

Official Journal of the MG Car Club of Queensland Inc.

The



ctagon

No. 3

May 2010



Many MGs pictured at MG Corner at Lowood through the fisheye lens of photographer Stuart Gross

Patron: Dick Johnson

www.mgccq.org.au

email: mgccq@mgccq.org.au

MANAGEMENT COMMITTEE

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

OFFICIALS

	Name	Phone		Name	Phone
Event Secretary	Fred Sayers	3359 2623	Hillclimb	John Davies	3341 6798
	Annette Truscott	0407 494 867	Library	David Robinson	3255 9037(w)
Event Sec. Asst.	David Robinson	3255 9037	Point Score	Ian Fettes	3803 3858
	Richard Mattea	3325 0409	Membership Sec.	Peter Rayment (Delia)	0407 693 947
CAMS Delegate	Gary Gouling	3351 3506	National Meeting	Desley Collins	07 3245 3149
(Alternate)	Ann Thomson	3378 1368	Co-ordinator	patdes@bigpond.net.au	0408 57 55 29 (m)
Chaplain	Ken Trudgian	3886 3409	Chapter Liaison	David Miles	3892 2699
Club Captain (Comp)	Richard Mattea	3325 0409	Far Nth Qld Chapter	Justin Nicholls	4057 8273
Club Captain (Social)	John Tait	3376 1216	Wide Bay Chapter	Ian Bryant	4124 9771
Co-ordinator (all events)	John Tait	3376 1216	Darling Downs Chapter	Rick Nevile	4696 9776
Webmistress	Glenda Crew	3341 4397	Capricorn Chapter	Gurney Clamp	4939 4760
Clubrooms	Tony Slattery	3391 3022			

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

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

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

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

President's Report

I cannot believe this is May's issue of the "Octagon". Where is the time going? It will soon be Christmas again, which leads me to mention the fact that the Club's Christmas in July function is nearly fully booked out so, if you would like to go, you'd better be quick to book. It should be a great trip to Hervey Bay and a great Christmas dinner with plenty of catching up with fellow club members and of course a nice pleasant drive in the MG.

I have spoken to a few people recently regarding MGs. One was at the RSL on Anzac Day where I spoke to a retired officer with whom I had served 20 years ago. He looked much the same but a bit older than I remembered but then again I am sure I looked older. He was very interested in the Club's details. I then got talking to a chap at the Woolworths car park who commented on my MGF and said he used to own an MGA and wishes he had never sold it. I gave him a copy of the "Octagon" so maybe there's a chap looking for an MGA scanning our Magazine.

I would like to report that I have made great headway with my "Y" restoration but alas I have only achieved a little more on the under coating of all the small parts. There are just not enough hours in the day; however, I will be starting the final two pack painting in the black final colour soon and then club member Bernie Pereira is going to help me put it all back together. I am looking forward to seeing some headway with this project, as nothing seems to be progressing although Tony Slattery did warn me that there would be times where you don't seem to make any advancement and then suddenly it all falls into place.

It was great to see that the club was very successful in Adelaide at the National Meeting with lots of wins in many sections including our web site so a great many thanks to Glenda

who maintains and designed the site, and a big thank you to all those who attended the Adelaide meeting.

Also of note is that there has been a lot of work done at the clubrooms and still more to be completed. I believe that it will look quite impressive when it's all finished. Some of these improvements include a new regalia shop which continues the theme of the bar with the work is being done by Roger Paltridge who constructed the bar so I know it will be a first class job. Once completed the shop will be managed by Susan Willesden who will maintain and keep the stock up to date. Susan will also look at new lines of items to keep it fresh and interesting. If you have any suggestions please advise me and I will forward to Susan.

If you go to the MG web site in the UK you can see and read about the new MG 6.

I wonder if it will come here, I believe it probably won't but we will have to wait and see. Address for those interested is www.mgmotor.co.uk/

Please don't forget to support both our Xmas and Scooter raffle as the money from the scooter will be used for continuing upgrades to the hill and of course the Xmas raffle money goes straight to prizes.

I hope to see you at the many and varied activities that the club has running, so don't be shy come along.

Safety Fast



Peter May
(President)



Some words from Elaine...

Included in this issue is a poster sent to us by the new Overseas Director of the MG Car Club UK, Paul Plummer. Those of you who went to the National Meeting will have met there. The Club is celebrating its 80th anniversary. The photo of the MG TC featured on the poster was taken at a UK trial in about 2005. A truly remarkable photo and a truly remarkable trial for the TC and its crew.

With our representatives returning from the Adelaide meeting complete with four trophies we now have to turn our attention to the planning for the 2013 National Meeting which we will be conducting. Tony Slattery has taken on the planning role and has produced a timetable which has all interested people ready to present the results of their research on various venues at a special meeting at the Clubrooms on Friday 13th August. This will be followed by a similar meeting on Friday 10th September at which the decision on venue will be made. To know how to become involved, contact Tony.

Some intrepid MG owners and their cars are currently either overseas or on their way overseas. A group from the Gold Coast Club including our own Dan Casey are

undertaking a drive from Nanhui to Longbridge in their MGs over a period of months whilst our own intrepid trio of families comprised of the Matteas, Kellys and Lettens have their precious cars currently on the way to Italy for a re-run of the Mille Miglia. Hopefully coming issues of the Octagon will feature reports on these undertakings.

Meanwhile, back here at home, John Tait continues to provide us with interesting guests for our Noggin 'n' Natters and good routes for our day and midweek runs. He has provided a preview of some of these events inside.

You will notice that some of our original members are keeping an eye on Club activities. Our letter to the Editor is from one of them, one responded to an article in the last Octagon and I had the pleasure of meeting John Gill in person recently. It's wonderful to have our Club membership still alive from the earliest days.

Don't miss John Tait's article on the April midweek run nor Stephen Callaghan's 'First timer's view of Mt Cotton Hillclimb' for some entertaining reading.

Closing date for material for the next Octagon is 25th June.

SOCIAL NEWS

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

NOGGIN 'n' NATTER MATTERS

Coming events at the MGCCQ Clubrooms. Food and licenced bar available.

4 June - Barry Evans from MG Automotive will be displaying his competition prepared MGB GT V8 and showing you what makes it go so very quickly. Barry will also be very happy to answer your questions on technical or general matters concerning your MG from spare parts through carburettor tuning to general restoration.

2 July - The inaugural Trivia Challenge between the MG Car Club of Qld and the All British Classic Car Club. This will be a fun night of motoring related questions. Make a team (maximum six people per team) and help defend our octagonal honour. Entry is free so do not miss this.

6 August - The Johnson family will be displaying Matt's excellent prize winning MGB and a collection of MGB models. The story of the MGB's restoration will be shown in a slideshow presentation.

CLUB RUNS

A midweek run is scheduled for the fourth Wednesday of every month.

Weekend runs planned are:

20 June - There is a very interesting 80 minute drive through twisty roads and bushland past some lovely properties in the southern Logan area to Mt Cotton for the Open Day and Swap Meet. Meet at 7:00 am at the MGCCQ clubrooms at Rocklea for a 7:30 am departure. This will get us to the Swap Meet just before 9:00am. Contact John Tait on 3376 1216 about the run or Elaine Hamilton on 3893 2438 about the Swap Meet/Open Day.

24 July - Christmas in July at Kondari Resort in Hervey Bay. A run starting on the north side of Brisbane to drive the less travelled route with BYO morning tea and BYO lunch to arrive mid afternoon. Day run on Sunday 25 July to a museum in Maryborough and then on to Tin Can Bay for lunch. Accommodation, three course Christmas dinner with lucky door and table prizes and hot buffet breakfast for just \$65 per adult. Contact John Tait 3376 1216 or Pat Walker 3300 2914 for more information. Come along and join in the fun.

29 August - Run to Watts Bridge for the Festival Of Flight fly-in including car and aircraft displays. Details TBA. Brisbane region contact John Tait on 3376 1216.

Notice Board

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

Fri	21 May	Night navigation run starting from Clubrooms. Includes first members' draw (\$100); be there to have a chance of winning it.
Sun	23 May	Motorkhana (point scoring for Club points). More details from Richard Mattea (3325 0409 after 8 pm)
Wed	26 May	Midweek run. Contact Contact: Bruce Ibbotson 3366 1889
Wed	2 Jun	Midweek working bee (point scoring) to prepare for the Carselling.com.au Qld Hillclimb championships. Contact Ian Fettes - 3803 3858 or 0438 176 279 or John Davies 3341 6798 or 0402 393 278
Fri	4 Jun	Noggin 'n' Natter with Barry Evans as special guest.
Sat/Sun	5/6 Jun	Carselling.com.au Queensland Hillclimb Championships at Mt Cotton Hillclimb
Fri	18 Jun	Night navigation run starting from Clubrooms
Sun	20 Jun	Open Day/Swap Meet/ Car display at Mt Cotton hillclimb. Start gathering all those unwanted spare parts ready for sale or swap!
Sun	11 Jul	Morning at Morgan Park. Contact Richard Mattea (3325 0409 after 8 pm)
Sat/Sun	17/18 Jul	Noosa hillclimb (in conjunction with Noosa Classic Car Club)
Sat/Sun	24/25 Jul	'Christmas in July' at Hervey Bay
Wed	28 Jul	Midweek run. Contact Stuart & Wendy Gross (07) 5497 0929
Sun	1 Aug	Concours at University of Queensland
Sat/Sun	4/5 Sept	Pre-War and T type weekend in Toowoomba. Contact Tony Slattery to book or for more details.

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

Membership

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

Mitchell Allwood

Ken McAndrew

Janice Watts

Doug Ashcroft

Melissa Gilbert

Stuart Paterson

Roger Watts

John Caton



A EUROPEAN MG ODYSSEY

By Dino Mattea and Shez Letten

While chatting over a glass of wine (or three) some time ago, the Matteas, Kellys and Lettens concocted a plan to do the Peking to Paris rally in our MGs. That was until we received the event details and in particular the entry fee GBP30,000! So that idea was swiftly abandoned to be replaced by a more modest plan to follow the famous Mille Miglia road racing route from Brescia in the north of Italy to Rome and back.

Happily we discovered that our timing coincided with the MG EUROPEAN EVENT OF THE YEAR hosted by the MG car club of Italy at Gabbice Mare from May 24 to 31 so the Queenslane Club will be represented by three couples: Ross and Shez Letten are shipping their MG TD, Ross and Georgia Kelly their MG J3 and Dino and Margaret their MG L.

After participating in the event the group plans to follow the 1024 Mile Mille Miglia route which covers many historic cities in the footsteps of the Class Winning MG K3s in 1933.

The distance was covered by the leading K3 in 18hr 1m 4s, an average speed of 56.89 mph. (a record for the class). An excellent article of the preparation and running of the K3s can be read in CIRCUIT DUST by Barry Lyndon.



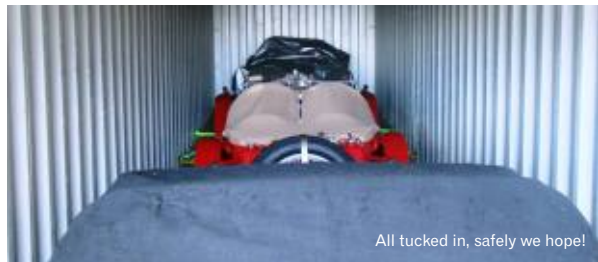
The cars look at their home for the coming weeks

In 1955 Sir Stirling Moss with Denis Jenkinson set an all time record in a Mercedes Benz 300 SLR of 10hr 1m 46 s for the event (that year it was 992 Miles), an average speed of 97.8 mph.

The group have allowed 19 days to cover the same route, and then plan to motor across Europe to England from where the cars (if still intact) will be shipped back to Qld.



One in and two to go!



All tucked in, safely we hope!



Ross K, Dino and Ross L pretending to look relaxed about it all.

LIDDLE'S CYLINDER HEAD ENGINEERING

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

Phone:
(07) 3376 2991

Vale to Two Club members

Bob Cossor

1925 - 2010



Bob in action at Mt Cotton at a QHC in the Welsor clubman

The Club mourns the death of longtime Club stalwart, Bob Cossor, who died recently. Bob and his family were great workers for the Club and that work is carried on, albeit informally, by son Gary who is frequently at the hillclimb offering practical assistance to competitors in need of help.

The Cossor name will be forever linked with the canteen and their tireless work in manning it over a long period of time. Bob has been described by John Broadbent as "a man whose fingerprints can be found all over Mt Cotton Hillclimb."

