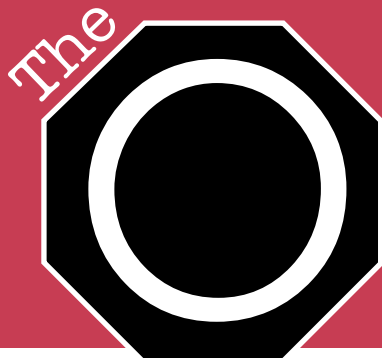


Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 1

January 2013



Capricorn Chapter at Wreck Point, near Yeppoon
Photo by Ian Wilhelmsen

Patron: Dick Johnson

www.mgccq.org.au
email: mgccq@mgccq.org.au

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Max Johnson (Noeline)	3201 5836	0419 784 680	48mg@tpg.com.au

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E & OE Hillclimb: Gramzow Road, Mt Cotton

President's Report...

The old adage that the years seem to be shorter the older one becomes seems to be more appropriate than ever. I hope that the years slow down somewhat or it will seem like I will be 101 years old before I realise it has happened.

The past year has raced along for MGCCQ. We are indeed a very active club with events for our members with varied interests.

The 2011 floods seem so long ago. The clubrooms are not only returning to "before" condition, but the upgrade has almost been completed. It is disappointing that our asset worked for by so many for a number of years just to get it to come to fruition is not utilized to its potential. Our Christmas High Tea is a classic example of how it can be used. It was well patronised, the participants all seemed to enjoy themselves while mixing with other members that they may have not previously met. Without our clubhouse "home", these events would not be possible.

Work continues with the clubrooms and our latest edition is our story telling cookbook splashback. This magnificent piece of glasswork depicts (clockwise from top of piece) Ross Kelly, John Davies, Brant Rayment, Iain Corness, and Malcolm Spiden in their respective vehicles.. The centre is our Club logo surrounded by figures representing our members. Many thanks to Pauline and Ken Graham for their donation.

Don't forget to make use of the Club's extensive library. It can be a valuable resource for information about the model of your vehicle. If you are a country member and require some information, by all means send the club or committee member an email and we will endeavour to answer your question. The website does have a listing of the books in our library and this can be found on the News page of our website. Our members and committee share a common love of all things with wheels. Some are more perfect, more beautiful, older, and perhaps faster than others, but the joy is still in their use.

Not since 2004 has our club held the annual Easter MG National Meeting but this year sees MGCCQ hosting the gathering of MG owners and enthusiasts again. I look

forward to meeting many of our chapter members and new additions to our MG "family". They are truly great Easter meetings where you get to meet new people including many from interstate and some from overseas with like interests. They often become friends whose companionship and stories we look forward to each year.

Mt Cotton Hillclimb is set for a busy year with our training days, practice days, multiclub hillclimbs and QHC. Certainly the most important date for hillclimbing for our club is hosting the Whites Diesel 2013 Australian Hillclimb Championships. Queensland hosts this event only once in every six years due to a CAMS State rotational system. Our Club and Mt Cotton Hillclimb circuit are both on display to our competitors and spectators from all over Australia. I look forward to having you as a member involved in some manner.

The midweek and weekend touring runs continue to grow in popularity. There are plenty of outings again in 2013. Don't worry if you don't own an MG or your "friend" is laid up for repairs. Just roll out your or your partner's everyday transport. You will be accepted and will enjoy your day out.

The club and committee continue to be thankful for any and all help by not only our usual helpers but those who just come to have a "look see". Many find that they look forward to doing it all again. Keep up the good work. Sometimes your committee and myself are usually/ often busy at events and don't have time to talk with you personally. Don't be offended, we are just time poor. We do appreciate your help and thank you again.

In the last couple of months we have had changes of Coordinators for both the Darling Downs and Far North Qld Chapters. We thank Brian Phillips and Ken Freeburn for their work and welcome Gary Lawrence and John Fransen to their new roles.

Stay safe, enjoy life, take some time to watch the grass grow and I will see you during the coming busy year.

