyundai Excel) recording a sub 60 run with a 59.24 time.

SPORTS CARS -- The Marque Sports 1601 to 2000 cc was another class where the place-getters finished within one second of each other. Rob Manning took the class with a best run of 52.07 in his Toyota MR2, from Bob Bear (Alfa Romeo GTV, 52.46) and Jonathan Manning (Toyota MR2) with a 52.95 time. Barry Evans not only won the over 2 litre class in his MGB GT V8 but also took the MG record, previously held by Steve Riley at 49.22 in 2012, with a 48.42 time on his final run. This relegated Cameron Hurman who was leading the class (Mazda RX7, 49.27) to second place followed by Julie Evans (MGBGT V8) with a personal best time of 52.41 then David Dumolo (Triumph TR3A, 55.38) and David Jackson (Mazda RX7, 55.67 seconds).

The Clubman Sports Cars category went to Jason McGarry (Caterham Super 7, 49.00) as Brian Pettit and his Westfield Clubman weekend their finished at the 2nd loop on his first run. Jeffrey Graham won the Sports Cars (Open) with a best run of 48.69 seconds in his Mazda MX5.

FORMULA CARS -- Superkarts class saw Darren Billington claim the win in his Arrow K2 (45.23) just ahead of Phil Smith Dino Superkart (45.81) and Carmelo Catanese Dino Superkart (50.99). The Formula Vee category went to Jim Heymer (Hornet F Vee, 54.46) whilst the Formula Ford class went to Rick Miles (Kookaburra FF91, 45.80). On his 9th run the right rear suspension upright broke as Rick was coming into the hairpin out of the 2nd loop. This spun Rick backwards into the Queensland nutshells barrier. Fortunately the incident occurred at a slower point of the track and again the nutshell barrier did their work in reducing any damage to car and driver.

Formula Libre up to 1300 went to Neil Lewis (DBF, 39.64), Jim Milliner (OMS 2000, 40.96), Paul Van Wijk Zip GP (43.17) and David Homer (Group A Special, 43.54). Michael von Rappard won the 1301 cc and over class in the Dallara F392 (39.41) with Harold von Rappard (Dallara F392, 40.94). Both he and Jim Milliner came very close to the 40 second mark.

HISTORIC GROUPS -- Class wins went to Barry Smith (Group K, Ford V8 Special, 55.07) until his steering felt loose. He originally believed those historic bolts had broken but found those nuts had come loose. Peter Gilbert (Group N, Ford Cortina GT did a 53.31 before breaking either an axle of differential; Vern Hamilton (Group Q, Elfin 623, 44.29), and Geoff Cohen (Group V, Malmark Elfin, 53.02).

TOP SIX SHOOTOUT

Michael von Rappard won this round in 39.61 thus claiming a clean sweep of class, Fastest Time of day and Top Six, from Neil Lewis (42.31), Paul Van Wijk (43.34), Vern Hamilton (44.97) and Phil Smith (46.03). The Top Six lost Jim Milliner due to clutch problems and David Malone as some screws had been left on the paddock road which resulted in David having punctured tyres.



Brendan Merrick, winner of the Regularity section and (below) it was good to see the Grahams back on track - photos by Steve Johns

Thank you to ian colley of colleyphotography for supplying the following four images



(Top) Shane Merrick broke David Homer's longstanding class record.

Barry Evans. (Lower) regained the record for MGs 2001cc and over from Steve Riley.



(Top) Steve Callaghan, winner of the MG Award for Best MG 1601 - 2000cc, exits the first loop. (Lower) Michael von Rappard won his class, set Fastest Time of Day and won the Top Six competition.



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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:

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Hillclimbs



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