Bob also served on Committee from 1977 to 1986, during the years 1983-1986 in the position of Vice-President.

The surname Cossor appears in the hillclimb results many times with the names Bob, Bev, Gary and Brian frequently appearing. The highlight of Bob's competition was his winning of the Glyn Scott Trophy for best sports car at the QHC in both 1988 and 1989 in a Welsor Clubman.

Without people like Bob, our magnificent facility would not exist.



Above: The Cossor family pictured at the hillclimb with the humorously named 'Rotary Ho' in 1983.



Left: Bob pictured with his twin granddaughters at the presentation of trophies for the 1989 QHC

Ian Michels

Club member 246



Ian is pictured at his first racing meeting at Toowoomba

The Club lost another treasured Club member, Ian Michels, when he died on Tuesday 11th May. Ian was Club member number 246, an indication of his long association with the Club.

In his early days in the Club Ian was well-known for his exploits in his Buchanan bodied MG competing in it at Toowoomba (his first race meeting) and also at Lakeside. His car always proudly wore the Club badge as did his recent competition car, a Corolla sports sedan seen at the hillclimb in the last few years. Most recently it was seen in the hands of Gary Goulding at Round 2 of the Tighe Cams series when Ian was not well enough to drive but still wanted to ensure that his sponsors were given some exposure, a gesture typical of Ian's caring and Christian nature.

Ian always 'gave back' to the Club, taking on the task of Club Captain in 1962 and 1963 and more recently through his generosity in donating items for Club raffles (along with Joan's time in selling the tickets).

Our sympathy goes to Joan and to their family. We consider them part of the Club 'family' and their loss is our loss as well.



Above: And quite recently at Mt Cotton



Left: In action at Lakeside



Bits & Pieces

On Sunday 20th June, our third Open Day/Swap Meet/Car display will be held at Mt Cotton hillclimb. Pictured below is an overview of the venue and the car display from 2009. Let's try to make it even bigger and better this year! Start sorting out all your 'treasure' for sale, saving up your pennies to purchase some one else's unwanted treasure and shining up your MG for display. The 'day' will run from 7.30am (when gates will open for stallholders to set up at a cost of \$5 for Club members and \$10 for non-Club members who are very welcome) until about 1.30pm. John Tait has organized a Club run to the venue so it will be an extra bonus to see lots of MGs arrive together.

Overview of Open day 2009



Car display at Open day



One thing leads to another.

In a Letter to the Editor published in the March edition of the 'Octagon' Owen McNeill, inspired by a reference to R Richards' results in a TC at a Strathpine sprint meeting, recounted his first experience of an MG. It was the TC owned by Bob (Spider) Richards who was a 5th year electrical apprentice when Owen was but a youthful 1st year apprentice who became inspired to own an MG one day too. Bob has now been inspired to follow up this story by providing a photograph of that very TC. Thank you, Bob!

Congratulations to Bill Norman who, on 18th April, became the 15th person to navigate their car around the Mt Cotton circuit in Under 40s. Bill also became part of Mt Cotton history as his was the first run by a sports car in Under 40s. One of the interested onlookers on the day was CAMS Steward, Barry Nixon-Smith, who was the first person to break the 50s barrier in a sedan on 8th June 1975. Full report of Round 2 of the Tighe Cams series will be in the next Octagon.



While Ken and Marilyn Krense were on a vacation in Tasmania recently they spent some time at the National Automobile Museum of Tasmania at Launceston. They came across a very good 1949 MG-TC and took a photo of it so we could all enjoy it too.

While three of our members will be heading for Italy soon (see below) another of our members, Dan Casey, recently left for China to take part in the Peking to London (or more correctly Nanhui to Longbridge) run along with members of the Gold Coast MG Car Club from 8th April until 19th July. You can see their complete schedule and follow the exploits of these hardy MG people on a link from the Gold Coast website:

http://www.goldcoastmgcarclub.com.au/nanjing_longbridge_home_white.html

With our triumphant members recently returned from this year's MG National Meeting in Adelaide, preparations are already well underway for the 2012 National Meeting in Newcastle. Bulletin 1 can be downloaded from the National Meeting page of our Club website. It lists the timetable and venues for all events.

Letters to the Editor

Many thanks for the March issue of the 'Octagon' mag received today; excellent timing as it is 57 years since I bought my first MG TC, the first of six TCs and an MGY.

It was interesting to see a few familiar names from back then, namely Peter Uscinski (MG PA) and John Muller (MG YA). The last time that I recall seeing John's two-tone MG YA it was near the Aspley Hotel and it hadn't stopped for a beer! It had broken a rear axle. As you may well know, John Gill and I still remain in regular touch and we were both foundation members of the MGCCQ and attended the meeting at Howards Showrooms in Adelaide St. I still have my membership card and it is No 3! I still owned a TC until 21 Feb 2002 and sold it because my arthritic spine ceased to enjoy the ride in a TC the way I used to.

The big surprise in the latest magazine was a photo of my TC with the alloy bonnet (Reg no HA 448) on page 31. That car was the 18th last TC ever built XPAG10234 and I was lucky to own one of the very early ones, the late David McKay's 1946 TC (TC No 612) which I bought 4/8/1956 and sold 25/7/1961 and has been owned by Rod Hiley of Abingdon Motors for many years. I won the 1956, 557 and 58 Concours d'Elegance with this car and still have the 1958 trophy; the earlier ones had a prize of a bottle of Repo car polish!!

At the age coming up 83 on 11/8/2010 I'm lucky to be still on the planet in fairly good condition and, as my GP said to me recently, 'You're lucky, you're a skinny bugger'. I was still in the TC Owners' Club until recently and am in the ACE Ford Club and was recently made one of only two lifetime members. I am still involved with a few very nice cars namely

- (1) a 1966 Mustang sold new in Australia RHD and now with only 72,300 miles on the clock (red in colour)
- (2) A 1966 XP Falcon Coupe which my son and I rebuilt inside and outside (blue)
- (3) A 1935 Ford Roadster which has won 4 trophies including best V8 at the 'All Ford Day' (burgundy)
- (4) This one would probably appeal to TC owners most of all: a 1947 Mk IV 2.5L Jaguar salon in immaculate condition completely reupholstered in leather, woodwork French polished, repainted and rechromed by the previous owner and engine and gearbox rebuilt by the owner before that. (Colour is two-tone green and metallic silver grey).

Kindest regards to all members of a Beaut Car Club, the MGCCQ

Bob Burnett

SUMP PLUG



If you were caught in a traffic gridlock for about 5 hours, say one just north of Sydney on a Freeway, we realise the poor engine would get rather hot. Where would you go if you had to use a public convenience and there are none to be found? The men folk may be fortunate to find a convenient tree; however, where would the ladies go to "powder their noses"?

Having observed your son perform a 180 degree spin in your car at the Morgan Park circuit at point 12 and you had completed the same manoeuvre in the same car on the same corner on a different day, can you blame the car or is it a case of "like son like father"?

At the last hill climb event some of the local Wallaby population were viewing the proceedings a little too close to the action. There are the spectator fences as well as warning signs which you would think they would read and obey. Trevor Llewellyn and John Davies volunteered to ensure these creatures returned to the official spectator areas and this provided some entertainment for some considerable time for the crowd.

When the Public Address system refused to operate at a recent Mt Cotton meeting, the ex-Presidents were employed to rectify the situation. Thus up various ladders were Will Charlton, Peter Rayment and John Davies. Fortunately these ladders are constructed of sturdy materials.

Was John Edward Davies emulating Anthony Colin Bruce Chapman by tossing his head gear into the atmosphere as the Robb Kawasaki completed its first run since 1988? Colin Chapman had the skill to easily retrieve his cap however John's hat landed on the roof of the timing shed.

Whilst those who competed at the National Meeting were returning home, Dan Casey is accompanying a group driving their MGs along the Silk Road. Dan is their resident team mechanic and will be with the group from Beijing to Istanbul. We are sure there will be some fascinating stories from the journey.



1930-2010

The MG Car Club Powers Into Its 80th Year!

What is The MG Car Club?

THE MG CAR CLUB is the original club for MG enthusiasts based in the heart of MG country, Abingdon in Oxfordshire. The Club is a non profit making organisation, with six full time staff and a Worldwide membership of 35,000 people. We welcome every type of MG, from the Vintage cars to the most recent MG TF.

History

The MG Car Club was formed in 1930 by the MG factory, when in Abingdon, and has been providing top quality support for generations of MG enthusiasts ever since. Our strong factory connections mean we possess a wealth of historical material at our headquarters.

Location

The Club Head Office, Kember House in Cemetery Road, Abingdon, is sited on the edge of what was once the MG Car Company's headquarters and factory - where Cecil Kimber (Managing Director from 1935-1945) successfully ran one of the world's most well-known and well-respected sports car manufacturing companies.

How many members?

In the UK about 10,500. Through our affiliated Worldwide clubs the figure hovers around 35,000.



Safety First Magazine

Safety First, our 100 page, full colour, perfect bound monthly magazine is an integral part of club membership. The publication was established in April 1969 and has considerably provided members of the club with an unprecedented insight into everything MG. Includes a full spectrum of latest news, technical, historical and racing articles along with a comprehensive round up from each regular and cruise. It's widely considered the World's best MG magazine and is enjoyed by enthusiasts in every corner of the globe.

Website

Our award winning website is jam-packed with a range of interactive features. www.mgcc.com



MG Live is the biggest and best event for all MG owners and enthusiasts. Located at the home of British Motorsport, Silverstone Circuit, no other UK car show offers so much. Every year thousands of visitors from overseas make the annual pilgrimage to Silverstone. Find out more at www.mglive.com

Live Life. Drive 

Contact

online: www.mgcarclub.co.uk

phone: 01235 606682

fax: 01235 633786

e-mail: mgcc@mgcc.co.uk

Interested in Joining?

The MG Car Club might have 80, but we're still got a spring in our step! We always encourage new people to join as our direct members.

MGD that in mind, we're offering our Current Members the opportunity to join The MG Car Club at a discounted rate. The code below will reduce the cost of a first year of membership by 25%.

Enter it on the checkout phase on our secure online shop.

Discount Code

mgcc251



Picture Captions

1. Inside 1930's shop of MGs leaving Abingdon factory. This photo was taken when Kimber House, the MGCC's current HQ.
2. The MG Car Club takes for all MG models.
3. Abingdon House of the MG Car Club.
4. The MGCC magazine 7 shows new championships.
5. MG Live at Silverstone.



For Sale

FOR SALE - ECHO FORD



Built in 2006, to 1960's period style. Ideal for Hillclimb, sprint and GEAR events.

1600cc Ford crossflow 711M block. 2x 40DCOE Webbers. VW transaxle gearbox. Superlite wheels. Fibreglass and ally body. Front disc brakes, rear drum.

A large cockpit will take the tallest of drivers. Handling is very predictable. Will do low 52's over Mt.Cotton with a particularly novice driver. Engine is very standard, and would take a lot more tune. Complete and ready to run.

Also, a purpose built open trailer that pulls very true with even a small tow car.

\$25,000 for a cheap, fun entry into motorsport.

Call Steve on BH 5492 9277, AH 5492 9234, 0424 125 165

or email info@echogarage.com.au Car located at Mooloolah, Sunshine Coast, Queensland.

FOR SALE

MGB 1977 V8 4.4L advertised in the last Octagon and on the website has been reduced in price to \$35000. Contact Bob Bear 3393 4210.

FOR SALE

Lotus twin cam engine parts:

Lucas 234D, 17.70 distributor plus spare cap - \$200

Vandervell T/C camshaft bearing set VP970 std. - \$200

Stewart-Warner fuel pump model 240-A - \$200

Hewland FT200 gears

21:26, 21:27 (new, never used) - \$150 for each ratio

19F28 - \$100

Hewland FT200 input shafts

10 spline FT2391 (new, never used) - \$300

10 spline FT2399 - \$250

20 spline FT2394A - \$250

1 set Hewland crown wheel bolts (8) - \$50

Hewland crown wheel and pinion 9.31, used but serviceable \$300

1 18 row oil coiler - \$200

2 Tie bars ST262 - \$40

Contact D Sorrensen, PO Box 698, Maleny Q 4552

WANTED

A good original set of chrome Rostyle wheels for an MGB.

Contact Bruce Hill on 0427360274 or 32783659

WANTED

A roof for an MGB Convertible. Contact

tpearsall@virginbroadband.com.au

This item comes from the Wide Bay Chapter and diligent readers of the Octagon will appreciate the sentiments!