David Robinson

MG INFORMATION

	Name	Phone
PRE - WAR	Dino Mattea	3263 2625
T TYPE	Peter Rayment	0407 693 947
MGA	Richard Mattea	3325 0409
MGY	Tony Slattery	3391 3022
MAGNETTE SALOON	David Robinson	3255 9037 (W)
MGB	Graeme Walker	0431 678 319

	Name	Phone
MGC	Chris Carswell	3378 4140
	Bruce Ibbotson	3366 1889
MG V8 RV8	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MGF	John Boyce	3345 2530

Some words from Elaine...

In this issue we farewell 2012 and anticipate 2013.

From 2012, we have our usual reports of the many Club runs held over the two months between issues of the Octagon, a report on our very successful and popular Christmas function, the final round of the Tighe Cams series and the presentation of trophies for the series and also reports on some major non-Club events viz. the RACV Classica and the Capetown to Cairo run in MGs.

Looking back we have an interesting article by Darling Downs Chapter member Helen Goodfellow on the trials and tribulations of converting a box of spare parts into a beautiful MG TF. There is also an article (reprinted from 'History of the Hill') on Kay Hawley which explains Kay's enthusiasm for the hillclimb which resulted in her donation of a perpetual trophy to encourage other females to get out on the hill and have a go. And then there are a couple of 'technical' articles, one humorous and one very informative.

Looking forward we have the regular Octagon report on progress for the National Meeting now only just over two months away and an interesting article by

Karen Dobbyn (now Fettes) of her experience at her first National Meeting, the one held in Hobart early in 2012. This should be enough to encourage lots of you to get to this coming one.

The other major event coming up this year is our hosting of the Australian Hillclimb Championships at Mt Cotton on the first weekend of November. You'll be hearing lots about this as the year passes by. This is the first time that the Club has hosted two major National events in the one calendar year.

Please be encouraged to contribute your items for the magazine whether they be long or short, humorous or factual, pictorial, prose or poetry. It is contributions like these which breathe continuous fresh life into this journal.

An important reminder if you haven't renewed your membership as yet, this could be your last Octagon if you don't renew it soon.

Closing date for articles for the next issue is the last day of February.

Membership

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

- | | | | |
|------------------|------------------|----------------------|-------------------|
| • Chris Wilson | • Sharon Ritchey | • Howard Cairns | • Ryan O'Leary |
| • Brian Ford | • Gordon Kelsey | • Carl Shearer | • Flavio Paggiaro |
| • Bernard Murphy | • Owen Lloyd | • Andrew Norton | • Daniel Zeimer |
| • John Chaplin | • Rex Lightbody | • Graeme Costello | |
| • Brian Purvis | • Troy Chaplin | • Michael Edwards | |
| • Martyn Browne | • Malcolm Sykes | • Geoffrey McGlashan | |

Notice Board

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

(P) indicates that the event is pointscoreing for Club trophies.

Fri 1 February

Noggin 'n' natter with a guest speaker not to be missed! Ross Letten will be giving an account of his recent trip in his MGB, along with nine other crews in MGs, from Capetown to Cairo and then on to London. Food available from 6.30pm; presentation will begin at 7.30pm.

Sat 2 February

Annual dinner and presentation of trophies (Invitation sent with renewal of membership)

Fri 8 February

Ironman night navigation run (P)

Sat 9 February

Ironman sprint at Norwell (P)

Sun 10 February

Ironman hillclimb at Mt Cotton (P)

Fri 15 February

Noggin 'n' natter

Sun 17 February

Hillclimb at Mt Cotton (P)

Sun 24 February

Come and try motorkhana at Willowbank (P)

Wed 27 February

Meet at Keperra Picnic grounds UBD 137 N6 at 9 for a 9.30 start for a run to Mt Glorious and Somerset dam. Organised by Bruce Mutch. Contact Bruce at bmutch@bigpond.com or phone 3376 1384.

Fri 1 March

Noggin 'n' natter

Sun 10 March

Day run (P)

Sun 24 March

Test & Tune at Mt Cotton

Wed 20 March

(3rd Wed as 4th is immediately before National Meeting) - -

Meet at 8.45 am for a 9.15 start at Boondall Wetlands to Glasshouse Mountains Lookout for morning tea and lunch Maroochy Bushland Botanic Gardens. Bring Morning tea & Lunch & comfortable shoes to walk the Gardens. Contact Allan Tebbutt 32645219. 0408758523

29 March - 2 April

National Meeting in Toowoomba
See page 11 for Bulletin No 2.

By the time you are reading this, Bulletin No 3 (Supp regs and entry form) will be available. Entries may be made online or by downloading the form and mailing it.

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.

Dates for the year

by event type

Day runs

If you would like to assist by organizing one of the runs please contact Larry Ryan with your offer; phone 3279 0440 or email rylan@bigpond.net.au.



26 Jan early morning run organised by Malcolm Spiden 3266 6350

10 Mar Run

5 May Run

9 Jun Run

7 Jul Run

18 Aug Run

8 Sep Run

7 Nov Run

8 Dec afternoon runs to clubrooms
- 2 setters needed (one for northside, one for southside)

Other

2 Feb Club dinner and presentation of trophies

29 Mar- 1Apr MG National Meeting at Toowoomba

16 Jun Open day and Swap meet at Mt Cotton

4 Aug Concours (P)

4 Aug All British Day (P)

Midweek runs

If you would like to assist by organizing one of the runs please contact Bruce Mutch with your offer; email bmutch@bigpond.com or phone 3376 1384. Full details will be added to the online calendar as they become available throughout the year.



27 Feb organised by Bruce Mutch. Contact Bruce at bmutch@bigpond.com or phone 3376 1384

Mar 20 (3rd Wed as 4th is immediately before National Meeting) - Starting on northside and organised by Allan Tebbutt

23 Apr Starting from the southside and offering an overnight extension for those wanting it

22 May Starting from the northside

26 Jun Starting from the southside and organised by Bruce Ibbotson

24 Jul Starting from the northside, organised by David Miles and offering an overnight extension for those wanting it

28 Aug Starting from the southside and organised by Greg Hannant

26 Sep Starting from the northside

23 Oct Starting from the southside and offering an overnight extension for those wanting it

27 Nov Starting from the eastside

Dates for the year

by event type

Hillclimbs and other track events

(including hire-outs at Mt Cotton)

P indicates pointscoreing events for Club trophies



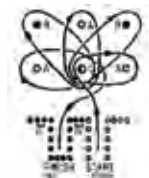
Jan 20	Come & Try/Test and Tune
Feb 10	Ironman hillclimb (P)
Feb 17	Hillclimb (P)
Mar 24	Test & Tune
Apr 13/14	Hillclimb (P)
May 19	Test & Tune
Jun 1/2	Queensland Hillclimb Championships
Jul 21	Hillclimb (P)
Aug 11	Mitsubishi Evo National meeting hillclimb (hire out)
Aug 25	Porsche Car Club hillclimb (half day - hire out)
Sep 14/15	Hillclimb combined with HRCC (P)
Oct 19	Test & Tune
Nov 1-3	Australian Hillclimb Championships
Nov 23/24	Hillclimb (P)

Other

Feb 9	Ironman sprint at Norwell
--------------	---------------------------

Motorkhanas

all pointscoreing for Club trophies



Feb 24	Come and try motorkhana at Willowbank
Apr 7	Come and try motorkhana at Willowbank
Aug 25	Come and try motorkhana at Willowbank
Sep 8	Come and try motorkhana at Willowbank
Oct 6	Come and try motorkhana at Willowbank

Competitive navigation runs

all pointscoreing for Club trophies



Feb 8	Ironman nightun
Jul 27/28	overnight run

Noggin 'n' natters

Every 1st and 3rd Friday of each month starting on Jan 18 and exception Good Friday

CHRISTMAS RUNS AND CLUBROOMS FUNCTION

It was a large and happy group (most of whom had taken advantage of runs organised by Errol Hoger and Ross Kelly) who assembled at the clubrooms for the Christmas 'high tea' on Sunday December 9.

the clubrooms was full of people and Christmas spirit

While the runs were in progress, a group of busy workers - Susan Willesden, Noeline Johnson, Bev Clydesdale, Diane Davies and Elaine Hamilton - were preparing tables and food for their arrival, the clubrooms having been previously decorated by the Walkers and Kerry Strange.