To the left is a photograph of a presentation made to Ian Bryant. This number plate was crafted for him to enable him to negotiate the Victorian tourists, who, he claims, clutter up our Queensland roads for a greater part of the year.

Perhaps this may bring to an end his continuous comments about the Victorians in the Wide Bay Chapter's column in the Octagon - then again it may not!

On the reverse of the number plate was an inscription.....

"Ian.....If you can't beat them join them!. Display this plate when besieged by Victorian tourists on our roads."

Presented by Bob Emslie on behalf of the MGCCQ Wide Bay Chapter April 2010.

MGCCQ DAY RUN

Sunday 21st March 2010

By Desley Collins - Photographs by Desley Collins, John Tait and Stuart Grossa

Above: Stuart Gross lines up his fisheye lens for the cover photo

Two recent day runs encapsulated the essence of the MGCCQ -- a good mixture of gentle touring, social interaction and competition. During late 2009, Elaine and Vern Hamilton organized a run which concluded with 5 laps around the historic Lakeside racetrack. The March Sunday run, organized by John Tait, followed a similar theme by making the first stop of the run a photo opportunity at M.G. corner of historic Lowood Grand Prix track and took us past the Lockrose museum which features the old control tower at the front entrance. Both of these runs were well supported by club members.

John set the scene for the run with a Friday Noggin-N-Natter evening of nostalgia and history, M.C'd by Elaine Hamilton. The evening included talks, memorabilia and photographs of and by club members who competed there in its hey day, including Lionel Ayers, Ann Thompson, Blair Salter and Vern Hamilton.

Although there is little of the Lowood track now visible, it was effectively brought to life by John's overlay of the track onto a current Google map. Participants in the run were a mixture of those too young to have seen Lowood in action, and those of us who either spectated, like us, or participated as pit crew or drivers. All were reminded of the glory days and had plenty of opportunity to reminisce over morning tea overlooking a near capacity Atkinson Dam and lunch at the picnic grounds at Bill Gunn dam on Lake Dyer. It was a pleasant surprise to find that when heading towards Lake Dyer, many of us were in territory we had never seen before, not an easy task for organizers.

Perhaps another run concluding with an inspection of the Norwell track or Mt Cotton Training Centre might have some attraction.

PARTICIPANT LIST

John Tait	MGB GT	Yellow
Cyril & Marie Bennet	MGTF	BRG
Allan & Joyce Tebbutt	MGTF	Red
Andrew & Susan Willesden	MGB	Black
Terry & Lynn Jones	MGBTC	White
Errol & Wendy Hoger	MGB	Camino Gold
Aubrey Ross	MGTC	Black
Barry & Sheryl Smith	Ford Truck	Blue/Silver
Phil & Sue Young	Fiat X-1/9	Yellow
Paul & Denise Trower	MGB	Red
Ross & Liza Swinbourne	MGA	BRG
Patrick & Desley Collins	MGB GT	White
Stuart & Wendy Gross	Ford Ute	Maroon
Bruce Mutch	MGB	Camino Gold
Bruce & Tip Ibbotson	MGC GT	Sandy Beige
Bernie & Charmaine Pereira	MGB GT V8	BRG
Scott Ramsay	MGTF	White
Kevin Trower	Commodore	White



the group begins to assemble at the Clubrooms....



.... as do their cars



At Lake Dyer



At a water-filled Atkinson Dam



An interesting and varied line-up of cars

STATE CHAMPIONSHIP RACE MEETING 13/14 MARCH

As has become traditional for the Club, the MG Car Club of Qld promoted a round of the CAMS State Championships. This was held at Morgan Park, Warwick on the weekend of 13/14 March.

There were 17 Club members taking part as competitors and probably equally as many if not more working as organizers, officials etc. Club competitors and their results are as follows:

Racing

Alan Don	Formula Vee
Bruce Cook	Improved Production
Carol Jackson	Group Nc
Chris Romano	2B sports cars
Gary Goulding	Sports sedans
(and one broken throttle cable)	
Jack Howard	Racing cars
Justin Wade	Improved Prod
Ken Wasley	Group Nc
Kevin Heffernan	Group N
(Kevin is developing the Monaro for circuit events.)	
Len Don	Group Q Racing
Richard Mattea	2C sports cars
Sam Howard	Racing cars
Warren Tegg	Group Nc
(after attending to some necessary repairs to the differential)	

Regularity

Andrew Fletcher
Anthony Jones
Brant Rayment
(also a DNF after finding no brakes into Siberia Corner)
Kevin Heffernan
Mandy Tighe
Wade Anderson

Nimbus	15th, 16th
Ford Escort	6th, 7th
Torana GTR XU1	7th, DNF
Mazda MX5	1st, 1st
Ford Escort	2nd, 2nd, 3rd

Mygale SJ08	6th, 6th
BMW	8th, 4th, 3rd
Morris Cooper S	6th, DNF
Monaro	2nd, DNF

Bowin	9th, 9th, 9th
Infiniti	1st, DNS
Spectrum 011	3rd, 4th, 4th
Torana GTR XU1	3rd, 3rd

Hillman Imp	3rd, 8th, 6th
Nissan 200SX	5th, 3rd
MG Midget	7th

Bulant Mk7	7th
Holden VE SS Ute	6th, 6th, 6th, 7th
	8th, 5th, 3rd, 5th

Some of these members are shown in action at the meeting below. Photographs were supplied by Ian Welsh of Shifting Focus. More can be seen on his website www.shiftingfocus.com.au



Sam Howard, Spectrum 011



Jack Howard (No 37), Mygale SJ08



Chris Romano, Mazda MX5



Warren Tegg, Holden Torana XU1

PPS UNLEADED RACE FUEL

Available from

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

The House Of



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



Our contact details are as follows:

Address:

PO Box 1312

WARWICK QLD 4250

Ph/Fax No: 07 4661 2384

Mobile: 0413 511 470

Email: sales@thehouseofmg.com.au



Ken Wasley, Morris Cooper S



Bruce Cook, Ford Escort



Mandy Tighe, Bulant Mk 7



Wade Anderson, Holden VE SS Ute



Andrew Fletcher, Hillman Imp



Anthony Jones, Nissan 200SX



Brant Rayment, MG Midget



Len Don, Bowin



NIGHT NAVIGATION RUN REPORTS

By Malcolm Spiden

(Graphic by John Campbell retrieved from the Archives)

FEBRUARY

First event of the year was a Navigation exercise. This commenced at the Clubrooms travelling via Rocklea to find the Acme Furniture Group then to follow Bus Route 116 through Moorooka to note the Clifton Hill store is open 7 days a week then to ensure they traversed on a 'Southern American State' Avenue, finding the Brenda Holland Realty establishment before a short trip to Annerley Road and under the rail bridge.

Next was to find a way onto the Brisbane Corso before using Cansdale Road to Yeronga and then to St Sebastians School. After a short journey along Fairfield Road to branch off at Sherwood Road, the run then went under the rail bridge on Oxley Road then onto Seventeen Mile Rocks Road to Jindalee. A long drive along Westlake Drive to find bus stop seat 7026, then the School Playground, follow Bus Route 452, find the Baden Powell Bus Stop before a short journey down Monier Road and return to the Clubrooms.

MG members who ran were Chris McMahon/Brian Krieger (MGB), Don Robertson/Elizabeth Dowler (Honda Integra), Ian Fettes/Mike Anderson (Charade), Mel Kenson/Daryl Wilson (Mazda MX5), Richard & Carly Mattea (Kruger), Brant & Selena Rayment (Falcon S/Wagon).

MARCH

Whilst those who had raced, assisted, remembered, knew about or were planning to join the day run to the old Lowood race circuit reminisced of the days of 1950/1960's and observed the slide show of competitors including Lionel Ayers, Blair Salter, Ann Thomson, John French, Vern Hamilton and Kerry Horgan, some adventurous souls

ventured out on a night navigation run. The run found the Gill and Company Timber Yard before a trip past the Rocklea Showground, using roads either side of Beaudesert Road. After locating the School Watch sign at the Nyanda High School, the Tennis Court for hire at the Salisbury Primary, there was a bit of going around in squares in the Salisbury area before a trip down Evans Road to the Police RBT team, who were inviting motorists to partake in their free breath test service. A detour into the Moorooka Industrial Estate was followed by branching down to Graceville via King Arthur, Lancelot, Merlin, Camelot and Vivian Sts. Then a Mud Map over the Walter Taylor Bridge to Indooroopilly, Toowong and past those drinking sports frequented by University students who should have been home completing their written assignments. Next to West End and down Dornoch (would you answer this in the middle of the night) Terrace before returning to the clubrooms.

MG members competing were Don Robertson/Elizabeth Dowler (Honda Integra R), Brant & Selena Rayment (Falcon S/Wagon), Malcolm Spiden/Mike Anderson (MGBGT).

APRIL

Something different for the April event was a table top mapping event. Tony Best had set the course with the maps supplied by Rod Sams. Commencing at an intersection some 300 metres North/East of the Hendon Railway Station, those participating were required to find 17 via points, map their shortest route and answer some location questions to be found on the map. The route included Deuchar, Mullins Crossing, Spityard Creek, Mount Steele, Glengallan Creek, Uanoi, Hazeldene, Patten, Thine Creek, Fontainbleau, Uruga, Ellinthrp, to a finish control some 300 metres North of Dalrympe Creek at Allora.

MG members pouring over the Warwick map were Lexie Scott/Brian Krieger; Carly Mattea ably assisted by Alexandra, Ashleigh, Jeremy, Genevieve and occasionally Richard; Brant and Selena Rayment with Rebecca; Mike Anderson; Allan and Kaye Dansie; Malcolm Spiden. The exercise was to assist those who may be entering the Solvix run scheduled for 8 May and to introduce others to this form of motor sport.

COMING EVENTS

The next night navigation run is on 21 May with the event in June may be a mid afternoon commencing at the clubrooms at around 2.30pm to mid evening run to about 9.30 pm on Saturday 19 June, just for something different. If this is not held in June, it will be held in August.



TYRETECH
AUSTRALIA
PERFORMANCE TYRES & MOTORSPORT SERVICES

Tyres:
Yokohama, Falken,
Bridgestone, Hoosier,
Avon

149 Abbotsford Road, Bowen Hills

Phone: 3252 8022

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



by John Tait

midweek run 24 MARCH 2010

What a beautiful day we had for this run. Everyone, with the exception of one crew that missed the start point, assembled at Pine Rivers Park at Strathpine for the run to morning tea at Mt Mee State Forest.

The route took us through the countryside west of Morayfield and up through Campbells Pocket Rd to Mt Mee. From the smiles on faces at the top of the mountain, it seemed that everyone enjoyed the twisty road and/or views.

After a series of tall tales and true from the legendary past, we pressed on via D'Aguilar, Wamuran, Elimbah and north Caboolture to Toorbul point. Here we parked under the shady trees on the foreshore for a picnic lunch and to discuss various matters from culinary to cars.

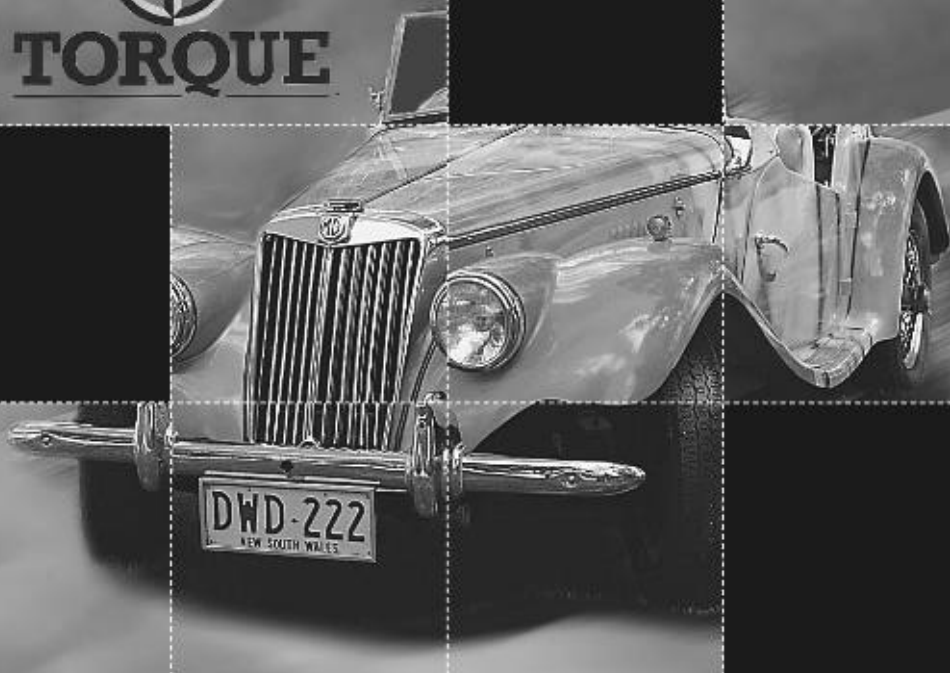
Denis & Diana Kelly's beautiful red MGB, and particularly its engine compartment, came in for some special attention by some of the males while the females talked about girl things.