It was great to see the parking area inundated with a flood of MGs of various models the oldest of which was the J1 of Julie and Barry Evans.

Most attendees joined in the exchange of Christmas gifts with Santa and his helpers who were cunningly disguised in invisible costumes with Santa's hat being the only clue. The raffles proved to be popular with all winners showing delight with their prizes.



Noeline and Diane put the finishing touches to the tables



and the carpark was full of MGs



Longtime friends, Kerry and Ann, before the function



the baskets were full of gifts



four hardworkers take a well-earned break

Many thanks to all those who stayed back and assisted with the cleanup. Your assistance showed that the spirit of Christmas was alive and well.

Those who came on a run were:

Southside run organised by Errol Hoger:

Errol and Wendy Hoger	MGB
Bernie and Charmaine Pereira	MGB GT V8
Greg and Rhonda Hannant	MGB
Chris and Pauline Lake	MGA
Matt Johnson	MGB
Ian Fettes	MG Magnette
Don and Margaret Glover	MGB
Andrew Willesden and Vern Hamilton	MGB
Kerry and Val Horgan	Mustang
Gary and Dawn Lawrence	MGB
Gary and Judy Tucker	MG TC

Northside run organised by Ross Kelly

Ross and Georgia Kelly and Lilith	Landcruiser
Dino and Margaret Mattea	MG L2
Ron Clydesdale	MG Midget
Charlie and Sandy Provis	MGB GT
Marie and Cyril Bennett	Camry
Richard Higgs	MGA
Sandra Walker	MGB
Graeme Walker	MGB
Aubrey Ross	MGA
Helen and Tony Best	MG TD
Cathy Bartley	MGF TF
Mark Welland and Ann Howlett	MGC
Barry and Julie Evans	MG J1
Jan Burke	MGB

For Sale

Unregistered 1964 Mk I MGB roadster. Sound with lots of good parts and potential but needs some TLC. \$8000 ono. Contact Barry Smith 3893 2266.

MGB Rubbarnose

Red in colour 1977 model Rego April 2013 please note rego plate 05MGB all in good working condition fully



equipped \$9000.00. Ph 3823 3975, Mob 0408 985 890

Wanted

Set of chrome wire wheels in good condition for 1966 Mk I MGB. Would consider silver painted set. Also want set of splined hubs to suit. Contact Mike Barnett 07 3379 7833 or 0416 162 046.

Magnette, any model registered and ready for use. Contact Barry Smith 3893 2266.



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National Meeting Toowoomba



EASTER 29TH MARCH – 2ND APRIL

The time has flown since last Easter and it will not be too long before we will be welcoming MG enthusiasts from all States and Overseas. Our preparations for your visit continue unabated.

Bulletin 2 is usually all about accommodation, but due to the hard work of our coordinator Bev Clydesdale, this is largely in hand for all clubs. However, if you haven't organised your accommodation for Easter 2013 please contact Bev urgently. Please remember that each booking will require the payment of a \$50.00 deposit to secure. Toowoomba is a very popular destination over Easter and we don't want anyone to miss out! Bev's contact details are:

Accommodation Co-ordinator Bev Clydesdale

16 Sherry Street Carseldine Qld 4034

Phone: 07 3263 6575

Email: ron.clydesdale@bigpond.com

There has been some chopping and changing of the Speed Event/ Observation Run and Motorkhana/Kimber Run days due to a double up with the track booking at Morgan Park. Just to ensure that people are aware of the actual date for each event they are listed below:

Friday 29th March

Registration & Scrutineering Picnic Point, Toowoomba

Noggin n' Natter Picnic Point, Toowoomba

Saturday 30th March

Concours Heller Street Park, adjacent to Picnic Point

Theme Night Picnic Point, Toowoomba

Sunday 31st March

Motorkhana Wagners, Alderley Street, Drayton North.

Free Night Check out the Restaurant district in Margaret Street?

Monday 1st April

Speed Event Morgan Park Circuit, Warwick

Observation Run Competitive Event, leaving from Picnic Point

Presentation Dinner Picnic Point, Toowoomba

Tuesday 2nd April

Farewell Breakfast Picnic Point, Toowoomba

Delegates Conference Picnic Point, Toowoomba

Concours: We will be asking for assistance from members of other MG Clubs to be class Judges. Ross Kelly will be sending out correspondence to Coordinators to gather names of willing judges, so please consider putting your name forward.

Speed Event: Morgan Park is normally available on Wednesdays for private practice. The Warwick District Sporting Car Club is yet to confirm if this will again be the case in 2013. Further information regarding private practice will be forwarded to the Coordinators closer to the 2013 MG National Meeting.

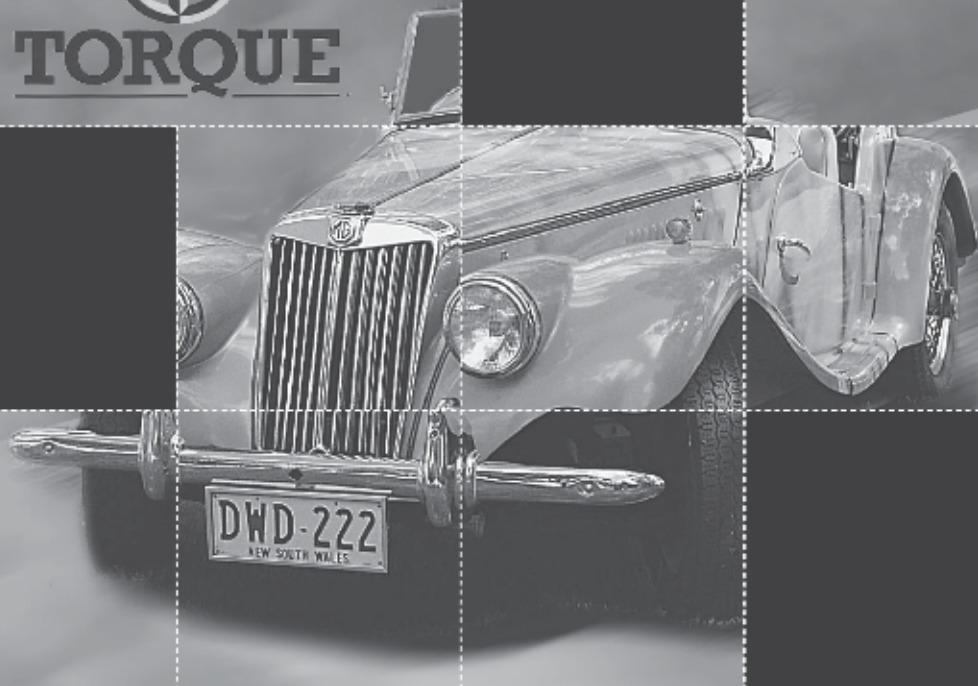
Theme Night: In keeping with Toowoomba's 'Marque' as the Garden City of Queensland, we invite you to join us at 'A Country Garden Party' for an evening sure to bloom into one that rivals the Chelsea Flower Show.

We look forward to welcoming you in Toowoomba next year.

Richard and Carly Mattea

2013 National Meeting Coordinators

By the time you are reading this, Bulletin No 3 (Supp regs and entry form) will be available. Entries may be made online or by downloading the form and mailing it.



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Lumley 

The night I met Marilyn

Observations of my first MG National Meeting: WOW! by Karen Fettes

As things don't always go to plan (MG owners know this only too well – the MG did not make the trip after all) we arrived by plane on Thursday pm, very late as it turned out, missed our dinner but did get to have dessert – very tasty it was too (anyone that hungry would think “dibbits” good fare). We hired a very natty Nissan Micra (aka “Pink Pig”) which proved a most satisfying mode of transport for the Easter Weekend. The next day we zipped across Tassie to see our mutual mate Denis and family, (anyone wanting accommodation in Stanley should look him up; he runs a lovely Italianate B n B.) Even indulged in a Mussel Pie at Stanley and man, it was delicious. Don't be put off by the curried variety – not in the same boat.....