If you find yourself at a loose end on the 4th Wednesday of any month, we'd love to have you join us. Contact details are in the Octagon calendar and more information is available on the club website.

Participants on the run were:

John & Marian Tait	MGB GT Yellow
Bruce Mutch & Ross Brunckhorst	MGB Camino Gold (joined at Mt Mee)
Allan & Joyce Tebbutt	MGB Blue
Aubrey Ross	MGTC Black
Phil & Sue Young	Fiat X-1/9 Yellow
Denis & Diana Kelly	MGB Red
Stuart & Wendy Gross	Ford Ute Maroon
Bruce & Tip Ibbotson	MGC GT Sandy Beige
Greg & Rhonda Hannant	MGB White
John & Tricia Cranley	Bentley GT Silver
Trevor & Joy Jones	Mazda Silver
Blair Salter & Judith Johnston	Corolla White
Lloyd & Katherine Cree	Mazda MX-5 Silver
Ian & Kay Wells Jensen	Healey Maroon
Ross & Nina Beck	Honda S2000 Silver
Fred & Janene Koolstra	MGF Gold
Wayne Adcock	MGF Red
Kerry Horgan & David Miles	Mazda MX-5 Evolution Gold
Barry Smith	MGB GT White
Charlie & Sandy Provis	MGB GT V8 Harvest Gold
Malcolm Campbell Mazda	MX-5 Splash Green
Bill & June Spall	MGY Green/Black





Select people, Select cars

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

INSURANCE FOR THE CLASSICS

all claims settled by your local office

Torque to the people who care 1300 369 769*

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

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

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

Lumley

A First Timer's View *of Mount Cotton*

By Stephen Callaghan

Saturday 6 March 2010, weather wet and miserable. My first ever hill-climb event and what a day for it.

After driving through the rain I arrived at Mount Cotton at a reasonable time around 9.00am for the first round of the Tighe Cams series of hill climbs. However, my early start was to no avail because (as I had not read the club paperwork) there was a Try and Test practice session that morning which I could really have done with but as I had not organized myself properly I missed out.

After registering and going through scrutineering I eventually found pit No 3 which was a little boggy!!! - see photo.



The Quagmire aka Pit No 3

Rain kept falling the whole day, and about midday the organizers announced that the Hill Climb series would commence. I was about to take part in something I had never done before and second thoughts began to manifest. The usual question of why didn't I stick to golf went through my mind or why not just use the car for club runs instead. But no! I had bought and prepared my car for this type of event and that was it. I would do it even if I made a fool of myself doing so. I was hoping at least to walk the track before hand but this was not allowed and I was now on my own. Various drivers and club members offered a range of personal hints and advice; such as suggested breaking points on the downhill sections, the location gulleys and other traps to watch out for, even trees to aim for to get the right line or approach. Embellished in my new

learnings were a range of new terms (hazards more like) such as 'the Hairpin', 'Lovers Leap' and the dreaded 'Nuts'. The advice, albeit scant, was well received and proved to be quite helpful though in some cases it just added to the initial fear. The last thing I was about to do was aim for a tree to get the right line; this particular suggestion would definitely have to be worked on over time.

Eventually with the rain pouring down our group and class of vehicles was called. I decided that irrespective of the competition and the need to beat the clock I would take it very easy for the first run why put myself or the car at risk for no purpose. My caution was duly reflected in my first time ever around Mount Cotton 92 slippery seconds (second gear the whole way). How slow is that!! But I had done it, albeit slowly and gained that initial confidence that it wasn't that bad or too difficult if you took it easy.

After this daunting start things could only improve which they did once I found better lines (obviously ignoring the trees) and worked out a better way to approach the hill and the tricky corners. Changing up into third gear also helped speed things up. Everything of course was a giant learning curve enhanced by trial and error. Although at the end of the day and three runs later I had at taken off some significant time from my first run, now down to less than 81 seconds. Not a lot for some people I admit, but a major achievement for me and no I hadn't made myself look stupid.

Would I come back tomorrow Yes! Would I take part again Yes!

Sunday 7 March 2010 despite blue skies in Brisbane, Mount Cotton was again wet and even more unpleasant than Saturday. The competitor field had also increased significantly.

I had no sooner arrived at the event than the organizers started the heats and I was in the line up- not so unsure of myself this time. The track was slightly drier than Saturday but not for long. My first run of the day reduced the time from the Saturday which was encouraging and at least meant that I had learned something on day one.

auto**motion**

Caring for cars with character

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

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

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

Bogan Street, Albion QLD 4010

Call Chris or Cam on 07 3256 1966

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



Safety fast!



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

Abingdon Motors

(INC. ABINGDON SPARES)

A.C.N. 000 986 127

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

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

 A company run by enthusiasts for enthusiasts.

Email: abingdon@mgcity.com.au

Website: www.mgcity.com.au

With the larger field of competitors the wait time between runs was greater and I concluded that this motor sport caper amounts to a lot of hanging around. Despite this there is always something going on and watching means learning.

The beauty of the Mount Cotton is that from most of the spectator areas you can see virtually the whole course (save for some minor areas at the tops of the hill). This enables a beginner like me to see variety of cars taking part and how they approach different sections, you can see what to do and obviously what not to do.

During subsequent runs throughout the day my times were coming down in leaps and bounds due to having more comfort with the track and taking advice from various other drivers. Despite this and having seen some good and obviously fast drivers

take to the 'Nuts' I was still apprehensive about the corners and the downhill sections, which I figured would take some further work.

From a first timers point of view the event was very well organized and the club atmosphere was terrific. Helpful advice and assistance was always available and while being competitive everyone seemed to treat it as fun weekend irrespective of the weather conditions.

All in all I managed to last the whole day and get in a total of 8 runs over the weekend which was a good effort. As each run was an improvement on the last (92.23 seconds down to 71.27 seconds) I stood an outsider's chance of receiving a Gong but that was not to be.

If I had - Now would have been an achievement for the weekend!



The pits took on a village atmosphere after the sun came out




RACE SUSPENSION

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

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

RV8

CARS AUSTRALIA



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

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

STUART & SALLY RATCLIFF 9682-6655

COWIE PERFORMANCE ENGINEERING

Specialising in motorsport
Cylinder heads.

Phone Alex Cowie
3208 5539

11 Brennan St, Slacks Creek 4127



41st national meeting 2010

by Malcolm Spiden

Adelaide invited all members accompanied by their families and friends from the various MG Car Clubs throughout Australia to meet at Easter. The meeting was centred at Glenelg with The Shores Function Complex being the focal point. Julie Kunst had secured wonderful accommodation for the Queensland members, and the Glenelg Motel became Queensland territory for the period. This site was large enough to accommodate all those representing our club as well as providing a great area for the necessary 'walking motorkhana' practice. Although a smaller group attended than first anticipated, our group came to compete as well as to ensure we enjoyed ourselves. Also attending for his first meeting was the newly appointed Overseas Director for the MG Car Club UK, Paul Plummer. Paul has taken over these duties from Brian Woodhams.

Those attending were Graham and Bev Hoyle from Bowen who drove some 3235 kilometres to Glenelg, even a greater distance than from Perth Western Australia; Jim and Sandra Armstrong, Gary and Julie Kunst (both families from Moura); Wayne and Kerrie Kirwan (from Biloela); Allan and Kaye Dansie (Bundaberg); Philip and Dianne Youel (Maryborough); Peter May and Joy Batchelor, Ken and Ellen Wilson (all from Hervey Bay); Peter and Delia Rayment (Tinbeerwah); Roger and Anne Paltridge (Mermaid Beach); Skye Kelly, Lilith Varley-Stark and Duncan Freedman (from Brunswick); with Cathy Bartley and Ken Simmons; John and Glen Boyce; Ron and Bev Clydesdale; Ray Edwards; Ian Fettes; Peter Gannon; Norm Goodall; Bill and Beth Heraghty; Matthew, Max and Noeline Johnson; Ross and Georgia Kelly; Clive, Anne, Michaela and Calvin Mulder; Steve and Roz Riley; Peter and Merle Roberts; Tony and Debbie Slattery; Malcolm Spiden; John and Pat Walker from the Greater Brisbane area. Alan Quinan flew in from Port Moresby, Papua New Guinea whilst Christine Pretorius and Alan Zeederburg arrived from Pretoria South Africa to be part of the Queensland team and participate in the meeting. Ian Fettes was to drive his newly acquired MG 1100; however some mechanical issues prevented this and he was able to secure a drive in another MG once in Adelaide. All this after returning from Albany Western Australia from the Ulysses Motorcycle club annual meeting, hearty soul.

Most groups travelling took Eastern routes usually down the Newell Highway via West Wyalong. One group who left Monday morning travelled through Walgett, Cobar, Bourke, and Broken Hill. Although the speed limit was 110 km/h for most of the journey, a collapsed left rear suspension on a MGF, rain after Walgett (where MGA drivers became very wet even though their roof were erected) reduced the speed to 90 km/h. After Cobar the worst grasshopper plague since 2004 (according to the Country Hour on the ABC radio) was encountered where many thousands of grasshoppers sacrificed themselves on the fronts the MGs by imbedding themselves in radiators, windscreens, engine compartments, suspensions, underneath bodies and in every orifice. Thus Glenelg on a Wednesday evening plus all day Thursday and Friday was devoted to dismantling cars, extracting the carcasses, scrubbing from top to underneath to remove all traces of the unwanted insects. Given the condition of many cars on arrival the members, families and friends performed a minor miracle to prepare their cars into a suitable state ready for the Concours judging.

Clive, Anne, Michaela and Calvin took a more 'scenic route' in their MG Metro and MGF and unfortunately they encountered trouble with the left rear suspension of the MG Metro. The pipe between the 2 bags of the hydrolastic suspension bags had broken thus a piece of wood was employed as a makeshift repair to enable them to travel and seek repairs near Newcastle. Once repaired and on their way they had the misfortune for one suspension arm to come unstuck requiring some welding repairs. Once done there were no further problems.

The Johnson family had a wheel arch guard work loose on their trailer which required some road side repairs before Moree. They were to have the left side wheel arch work loose en route home.

Friday was scrutineering and for those entered for the Observation Run on the Monday, an exercise which would be employed should a tie in results occur. This was to drive and position the leading edge of the front tyre as close as possible to a specific road side marker. The evening was devoted to the traditional Noggin 'N' Natter and the Rocker Cover races. This year it was a civilised



41st national meeting 2010 Presentation of Trophies



Ian Fettes collects the best website trophy for the Club



John Walker won the trophy for best MGB GT V8



the Club thanks webmistress Glenda Crew



Ross Kelly collects the Best Pre-War MG trophy



Malcolm Spiden accepts the major trophies for the Club



Concours, Motorkhana and Rocker cover racing night



Scenes from various events



affair as a sit down meal was provided, thus eliminating the usual 'spot the waitress with the tray of finger food and surround them' actions. Victor of the Rocker Cover races was Zan Reynolds from Victoria.

Elder Park on the banks of the Torrens River was the site chosen for the Concours. The Park is in the middle of Adelaide City and is within walking distance of the Adelaide Zoo, the Museum and Art Gallery. Cars were separated into the 31 classes identifying the various MG models, and these classes have been defined by the National Meeting delegates. Queensland members who assisted with the judging were Cathy Bartley, John Boyce, Matthew Johnson, Roger Patridge, Peter Rayment, Tony Slattery and Phil Youel and their involvement was appreciated. Rob and Karon Snell, who have a MGY Tourer and MGY Saloon, were attending the Concours and it was also an opportunity to chat with these members.

It was pleasing to see Gary and Julie Kunst, Allan and Kaye Dansie, Ron and Bev Clydesdale, Tony and Debbie Slattery, Peter Gannon with help from Ray Edwards, John and Glen Boyce, Wayne and Kerrie Kirwan, Matthew with parents Max and Noeline Johnson, and Steve and Roz Riley win their respective classes. This is the best result we have achieved at a National Meeting. The records show that most of these members have won their class at a National Meeting on more than one occasion. Good class places from Ken and Ellen Wilson, Bill and Beth Heraghty, Jim and Sandra Armstrong scoring second in their classes, whilst Graham and Bev Hoyle plus Clive Mulder and family were third in their classes.