Oh, what a night, (sorry 4 Seasons), but oh, boy, it really WAS a wonderful time.

The Queenslanders arrived by bus (wonderful planning, girls) at the Casino. We had a cheerful driver who gave as good as he got, so many laughs were had by all. On arriving at the Casino, we debunked and after a quick chat - on time to go back, we were off and in.

There were drinks and nibbles in the foyer overlooking the water, beautiful, then the action started. Rocker Cover Racing, what fun! Whoever thought this little beauty into being deserves a medal. Noggin 'n' Natter it certainly was, with a friendly, competitive atmosphere. The cheering from all sides as the little wee beasties slid down the ramp was deafening. What absolute fun for young and old.

For those who chose to indulge in a little gambling, (me), the machines soon ate up all the loose change and left pockets empty.

Easter Saturday the Concours was on and what a pretty sight it was, even if the noses froze off our faces.

Now being female and in control of my faculties I went shopping with a couple of other same minded gals as the Markets were on at Salamanca place. Wow, yes, invested in a few bits and pieces there, what great fun.

After a Nanny nap, and recharge, we were all off to the 60's Theme night. Queenslanders in their very natty, quirky shirts were very easily identifiable, BUT, oh, the Victorians were magnificent, in a rampaging conga line singing “Yellow Submarine”. What an absolute blast.....



now, previously to this, I happened to be out in the foyer when MARILYN and her partner arrived (he looked a bit of a thug – but she may have been short of male film stars that night), I gushed all over her – she really did look spectacular, and me not hiding my light behind a bushel fawned over her for some minutes before being told to get my butt into gear.

Now surprising as this may sound, she remembered me the next morning so I wasn't THAT drunk....

We ate, drank, talked, danced and sang the night away, the Band – The Kravats - were very entertaining, so much dancing and singing, wow, fantastic.

Thank goodness for our bus driver, he put us all safely to bed.

The Kimber run was very exciting, I saw so much more of Tassie on this trip than on any other. Casaveen was so interesting, all the ladies would have seen the ads in Country Life, and to actually go through the factory was incredible. Sadly to say I didn't buy, the \$\$\$\$ were not stretching as far as thought. Although the local Op shop did all right !!!

The Presentation Dinner that night was pretty special, although Queensland was by no means out of the winning, to be fair the VICs had it all to themselves and well done too.

Again our trusty bus driver put us to bed.

We all met up again for a very tasty brekky, at some ungodly hour, still don't know how I got there, sleepwalking I guess.

We said a sad farewell to all and sundry and sights and scenery were our agenda, I know lots of our group took off across Tasmania to board the boat and cross the ditch; we went to Mona and saw the sights, shopped and ate and had a jolly good last day before heading off to the Airport and crossing the ditch ourselves.

I can only hope that Queensland can do as good next year at Toowoomba, and I think we can.



Nov day run

By Greg and Rhonda Hannant: photos by Malcolm Campbell

Despite a stormy weekend and a discouraging weather forecast, 23 cars lined up at Cleveland for the start of the late afternoon run to the La Kandy Restaurant at Tingalpa.

53 people thoroughly enjoyed the buffet meal, the camaraderie and the lightning displays coming from a storm over the western suburbs. Some rain fell during the evening but did not affect either the people or the vehicles.

Thanks to Bernie and Charmaine for again organising a lovely evening.