We are aware that Glen Boyce has won the MG F class before and was judged an outright Concours winner for the modern group at the 2002 National Meeting held in Adelaide. Whenever their car has been entered under John's name for the Concours he has been unable to replicate Glen's success, until this year. All that hard scrubbing to remove those Grasshopper marks delivered John a National class win.

SEE RESULTS AT END OF REPORT

Saturday evening was the fancy dress party with the theme of "Pirates of Abingdon". Everyone had practised their pirate speak and by the number of (false) facial scars some cutlass or grappling hook combat training had occurred. Thank heavens no missing limbs had resulted. On the night many buccaners, lots of booty, a couple of dead parrots on swash bucklers' shoulders, Long or Short John Silver, Captain Blood, Captain Hook with Tinker Bell and some who gave the appearance of being press-ganged into the maritime service attended. Wayne Kirwan was displaying some confiscated balls yet we do not know if the victim gave them willingly or wants them returned in whatever condition possible. By the close of the evening, a few were left howling at the almost full moon as they awaited their transport.

In the wee small hours of Sunday morning some bleary eyes believed they spied a nocturnal creature (possibly the Easter Bilby) loitering with intent and delivering small parcels to outside each motel room. Before any spotlights could be trained on the little creature, it vanished and thus no animal was harmed during this operation. Selections of brightly coloured eggs were discovered inside each parcel and these were eagerly consumed.

On Sunday, the motorkhana event was staged on the concrete surface at The Big W Distribution centre at Monarto, which is some 70 kilometres to the east of Glenelg. Three tests chosen were the Straight Slalom, Atom, and Manoeuvring. For those not wishing to participate yet still wanting to enjoy the gathering the Kimber Run was organised which is a non-competitive social run through the Southern Adelaide Hills via historic Hahndorf and Big Gum country.

Some notes on the Motorkhana: Kerrie Kirwan was enjoying her first motorkhana and scored a great 5th place in the pre MGA Special class. Duncan Freeman was also having his first motorkhana at a National Meeting enthralled all with his pace and style as he won the MGA class. Not to be outdone Skye Kelly captured second in the class. Now that the kids are proving faster than dad, will dad take back the MGA? Matt Johnson won the post MG Special (post MGTf) class displaying his style and experience gained through being a regular competitor at the motorkhanas held at Willowbank. Good to see our 'elder statesmen' Peter Rayment, Ron Clydesdale and John Walker win their respective classes. Other members who received awards were Bill Hegarthy, Phil Youel, Gary Kunst, Clive Mulder, Cathy Bartley, Steve Riley, Allan Dansie and Ian Fettes. Again a very good overall result from the motorkhana event

(See RESULTS AT END OF REPORT)

The Observation Run (about 200 km in length) commenced at the Shores Function Complex with the first question as the crews left the venue. A tour through the centre of Adelaide was envisaged; however the Police had cordoned off some streets due to a traffic accident earlier that morning. This required the crews to navigate their way and pick up the route into the Adelaide hills. Visiting Burnside, Woods Hill road to Greenhill and Lenswood (looking for a monument not an statue), Lobethal, Mount Pleasant, Birdwood, Eden Valley, Angaston, past the Collingrove hill climb venue (to find the name of the organising club), Vine Vale, Seppeltsfield, Whistler Wines (who made 2 of the best wines this year), Tanunda to finish at the Peter Lemann Estate. For those competing in the Observation run only 4 groups were available this year not the usual 31 MG classes in which crews had run under in past years. Therefore a large field comprised each group.



RESULTS

GROUP 1 for Pre MGA classes:

Tony Slattery/Debbie Slattery (MGY Tourer, 1st);
Wayne Kirwan/Kerrie Kirwan (MGTF Special, =7th).

GROUP 2 for classes Post MGTF pre 2000 except 4 cylinder MGBs:

Jim Armstrong/Sandra Armstrong (MGB GT V/8 Special, 2nd);
Ken Wilson/Ellen Wilson (MGA Roadster, 3rd);
Bill Heraghty/Beth Heraghty (MGA Coupe, =7th);
Graham Hoyle/Alan Quinan (MGB GT V/8 =7th);
Peter Gannon/Ray Edwards (MG Maestro, =7th);
Ron Clydesdale/Bev Clydesdale (MG Midget, =7th);
Clive Mulder/Alan Zeedeberg/Michaela Mulder/Calvin Mulder (MG Metro, =7th).

GROUP 3 for 4 Cylinder MGBs classes:

Gary Kunst/Julie Kunst (MGB BL, 1st); Peter Roberts/Merle Roberts (MGB Mk1, 3rd).

GROUP 4 for Post 1980 classes:

Cathy Bartley/Ken Simmons (MG F/TF, 4th), Anne Mulder/Christine Pretorius (MG F=7th).

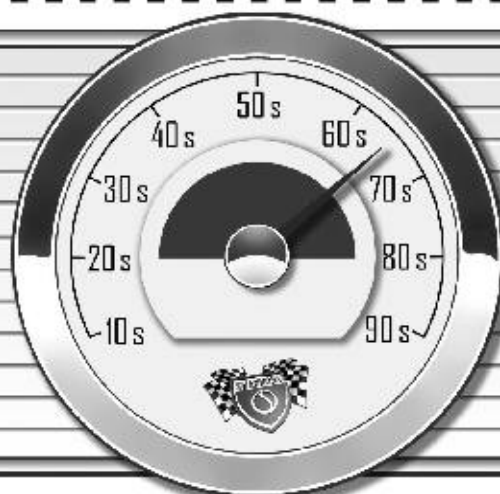
The Mallala circuit which was used for the Super Sprint is some 55 kilometres North of Adelaide and is 2.6 kilometres in length. One needs brakes for the tight corners and power to accelerate out. Competitors were given 3 practice laps in which to establish their lap time. From this, cars of similar lap times were assembled for 2 runs of 4 laps each. One sad spectator in the stands was Phil Youel who had decided not to run as he was unsure of the engine problem. On their journey home after the motorkhana on Sunday, the water temperature had risen and the engine sounded very rough. Many theories had been suggested for the engine running like a chaff cutter. It was after the meeting that Phil discovered an electrode from one of the spark plugs had melted. Had they changed the spark plugs the engine would have run properly and Phil would have competed. Sometimes it pays to check the simplest things.

RESULTS FOR C = Concours, M = Motorkhana, O = Observation Run, S = Super Sprint

Class C Pre War supercharged racing & Sports > 1000 ccs

Class D	MGTC	Ross Kelly (MGNB)	4th C, 1st M, 1st S;
Class G	MGA (Single Cam)	Peter Rayment	7th C, 1st M, 2nd S;
		Duncan Freeman	=7th C, 1st M, 2nd S;
		Skye Kelly	=7th C, 2nd M, =7th S;
		Roger Paltridge	5th C, =7th M, =7th S;
		Ken Wilson	2nd C, 3rd O;
Class I	MGA Coupe (Single Cam)	Bill Heraghty	2nd C, 3rd M, =7th O;
Class K	MGB Mk 1 (Push Button Handles)	Peter Roberts	6th C, 3rd O;
		Phil Youel	7th C, 6th M;
Class M	MGB BL and Later	Gary Kunst	1st C, 2nd M, 1st O;
Class Q	MGB GT Rubber Bumper	Allan Dansie	1st C, 3rd M, 3rd S;
		Ian Fettes	2nd M, 2nd S;
Class R	MGB GT V/8 and Costellos	Malcolm Spiden	4th C, 1st M, 1st S;
		John Walker	5th C, 1st M, 2nd S;
Class T	MG Midget	Graham Hoyle	3rd C, 5th M, =7th O;
Class U	MGY Saloon and Tourer	Ron Clydesdale	1st C, 1st M, =7th O;
Class W	MG Front Wheel Drive & MG Metro	Tony Slattery	1st C, 1st O;
		Clive Mulder	3rd C, 2nd M, =7th O;
		Peter Gannon	1st C, =7th O;
Class Y	MG F	John Boyce	1st C, =7th M, 5th S;
		Glen Boyce	=7th M, 7th S;
		Anne Mulder	5th C, 4th M, =7th O;
Class ZA	MG F/TF	Cathy Bartley	4th C, 2nd, 4th O;
Class ZB	MG Specials (Pre MGA)	Wayne Kirwan	1st C, 4th M, =7th O;
		Kerrie Kirwan	5th M, =7th O;
Class ZC	MG Specials (Post MGTF)	Matthew Johnson	1st C, 1st M, =7th S;
		Max Johnson	4th M, =7th S;
Class ZD	Super Specials	Steve Riley	1st C, 3rd M, 2nd S.





Shannons. Insuring vehicles from all eras.

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



This is a general advertisement issued by Associated Motor Insurance Company Limited ABN 11 006 471 729 AFS Licence No. 258211. You can get a Product Disclosure Statement by phoning 13 46 46 or from any of our offices. We should consider the above Disclosure Statement indicating to buy or hold the insurance product. Shannons Limited ABN 11 006 471 729 AFS Licence No. 258211.

FOR A SPECIAL QUOTE CALL 13 46 46

www.shannons.com.au

WATCH & CLOCK REPAIRS

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



**BRISBANE WATCH
SERVICE CENTRE**

Ph: 3393 1533

cnr. Leonard & Annie St, WOOLLOONGABBA

MAJOR AWARDS

- Rocker Cover Races: Zan Reynolds (Victoria)
- National Magazine Trophy: Victoria
- National Website Trophy: **Queensland**
- Outright Concours Pre MGA: Ian Northcott (MGTC) (Victoria)
- Post MGTF: Margaret Norman (MGBLE) (New South Wales)
- Modern: Graham Loader (MGF/TF) (South Australia)
- Outright Motorkhana: Bob Schapel MGTC Special (South Australia)
- Outright Touring Assembly Trophy: Bruce Morrison/ Robyn Morrison (MGF/TF) (Victoria)
- Photographic Trophies: Brian Hills (South Australia Best Action); Dianne Bogus (Tasmania - Best Novelty); Rob Woodfull (Geelong - Best Still) and John Campbell (South Australia - Best Creative Digitally enhanced photograph).
- Outright Speed Event Trophy: John Kemp (MGB GT V/8 Super Special) (South Australia)
- Jean Kimber-Cook Perpetual Trophy for Junior Drivers (for the best score by a Junior in the Motorkhana): Mitch Freeman (MGF) (Geelong)
- Joan Richmond Trophy (for the female entrant who achieves the highest aggregate score over all competition events): Fran Hodgson (MG ZR) (Newcastle)
- Chris Dodds Memorial Trophy (for the entrant in the MGB GT V/8 class scoring the highest aggregate points over the weekend): **John Walker (Queensland)**
- New Zealand Plate (to the entrant in a T-Type with the best aggregate point score - classes D,E,F,X and Z): Matthew Magilton (MG TF) (Victoria)
- Golden Gudgeon Trophy (to the entrant with a T-Type achieving the best aggregate score - classes D,E,F and X): Mike Sherrell (MG TC) (TC Owners)
- Cecil Kimber Centennial Trophy (to the individual competitor attaining the highest points in all events, all events judged equally): Graham Loader (MGF/TF) (South Australia)
- The TC Owners Club Perpetual Pre War Plate (to the driver of the Pre-War MG attaining the highest point score in competition): **Ross Kelly (MG NB) Queensland**
- Nuffield Oceania Trophy (based on the Concours and Motorkhana results only and each Club is represented by 2% of their nominated MG ownership numbers. A minimum of 5 and maximum of 20 shall be used for averaging. The total points scored by the Club's 2% shall then be totalled and then averaged, with the highest average score being the winner: **Queensland** (Qld 13.44; Newcastle 11.24; Victoria 11.06; SA 10.61; WA 8.83; Geelong 8.0; Tasmania 7.6; NSW 7.18; TC Owners 3.4; Canberra 3.4; Gold Coast 2.6; MG Owners 0.8)
- John Wratten Memorial Trophy (to the club obtaining the most points over all the competition events and adjusted by the Fudge Factor. This factor takes into account the distance travelled which is the residential of a Centre to host Centre, and the number of MG owning members as at 31 December of the preceding year): **Queensland** (Qld 1597.35; Vic 952.74; WA 573.68; Newcastle 503.94; S A 499.00; Tasmania 462.87; TC Owners 394.68; NSW 296.4; Geelong 210.54; Gold Coast 128.25; Canberra 117.64; MG Owners 98.67).
- Tuesday morning gave the promised rain. Before the meeting Ron Clydesdale said if you go to the National Meeting in Adelaide you will enjoy it. Yes we certainly did enjoy Adelaide 2010. On the ferry landing at Walkers Flat the starter motor in the Clydesdale M G Midget decided not to operate all the way back to Brisbane. We wonder who took over the role of starter motor until repairs had been carried out in Brisbane. Gary and Julie detoured through Newcastle to find suitable accommodation for the group for Easter 2011. Just north of Sydney they were caught in the traffic gridlock for about 5 hours. This created problems for the MG cooling system, MG starter motor, and other systems.
- The National Meeting for 2011 will be held in Newcastle (22 nd to 26 th April), with initial venues the Club Panthers in King Street (central point), the Concours at the Newcastle Foreshore Shortland Lawn, theme night is Gangsters & Molls, Motorkhana (venue to be decided), either Ringwood hill climb or Observation run from Merewether Beach. More information will follow.


AUTO INTERIOR REFURBISHMENT & UPHOLSTERY

Andrew Keepence
0423 762 333

Unit 6 58 Bullockhead Street Sumner Park 4074

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

midweek run



28 APRIL 2010

Perspective No 1 - ANATOMY OF A FAILURE TO PROCEED by John Tait

Bruce asked if we would do Tail-end Charlie duty for the run on 28 April. No problem says I, it's a lovely day, there's lots of MGs ready to go, what could possibly go wrong?

Within 5 minutes of departure from the assembly point and just after our call of "all on the Centenary Highway", Bill and Margaret's MGB pulled to the side of the road. A quick call to advise that we were waiting with a stopped car was made and we pulled up behind to investigate.

"Running rough and no power, must be the plugs or a moisture problem from washing the engine down yesterday," says Bill.

Up with the bonnet and out with the plugs. All looked good except for a bit of sootiness on #1 & #2. Replaced them anyway, checked connections, ignition on, fuel pump audible, start engine running rough. Think....look at engine....think....must be fuel....note that fuel filter is a black colour. Fuel filter removed. Yucky stuff came out. That must be it.

Check fuel delivery from pump while line is off. Hmmm, should it be more than that? Dunno, but there is fuel being pumped. Reconnect fuel line without the filter. Run fuel pump, check for leaks, start engine brrrr, brmmmmmm, good to go! Close bonnet, pat the car and we're off again. We'll catch up at morning tea I think to myself.

.About one kilometre along the road we're slowing down again. Uhoh. Now we're stopped in a very bad place on the Centenary Highway. "We can't stay here Bill, can we nurse it along about another two kilometres?" "Dunno John, it seems to idle OK but lacks power, we'll try."

We struggled along slowly for that distance to a clear spot off the road. "No power, must be ignition or those %\$#@ carbies" says Bill. Now we all know that 98% of all SU carburettor problems are electrical and have nothing to do with the carbies. So we check the point gap - it's fine. Hmmm.

Must be those %\$#@ carbies after all. Maybe they have junk in them from the stuff that made the fuel filter all

ITE VALVES

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

Automotive - Commercial - Industrial - Marine

Call Ross on (07) 3376 6630 or

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



Highway stop

black and yukky. Pull the float chamber top off the front carby and, low and behold, hardly any fuel in there! Aha! Check for blockage at the needle/seat - yep, can't blow through it, so clean that out all good, refit, run fuel pump for a bit to make sure the carby is full, check for leaks, start engine - brrrm, brmmmmmm, good to go! Close bonnet, look sternly at the car and we're off again. We'll give morning tea a miss and catch them at Peak Crossing enroute to lunch I think to myself.

Another two kilometres and we pull over and decide that there isn't enough fuel there to start a fire, let alone run the mighty MGB engine. The whole fuel line must be blocked.....or.....it's.....the #@\$%&* fuel pump! Can't be the fuel pump because we can hear it, it's solid state and it's not an SU. OK we'll check flow at the pump. Chock car, jack car, put a makeshift prop under car just in case, remove rear right wheel to get to fuel pump, remove fuel delivery line, switch on pump....a miserable trickle. It is the #@\$%&* fuel pump after all!

So now we take a longer look at the flow and decide that there isn't enough fuel there to start a fire, let alone run the mighty MGB engine. The whole fuel line must be blocked.....or.....it's.....the #@\$%&* fuel pump! Can't be the fuel pump because we can hear it, it's solid state and it's not an SU. OK we'll check flow at the pump. Chock car, jack car, put a makeshift prop under car just in case, remove rear right wheel to get to fuel pump, remove fuel delivery line, switch on pump....a miserable trickle. It is the #@\$%&* fuel pump after all!

Of course, Bill had a spare one in the boot (we all carry one don't we?), so out with the old and in with the new. Switch on, check flow - wow! What a difference, there's enough fuel flow there to launch the next space shuttle! OK, reconnect lines, fit it all up properly, check for leaks, start engine - brrrm, brmmmmmm, brmmmmmmmmmmmmmmmmmmmm good to go! "It hasn't run that smooth for ages John"

And that dear reader was the fix. The B never missed another beat and we made it to the lunch point at Lake Moogerah about two minutes prior to the 17 cars that continued on the run without misbehaving.



At the dam

Lessons learned:

1. 98% of all %\$#@ SU carburettor problems are still electrical;
2. Solid state fuel pumps are not to be trusted; carry a spare;
3. A ticking fuel pump is not necessarily delivering fuel; and
4. Tail-end Charlie duty can be educational.

Participants were:

Bruce Mutch	MGB	Camino Gold
Allan & Joyce Tebbutt	MGB	Blue
Aubrey Ross	MGB GT	Orange
John & Marian Tait	MGB GT	Yellow
Phil & Sue Young	Fiat X-1/9	Yellow
Denis & Diana Kelly	Toyota Corolla	White
Stuart & Wendy Gross	MGF TF	Grey
Bruce & Tip Ibbotson	BMW	Silver
Greg & Rhonda Hannant	MGB	White
Bill & Margaret Donovan	MGB	BRG
Trevor Mills	MGB	Red
John & Glen Boyce	MGF	BRG
Lloyd & Katherine Cree	Mazda MX-5	Silver
Fred & Janene Koolstra	MGF	Gold
Matt Johnson	MGB	Red
David Miles	MG Magnetite	Grey
Charlie & Sandy Provis	MGB GT V8	Harvest Gold
Bill & June Spall	MGY	Green/Black
John Walker	MGB GT V8	Red

Perspective No 2 by Bruce Mutch who set the run.

The day with a temp of 25-27 was perfect as it was cloudy. We kicked off from Rocks River park at 17 mile Rocks after all had gotten their GPS sorted. A total of 17 cars wound on to the Centenary Highway which wound through the new spider roadworks and finally on to the Cunningham Hwy at Yamanto then past the Amberley Air base and on through the now grazing country near Rosewood. The folks were shown the restoration carried out at the Ebenezer coal mine and what can be expected of other coal mines as to how they can destroy good grazing country so that it becomes useless. We meandered through old dairying farms which are not productive and just running a few beef cattle and on to Warrill View for smoko where all enjoyed a good chat. We carried on thru Peak Crossing and Boonah to Moogerah Dam which was as full as anyone had seen it.

A pleasant drive was had by all and then home any way you like. I hope you all enjoyed it I certainly did and so did Charlie Brown. Safety Fast.

PS Bill and John had to effect a few repairs on the way and now Bill D's car has never been so good. Many thanks to John T for his persistent assistance CB



Lunch beside Lake Moogerah



TIGHE CAMS *Round 1* **MT. COTTON HILLCLIMB SERIES 2010**

By Malcolm Spiden. Photos by Steve Johns and Ian Welsh



It may have been raining at St George, Charleville, on the Darling Downs as well in the Greater Brisbane area, however this did not stop the first round of the Tighe Cams Hill Climb Series for 2010 from being held. The rain provided lush pastures for the wild life that roam through the site when it is not in use for its designed purpose. As you can deduce the track was damp, however as the event progressed the inclement weather cleared thus the track became faster. Given the conditions some excellent driving was displayed as there were very few visits to the nuts and incidents to delay the programme.

SEDAN CARS

Ferris Lee won the Production Rally Cars class with a best time of 50.53 seconds in his Honda Civic. In the Improved Production up to 1600 cc class Scott Dean proved the quickest in his Toyota Tercel with a 49.70 sec time with Steve Arlidge (Suzuki Swift GTi, 50.11), John Gibson just 0.01 slower in his Mitsubishi GSR Lancer (50.12), then Gavin McAlpin in the Coolangatta Cranes Morris Mini (54.78 plus a spin after the finish line). Ryan Plant (60.98 secs) was faster than father Graeme Plant (61.53) in their Toyota Corolla, with Graeme paying for dinner that evening for being the slower of the pair. The 1601 to 2000 cc class went to Shane Merrick (Datsun 1200 Coupe, 51.54) from Ken Krenske in his Ford Escort with a time of 58.21 secs. The Improved Production 2001 and over class went to the Graham family Datsun 1600 SSS which was a little down on braking capabilities running without a brake booster for the meeting. Ken Graham (48.13) finished just 0.03 ahead of Pauline Graham (48.16), and just 0.27 secs John Gilbert (Holden Commodore, 48.40 secs) after a spin going into the 2nd loop.

Production and Invited Cars including Road Registered

up to 1600 saw Graham Wood win in his Suzuki Swift GTi (56.39), ahead of Sasha Grbic (Hyundai Excel, 59.33), and Alan Roberts (Suzuki GTi, 71.15). The 1601 to 2000 class had Darren Weston (Ford Escort Mk1) quickest with a 53.51 run with Stephen Beck just 0.08 behind in his Honda Civic Type R, Liam Lavin (Nissan Pulsar, 54.91), then Neville Newton (Ford Cortina, 55.71), Dave Sidery (VW Type 1, 57.79), Elizabeth Dowler (Honda Integra R, 61.37), and Robert McAuley (Nissan Pulsar EXA, 67.36 secs). Production and Invited Cars 2001 ccs and over provided some wonderful runs between Chris Winchester (Holden VE Station Wagon, 51.67) and Wade Anderson (Holden VE SS Utility, 51.81) with the Commodore of both Bill Evans (63.41 secs) then Rob Brown (67.22).

Tyson Cowie won the Sports Sedans up to 2000cc in his Escort with a best time of 50.31 from Jeffrey Bird in his Phil's Crane Hire Morris Mini in 54.10, just ahead of Daryl Morton (Morris Cooper S Turbo, 54.24), the Datsun 1000 of Kristy McAndrew (55.04) then Ken McAndrew (56.00) with the newly completed Ford Escort of Tom Lane in 59.40 secs. Jeff Daniels won the Sports Sedan class over 2001 ccs in his Ford Escort (49.40 sec) with Alex Daniels in Roger Bartlett's Ford Escort in a best time of 54.92 secs.



The McAndrew car was kept busy all weekend

All Wheel Drive class went to Michael Collins (Subaru WRX, 43.37) with Michael Burke (Subaru Impreza WRX, 51.88) next then the Toyota Landcruiser Turbo of Quinton Nicholson (57.19) and David Nicholson (58.29).

HISTORIC AND REGULARITY

The Regularity class went to Peter Rayment (MG Midget

with a loss of 38 points) from Andrew Willesden (MGB with a loss of 50 points), and John Tait (Mazda MX5 - 51 points down).

As the new gear for his gearbox did not arrive in time for Barry Smith to rebuild the unit for his Ford V/8 Special, Barry was using his \$10 special which kept jumping out of gear. He held it in 2nd gear by a piece of string which enabled him to compete and record a best time of 58.68 secs to win Group K. Group N went to Neil Lewis (Ford Cortina, 51.44) from Glen Wesener in his newly completed Torana GTR XU1 in 54.09 seconds until we were advised of that technical description 'something broke'. Later Glen was able to inform us that the gearbox had jammed in 2 gears and in his efforts to free the gears, he had broken the end of the linkage thus he was unable to select any gears, thus the technical term. Group O was the Elfin Mallala Replica class with the example of Geoff Fizzell (53.66) ahead of Vincent Bastos in 59.19 secs. Brendon Todd won the Group S class in 58.64 secs in his MG Midget.