Participants on the run, most of whom left their MGs safely at home due to the bad weather, were:

In MGs --

Mark Wellard and Ann Howlett - MGA
Clive and Anne Malder + 2 children - MG METRO
Bernie and Charmaine Pereira - MGB V8
Barry Lutwyche and Jan Burke - MGB

In their 'other' vehicle

John and Marian Tait
John and Glen Boyce
Don and Margaret Glover
John and Pat Walker
David and Meryl Miles
Bruce and Gail Bayliss
John and Carol Loth
Margaret Welsh
Max and Noeline Johnson
Clinton and Janet Woolmer
Tom and Alisa Storrie
Malcolm Campbell and Kathy Burford



The Miles's transport for the run

November midweek run report

by Bruce Ibbotson; photos by Malcolm Campbell



Springfield Lakes meeting place



Setting out



The very pleasant lunch venue

Fourteen cars met at Springfield Lakes for our end of year run to the Redland Bay Golf Club. Elaine thanked John for the superb job he did for many years as Social Director and in particular our much loved Retiree's Mid-Week runs. Elaine gave John a Xmas cake in lieu of an MG cake as a thank you gift.

It is hard to believe now that this run was the start run of our 11th year of what has turned out to be essential social runs for our club with all the Chapters running their own Mid-Week runs as well. The first trial run was in November 2002 and David Miles and I wondered if they would ever become successful with the tiny irregular number that turned up. I knew from the Gold Coast Club's experience that this was normal as they had had the same low attendance with their early runs. Now both clubs have a regular group of 15 to 25 cars each month.

The run today was really John's run as he worked out the route using Google which still bamboozles me. I surveyed it and got myself lost several times then John resurveyed it to check the instructions and get the timing. We drove around the Greenbank Army Camp perimeter then through the confusing roundabouts in Beenleigh to get onto the old Pacific Highway and then used West Mt. Cotton and Mt. Cotton roads to get onto Double Jump road and on

to the Golf Club where the food was good as were the prices, something we strive for on all our runs to a bought lunch. We were home before two o'clock.

It was another successful run that avoided all the dreaded boring highways from inland to the bay.

Participants were:

Name	Car	Colour
Bruce and Tip Ibbotson	MGC GT	Sandy Beige
David and Meryl Miles	MGB	Primrose
Warwick Gilbert and Norma Kelly	MG RV8	Woodcote Green
John and Marian Tait	Mazda MX-5	True Red
Vern and Elaine Hamilton	MGB GT	Blue
Ian and Karen Fettes	MG Magnette	White
Greg and Rhonda Hannant	BMW 318i	Blue
Allan and Joyce Tebbutt	MGB	Blue
Jeff and Pat Heslewood	Subaru	Blue
Trevor and Joy Jones	Mercedes Benz	Gold
Malcolm Campbell and Kathy Burford	Mazda MX-5	Splash Green
Jan Burke	MGB	Red
Barry Lutwyche	MGB	Red
Charlie and Sandy Provis	MGB GT V8	Gold

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CAPETOWN TO CAIRO

by Sue Slater who has given us permission to publish her final entry into her blog of the trip in which she summarises the trip.

So delighted to have made it and signing off..... until next time

25 November, 2012



(02 and 03 The cars made it safely to the UK just on schedule)

On the way home now and so much to reflect on..... At the end of the Silk Road trip, I felt absolutely euphoric but this time it is different; I feel a little incredulous and amazed that eleven cars made it to Cairo, nine cars to Abingdon and eight cars made it to the final destination Longbridge. Four factors come into play here; good preparation partly the result of Dave's 24/7 emails, sensible driving, great roadside support and a lot of LUCK. For all but two driving days it was "bonnets up" but thankfully all the glitches were repairable: ignition points, burnt valves, fuel pumps, heater valves, distributors, over drive, blown fuses, punctures, broken wind screens, broken springs, starter motors but it could very easily have been major. If you hit a pot hole on some of the roads we travelled on the front suspension could have collapsed; even on sound roads with a well prepared old car the engine could blow up or the gear box could go. It is a risky business and I guess the more knowledge you have about these cars the greater is the awareness and appreciation of what has been achieved and how lucky we are.

We had lots of little hiccups....."hitting or being hit", depends who tells the story: Goldie hit a donkey cart, Tango hit a motor cyclist and a dik-dik, RIP hit by a taxi, Navy hit by flying rocks, Red Car had rocks thrown through the driver's window, White Car was targeted so often that in Egypt Reg alighted the car to have "his say" to rock throwing youths. The list just goes on.