Glen Wesener surprised everyone with his non-orchid coloured car

SPORTS CARS

Terry Johns was having his first competition run in the newly acquired Esprit Sports 1300 and competing in the Clubman up to 1300 cc class. Apart from a 180° spin in the first corner it was a successful debut for Terry in the Esprit with his best time of 49.24 seconds. The Clubman 1300 to 1600 class went to Ross Rundle (50.31) from Ainsley Fitzgerald (56.60), both drivers in Westfield SE Clubmans.

Bill Norman captured the Sports Cars up to 2000 class in 41.53 secs. Now with a smaller 998 cc Kawasaki ZX10R engine which revs to a higher range and being some 30 kg lighter, the Gek Sports car gives a better power to weight ratio. Chris Johns and Anthony Toft both in the Suzuki Cappuccino Turbo followed with times of 50.33 secs and 51.77 sec respectively. Bill's day ended at the hairpin in a great cloud coming from the engine due to oil surge, and unfortunately damaged engine bearings requiring a new con rod, crankshaft and 8 new con rod bolts. The Sports cars 2001 and over class saw David Homer (Suzuki Swift with EVO all wheel drive running gear) win in 46.68 seconds.

Darryl Duncan (Fiat X19, 50.30) was the quickest in the Marque Sports Cars up to 1600 cc with Brant Rayment (MG Midget, 55.82), Steve Donka (Mazda MX5, 59.80), with the three white MG Midgets of Allan Dansie (Allan and Kay were down from Bundaberg for the weekend, 64.10), Ron Clydesdale (giving the MG Midget a run before the trip to Adelaide and the National Meeting, 64.69) and Gregg Clarke (64.84 secs) also in the class. Marque 1601 to 2000 saw the Lotus Elise of Giles Cooper win in 48.58 secs, from John Prefontaine (Lotus Elise - 50.21), Ron Prefontaine (Lotus Elise, 50.77), Pat Collins (Mazda MX5, with a very quick time of 51.01), John Walker (MGA, 51.71),

Desley Collins (Mazda MX5, 52.65), Ben Cain (from Toowoomba in his newly completed MGBGT with the body work completed by Tom Armstrong, with a best time of 54.20), Peter Andrews (after some domestic pet duties, ran his MGF in 54.77), Craig Winter from Hervey Bay in his MGF for a best time of 55.29), John Price (MGB, 58.97), Chris Robertson (Fiat X19 Abarth, 62.29), Don Robertson (Toyota MR2 Spyder, 64.50), and Stephen Callaghan (MGB, 71.27). Roy

Davis won the Marque 2001 cc and over in his Triumph GT6 with a best run of 48.09 secs from Harry Doling (Nissan 180SX Turbo, 49.69), Cameron Hurman (Mazda RX7, which has limited engine development work but some suspension work, 50.39), Barry Evans (MGBGT V/8, 50.46), John Broadbent (TVR Tuscan, 51.09), Haydn Nethery (Datsun 240Z, 56.17), and the Triumph TR3A of David Dumolo in 57.27 secs.



Ben Cain came down the mountain from Toowoomba to compete

FORMULA CARS

This meeting the Formula Vee class was the Collins junior family with the class going to Ryan Collins (56.66) and Cody Collins (58.21) in their Lamco Formula Vee. Hayden Cooper took out the Superkarts in his Tonykart which took off very slowly and rapidly increased in intensity to record impressive times, the best being 46.80 secs. The Formula Libre up to 1300 went to Rod Johns (Norris Hawk Mk2, 41.86) after the crew remembered to turn on the fuel supply, from Paul Van Wijk (BKZ07, 44.76), Michael Ciccotelli (Gladiator LC250, 46.64), Damien Ward (Hatma 47.13), Claude Ciccotelli (Eliminator LC500 Mk2, 50.11), and Brian Kirkby (BNG#1, 56.83).

In the over 1301 cc Formula Libre class, Alan McConnell had been unable to start the Van Diemen RF87 as the new part was not compatible at this time, thus Bob Haines generously gave the HRC for Alan to run. Alan won the class in 41.87 secs from owner Bob Haines (43.77), Darren Duffield (RPV01, 44.13), the Hi-Jinx Off Road Buggy of John Moore (45.94) and Christopher Moore (49.39).

TOP SIX

Rod Johns won the first round for 2010 in 42.02 secs, from Darren Duffield (43.05), Alan McConnell (44.33), John Moore (46.88) and Paul van Wijk (49.59). Michael Collins heard some strange noises from the engine during his run, wisely shut the engine down as later investigations revealed a broken piston. Thus concluded the first round for 2010 and hopefully round 2 will deliver fine weather.



The damp but colourful pits

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



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

THE RACING ROOM
Motorsport Gallery & Prestige Salon



Jaime Massang

BSc (Hons) LLB FNZIPA FIPTA
Partner

tel: +61-7-3371-0655
fax: +61-7-3371-0755
free call: 1800 133 188
email: jmassang@piperpat.com
mail: PO Box 160, Toowong 4066.
website: www.piperpat.com

Intellectual Property Specialists

MG INFORMATION

	Name	Phone		Name	Phone
PRE - WAR	Dino Mattea	3263 2625	MG6	Chris Carswell	3378 4140
T TYPE	Peter Rayment	0407 693 947		Bruce Ibbotson	3366 1889
MGA	Richard Mattea	3325 0409	MG V8 RV8	Barry Evans	3425 1695
MGV	Tony Slattery	3391 3022	MIDGET	Ron Clydesdale	3263 6575
MAGNETTE SALOON	David Robinson	3255 9037(W)	MGF	John Boyce	3345 2530
MGB	Graeme Walker	0431 678 319			

By Gurney T Clamp

Chapter Chatter

CAPRICORN CHAPTER

The weather outlook at the coast at 6.00 a.m. on Sunday morning did not look promising, but strong high winds appeared to be pushing the dark clouds to the north and I decided to reassess the situation at 7.00 a.m. At 7.00 a.m. the weather was clearing and I decided to go ahead with the planned tour to Byfield which was, due to rain, the first tour as a group since the tour in January to Rockhampton Sizzlers.



At Eco Park Water tours

Returning to the Water Park homestead members were given a history of the farm and former owners after which we were taken to the farm's private airstrip and tea tree plantation where its operation which is the main part of their income was explained.

Returning to the homestead we were taken on a tour through the distillery and experienced personally the benefits of the tea tree oil and its byproducts. We then boarded the horse drawn carriage to do another short tour of the tea tree plantation and, with Janelle at the steering wheel, we were sure of a safe return. The group then toured to the Byfield General Store for an off the menu board lunch, a lunch that was a real enjoyable good value experience.

All members on this tour said the Byfield Eco tours was a great experience and have gained a better knowledge of this part of Central Queensland and would recommend to anyone.

The Central group of Jo Emmert with friend Kim Snell, Terry Dwyer, guest Janelle Thomasson and her mum Margaret and Ian and Linda Wilhelmsen met up with the Coastal group of Gurney and Gloria Clamp and new member in his 1958 Chevie Corvette at the Bondoola golf driving range on the Yeppoon Rockhampton highway. From there the combined group travelled to the water Park Eco Tours in Byfield dodging a couple of pot holes on the short dirt road to the Water Park eco tours farm where we were greeted by the owners then enjoyed morning tea and Janelle's mum's scones. After this the group boarded a well appointed open bus/truck to nearby Water Park creek where we boarded a quiet battery powered flat bottomed boat and were given a guided tour of the creek and the history of the past and recent floods of a creek, a creek that is the current water supply for Yeppoon. Much wild life was seen while cruising along the river. Gurney indicated that he would like to use the very much open view to the public on board toilet but due to the wind direction members would not permit him to do this.



Morning tea at Eco Park



At Byfield Store

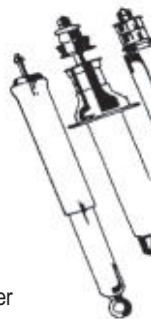
ACCURATE SUSPENSION SERVICES

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

Perfect Handling Means Perfect Performance

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

Koni - Cofap - Columbus - Bilstein - Boge - Monroe



Complete Car Sound



PH:3355 1509

100 Pickering St Enoggera

www.completecarsound.com.au

Sales Installation Repairs

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

Concourse Spares



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

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

MGB SPARES SALE

PH/FAX 03 5248 4084

PHONE/FAX ORDERS 7 DAYS A WEEK

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

**FREE 54 PAGE
CATALOGUE**

By Rick Neville

Chapter Chatter

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



This month's report is from Stephen and Desley Colclough who filled in for Rick Neville who scuppered away for a family celebration.

The weather was perfect for the March run and several cars had their top down for the entire run. The meeting at the information centre was delayed a few minutes as Stephen and Desley had to return a bus after taking their sons AFL team to the Gabba for their premiership walk around the ground. It was a great night with the boys well behaved and enjoying the rewards for their premiership year and being able to watch the lions win the first game of the new season. However I digress. The run left the TIC at 9.10am and things immediately got quite interesting. It appears that a few cars were caught behind a 2nd red light at James Street because a few people were slow getting into their cars. When the 2nd group caught up to the lead cars a new start was made, but someone didn't wait for the 3rd group. Anyway those in the lead group enjoyed a leisurely drive down the range via Flagstone Creek and many back roads until we saw Gatton. We proceeded through Gatton and onto the Esk Gatton road for a spirited run to Esk. Upon our arrival the lead group was again a few cars short, but the intrepid Ben Cain had rounded up the stragglers and brought them into Esk, although not strictly via the organised route.

Upon our arrival at the usually quiet war memorial park in Esk we were soundly outnumbered by those

intrepid mini owners. There were minis everywhere and some friendly banter went on for some time about the merits of each breed. It appears they were off to the Rosewood pub for lunch. We also met up with about 7 cars from Brisbane which was really a nice surprise. After morning tea the group, less Ben and Angie, reassembled. It appeared that Angie had been enticed by the local wares and had wandered off into the shops and could not be found. To keep to the timetable the group departed back up the range and enjoyed a lively run up the range through to Crows Nest. Ben and Angie had a more robust drive back up the range to catch up with the group, but in the end decided to join up again at the pub. Out onto the highway and off at the Haden Road intersection and a green oasis greeted us for the drive to Haden. Making sure that the Magnette was always in sight we then headed off to Goombungee and then onto the Meringandan Pub where we were assembled on the back verandah for lunch. The meals were lovely and BIG! and it appeared many enjoyed the entire meal, so much so that they soon made their way home for an afternoon siesta prior to waking up to watch the motor racing.

I am certain that all enjoyed the run and much discussion was had about joining the Brisbane group for another run towards the end of the year.

Overnight Run to Tenterfield 14/15 April

By Judy Gillis

After a minor delay four cars left the Toowoomba Information Centre and headed to Warwick to join the Warwick and Brisbane groups. Fourteen cars travelled from Warwick through to Killarney and on to Brown Falls Park for morning tea. The countryside is lush and green at present and the driving was very pleasant. Brown Falls Park was ideal for the large group with plenty of room for the cars to park and shady areas for us to enjoy our refreshments. It was great to have Rob & Fay Wickham join us, but unfortunately they could not continue on the trip as Rob had commitments back in Warwick.



Morning Tea at Brown Falls Park

The next section of the journey between Legume and Woodenbong along the Mt Lindsay 'Highway' was to be a bit of a challenge. The road was pretty bumpy, and narrow and winding, but we were all encouraged by the gallant leadership of Elizabeth in the Y. Although the scenery along this road is wonderful, viewing the surroundings was left up to the passengers as the drivers had to concentrate on what they were doing. I think we were all very pleased to reach the Woodenbong Hotel for lunch, but felt that we had achieved something in covering this road.



Outside Woodenbong Hotel

While waiting for lunch we spent the time chatting and getting to know each other better. Points go to Brian and June for their patience as they were the last to receive their meals.

Unfortunately the next section of road between Woodenbong and the Bruxner Highway had deteriorated since we travelled it when mapping out the route. There were a number of potholes and other 'lumps and bumps', mainly where water would flow

across the road, so was probably the result of the heavy rain we have had recently. One section we drove through was the Yabra State Forest. There were straight, tall gum trees, palm trees and dense undergrowth. Added to this was the tinkling sound of Bellbirds. It was a lovely shady area, but a bit hard to appreciate when you have to watch every bit of the road. When we reached the Bruxner Highway it felt very smooth in comparison.

Four cars stopped at Tabulam to view the Lighthouse Memorial and decided to have a 'cuppa' in the park. After that they made a quick comfort stop at Drake. Meantime the others had kept going to Tenterfield and booked into the motel, then settled down to a relaxing 'happy hour+'. The rest of the group joined and enjoyed this on their later arrival. We received a message from Aubrey Ross who was to have joined us in Tenterfield. Unfortunately his car had 'broken down' and he couldn't make it. We hope the problem wasn't too bad. At the motel a certain yellow car almost had its door fall off, but quick thinking soon had this fixed.



Happy Hour at Tenterfield Motel

A courtesy bus ferried our group in three trips to/from the Tenterfield Golf Club where we enjoyed our evening meal. The food was delicious and the staff very helpful and the luxury of having someone else drive made it a relaxing evening. Strangely no-one stayed late at the club and most lights were out soon after everyone arrived home.

Next morning someone didn't tighten the lid of their radiator and green liquid flowed freely across the road. Happily this was soon rectified and did not become serious. Brian led some of the men down to

see a collection of cars in the yard of the local wrecker. I think they were amazed to see these cars being left to 'rot' away, as there were some rare vehicles there. I think Rob Callow in particular was a bit interested in a few.

A group of four other cars travelled out to see Thunderbolt's Hideout and the Tank Traps from World War II. Although not visually spectacular, both these sites are historically important and worth a visit.

The group rejoined again at the motel and bid farewell to Doug and Elizabeth Partington, as they were travelling home directly up the highway. We hope they enjoyed their time with us. Everyone else left the motel at 10 am and headed out to Glenlyon Dam. A problem with a tyre held up a couple of the cars, but not for long as many hands made light work of the situation.

It was a lovely drive out to the dam with good roads and great scenery. A 'nut behind the wheel' driving a 4 wheel drive almost claimed Bob and Mavis as they began to turn on to the road to the dam at Mingoola. Luckily Bob was alert and managed to stay out of danger. It was very close to being disastrous. Several people in the following cars held their breath until the danger was passed. Well done Bob.



Glenlyon Dam

When we arrived at Glenlyon Dam we travelled across the wall and up to the lookout to see the great view of the much depleted water supply. Back to the picnic area for morning tea and a comfort stop. We were watched by a group of kangaroos who did not think we were of much interest, and hopped past us without a second glance. Thank you to everyone for the vote of thanks delivered by David for our organising the trip. Our pleasure



Morning Tea at Glenlyon Dam

We left the dam and followed the Shearers Way to Stanthorpe. The first couple of Ks were a bit narrow and winding, but we soon were travelling on a very good road, so it became a very comfortable drive. The countryside once again was very interesting and a pleasure to travel through

A general agreement to have our lunch at Vincenzo's at Thulimba just north of Stanthorpe was reached. Several of the group had not been there before and were surprised at the 'Aladdin's Cave' (Meryl's words) of goodies that are available there. We all enjoyed a tasty lunch and drinks.

After lunch we said our final farewells and went our separate ways to our various homes. We hope everyone enjoyed the tour, I know we did. Thank you to David Miles for the accompanying photographs.

Participants:

Phil & Sue Young	Fiat X19 Yellow
Trevor & Joy Jones	Mercedes SLK200
Rob & Ferne Callow	MGF
Jeff & Pat Hazelwood	Subaru Impreza
Greg & Beth Newey	MG B GT Green
Doug & Elizabeth Partington	MG Y Type
Bob & Mavis Marsh	MG B
Trevor & Del Watkins	MX5
Allan & Joyce Tebbutt	MG B Blue
Greg & Rhonda Hannant	MG B White
Brian & June Phillips	MGTF 1500
David & Meryl Miles	MG B GT White
Ron & Judy Gillis	MG B Red



Chapter Chatter

By Justin Nicholls

FAR NORTH QUEENSLAND CHAPTER



Finally! With the sun graciously making an appearance for the duration of the weekend of the 11th of April after many weeks of sometimes torrential rain, the MG Car Club of Queensland FNQ Chapter breathed a sigh of relief. It has certainly been some time since our chapter was out and about so the clear weather was certainly welcomed.

Sunday the 11th of April saw members from the MGCCQ FNQ Chapter visit HMAS Cairns, HMAS Bundaberg and HMAS Benalla. With many weeks of prior planning, juggling of vessel availability and of course awaiting fine weather everything eventually came to plan. Finally, twelve vehicles in convoy streamed into HMAS Cairns where they were greeted by Mr Bernard O'Connor and ABBM Lloyd before conducting a tour of HMAS Bundaberg, one of 14 Armidale Class Patrol Boats and HMAS Benalla, being one of for Survey Motor Launches within the Hydrographic arm of the Royal Australian Navy. Of the twelve various vehicles that visited eight were well represented by MGs of varying vintages from 1950 to 2006 along with a pristine Austin Healey 3000, Triumph Stag and a Porsche 911. A favourite of the day was of course Tony Basham's Red 1950 MGTD.

With Bernard at the helm the group was privileged in being fortunate enough to be first given a detailed tour of HMAS Bundaberg with the assistance from the crew of Ardent 1. This was a fantastic opportunity for members of

the public to attain first hand accounts of life at sea as well as living in and operating an ACPB. Of course a great deal of interest was displayed by members of the club in the mechanical configuration of an ACPB and believe it or not so was the Galley!. After a group photo, thankyou's to Ardent 1 crew and to ensure that no children were left behind as stowaways, the group were given a detailed overview of the roles and make up of HMAS Benalla. Although vastly different to HMAS Bundaberg, the opportunity to experience a different side of the Navy was well received.

Completing the day with a final few photographs, the group headed to beautiful Palm Cove for a BBQ lunch. The MG Car Club of Queensland would like to express their sincerest thanks to Commanding Officer HMAS Cairns CMDR Bob Heffey, Commanding Officer HMAS Bundaberg Lieutenant Commander Andrew Dobb and crew of Ardent 1, Commanding Officer HMAS Benalla, Lieutenant Commander Wendy Stewart and crew along with Mr Bernard O'Connor for his efforts in planning and ensuring that our experience at HMAS Cairns was memorable one.

Our next run is to Lake Barrine on the 30th of May. We will meet at the bottom of the Kuranda Range at 8:00am. We will travel to Lake Barrine via Mareeba for coffee then morning tea at Lake Barrine Tea House then to the Pearamon pub for lunch. Contact Justin at mgccqfnq@hotmail.com

For those interested in attending the All British Day in Townsville this year it is to be held on the 6th of June.



Chapter Chatter

By Ian Bryant

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

Salary capped or not, a perfect Storm of Victorians now seems to occupy most Wide Bay roads and, like cane toads, are silently encroaching onto the local bowls club greens as well. To prepare for any future crisis, Chapter member Joan See organized, led, coached and arranged the feeding of some 32 members and guests at a barefoot bowls evening at the Urangan Bowls Club on a balmy early March Wednesday evening. While the standard of play was at best indifferent, the hospitality of the Bowls Club, high standard of the meals, great bar service, and the resultant camaraderie, resulted in a first class evening. Many prizes were presented for the cardinal bowling sins of "Belting the Jack", "Adjacent Rink Trespass" and "Failure to Remain on the Rink". As well, over fifty dollars was raised for the Chapter's coffers through various fines and a raffle, with guest coach Gavan Worland winning the free night out. A most enjoyable but challenging evening which would warm the cockles of any Victorian heart, if that were possible.

The Chapter's first long early morning run for 2010 was conducted on Sunday 28 March with 36 people in eighteen cars (over half were MGs) participating. During morning tea at Childers, the weather started to close in and the run leader provided the "opt out" choice for those who wished to return home dry via the IN route. The remaining cars, including the Bundaberg crew of Brian and Wendy Reynolds (MX5), Ron and Cheryl Johnston (MGB), Ian Games (MGB) with Jill Grigg, continued on in pouring rain to the Paradise

Dam. They were joined by visitor Martin Lloyd (Astra) with Mavis, Peter and Jocelyn Gardener (Honda CRV) with guests, Bob Mortimer (MGB GT), Ken and Ellen Wilson (MGC), Peter and Vicki Worland (Datsun Fairlady) and, for part of the journey, Trevor and Lorraine Drummond (MGTF), all led by Ian Bryant driving Helen's MGB. Many saw for the first time the Paradise Dam overflowing at the spillway, although the previous week's overflow height of two metres was much diminished. The group cleared out earlier than normal, just in case the exit road became washed over as more rain fell in the catchment.

On 14 April, and on an (almost) clear day, 27 people in fifteen cars (most of which should have been presented topless) enjoyed a midweek run through Maryborough's Teddington Weir, stopping there for morning tea and then lunching at the West Side Tavern in Tinana. The Chapter was able to welcome Doug and Sue Ashcroft (Jaguar XK40) on their first run with the Club and Chapter. Greg Staines (MGB) was at hand to advise on secret Maryborough business and routes while John and Sandra Carroll drove their nicely restored Jaguar Mk2. Warren and Anne Dawes (Cooper S) covered familiar ground, as did Garry and Jill Robertson (Eunos MX5) and Phil and Dianne Youel (MGB). Blair and Joan Francis (MGB), Peter Boxall (TR8), John and Ros London (Capri), Darrell and Jackie Martin (MGA), Ron and Lorraine Mills (Daimler SS) and Keith McKavanagh (MX5) with Marion Orr all got their feet wet too while driving over the

GoPro Motorsports Hero Camera

Miniature Video and Photo Camera

Motorsports Hero – Wide & Standard models

Complete with stick on Mounts and Suction Cup Mount.

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

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

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



BUYING A USED CAR?

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

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

www.selectcarsales.com.au

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

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

GT Automotive Services & Tyres

ABN 67 084 946 467

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

Karen Bone

Ph: (07) 3879 0055

Fax: (07) 3879 0166

39 Partridge Street Inala Queensland

Silver Sponsor
National Meeting
2004

GT RADIAL

weir overflow crossing. Another enjoyable day profitably spent in good company.

On the last Wednesday in April, Bob and Lynn Emslie led a very pleasant breakfast run to the "Salty Squid" on the beach at Toogoom. Some 30 members in 19 cars (12 being MGs, plus a spridget) attended, and we were joined at the start point by intending Club members Dave and Margie Roberts in their newly purchased (and painted) MGA. Having breakfast al fresco overlooking the seaside under a fresh blue sky was just typical Hervey Bay style. It is interesting listing the Chapter families that arrive in separate cars: Ken in his TC, Ellen in her YA and Mathew in dad's MGC; Bob in his

Mercedes 450SL and Lynn Emslie in her slk200, and Helen Bryant in her MGB and Ian in her spridget "Mintie". A presentation was made to a Signor Luigi Emgee during the Chapter breakfast, thereby anointing him an honorary Victorian, certified with VIC number plate!

Finally, the Combined Chapters run to The Town of 1770 by seven cars of the Wide Bay Chapter, to meet there with the Capricornia Chapter of the Club, is scheduled for the first weekend in May. A full report on this activity, from the Wide Bay Chapter perspective, will have to wait for the next Octagon.



Helen Bryant's MGB hood being erected by the willing wet wanderers



Showing the new fashion on MGB portable hoods



A charming photo of the group queueing up in Childers to talk to Lily the dog



The Intrepids, under shelter at Paradise Dam, with Martin Lloyd to the fore.

MG Car Club Merchandise

Order form available on website



Photo data discs for Lakeside (1961-66; 67-72; 73-79; 80-89); Surfers Paradise (1966-70; 71-77; 78-86).

\$20 Each



Golf Umbrella

\$49



Available only on special order

Long Sleeved UV Polo Shirt

\$30 +P&P



Brier Thomas
Data DVD - Mt Cotton

\$20



Brier Thomas
Data DVD - Lowood

\$20



80mm
Cloth Badge

\$8.80



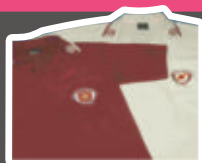
Club Windscreen
Sticker

\$2.00 inc. postage



Mt Cotton
T-shirt

\$30



Club Polo Shirt
size 14 - 24

\$30



Mt Cotton Cap

\$15



Club Cap

\$15



Mt Cotton
stubby holder

\$7.50



Circuit jacket

\$45



History of the Hill

\$80



Centaur

\$55



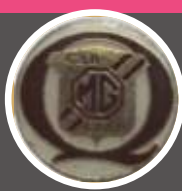
Club keyring

\$15



Grille badge

\$33



Lapel Badge

\$6.50



Member's
Name Badge

\$13 inc. postage



Hillclimb sticker

\$2.00 inc. postage



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

MGF OWNERS

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

We can repair your MGF.

29 Years Experience Call Barry

3889 9652

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

mgautomotive@gmail.com

MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

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

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

Race Meetings



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