Applause to the guys who were prepared to tow cars..... Ross in Blue B towed White Car for 60 kilometres on the Road from Hell, a marvellous feat and Dave in RIP towed Casper to Abingdon on the second last day.

We were lucky with the weather; although extremely hot in Sudan on the European leg the conditions were great. We had been told we may need chains but in fact the roads were clear and we only had a little rain 45 kilometres from Paris.

The three month journey falls into four parts: Bookend holidays in South African and Egypt (with some South African pampering, less driving and extended accommodation stays in Egypt) , the gruelling drive from Namibia to Egypt, the fiasco of exiting Egypt and finally racing towards Abingdon on the European leg with seven countries in seven days.

The highlights are numerous: the cars getting through, new friends, the team's ability to share a joke at the end of the day, the generosity of people along the way to the convoy, the thumbs up and "welcome to our country/place" when you stopped at traffic lights, and as always the International MG family embracing us.

Wonderful memories are many but the welcome to Okonjima, with thanks to Ross and Shez for sharing their love of all things Namibian with us, participation in the Nairobi Concours D'Elegance with Green Car winning a prestigious award, dinner at the Australian

High Commissioner's residence in Nairobi, the Masai Mara, the Chobe River in Botswana, the beauty of Ethiopia, the history and desert that is Sudan, the legacy of five thousand years in Egypt and Ephesus and the final days of the journey when it all came together are some that stand out.

Finally not forgetting the enormous challenges we faced including the pervading sense of anxiety in terms of keeping one's car going means even as a passenger you listen for every rattle. Commitment to the team means that every time it is a "bonnets up" for another car and you think, is this it for car X, will they make it. Certainly for many in the team that supported the cars it was an ongoing challenge.

People reported being "out of their comfort zone" when break downs occurred, when they drove alone, when they were bogged at night in the game parks, when forced off the road by oncoming trucks or just night driving on poor roads which teemed with unlit oncoming traffic and hordes of pedestrians.

The physical challenges include being constantly alert as driver and passenger, being up early and completing long driving days sometimes arriving at our destination in the dark. People managed tummy bugs, flu and heat exhaustion, in Sudan the cabin temperature in some cars was 55C.

Only a few of the hotels left a lot to be desired but always they were the best available and people generally laughed and complaints were few. The experience on the overnight boat from Wadi Halfa to Aswan was one that none of us will ever forget and words and pictures could never adequately portray the experience.

All drivers did an outstanding job: navigating speed humps, pot holes, stray animals and roads that teemed with people, in some places aggressive and incompetent drivers, seemingly nonexistent road rules

and the constant threat of speed fines (which could be reduced by paying bribes) in places like Tanzania made for driving confusion.

The border crossings presented their own challenge as at times we were unsure of the process. In Turkey we waited for five hours while they processed us and then we later found out the process was not official. At the same time we were witness to the stories of Syrian refugees who were crossing the border.

Failing to procure our Libyan visas and then having to determine an alternate way to exit Egypt meant we were subjected to a bureaucratic process complete with the need to pay bribes, a system we did not understand so everything seemed like a total fiasco and outside our control. But despite all this Dave managed things always focussed on getting the convoy to the UK.

In Sudan and Egypt, armed guards and security people accompanied us for part of the journey and there was minimal explanation for this. Seemed that this was the way guides here worked. On occasions on the Road from Hell or in Egypt when a car stopped local armed gents would materialise to watch proceedings.

And finally trying to make sense of Africa on this "drive through" presented a confusing picture. We had previously been to Egypt and the game parks of South Africa, Tanzania, Uganda, Kenya and Zanzibar so we had an almost sanitised response to these countries but suddenly when you drive through villages and see the way life is lived on the major highways in sub Saharan Africa there are so many unanswered questions. There is absolute poverty, the legacy of European imperialism and colonialism and the new form of take over as China and others provide massive infrastructure support in return for the resources of oil, gas, coal, timber and minerals. We observed the old and the new Africa. Sub Saharan Africa is the second fastest growing regional economy in the world with its soaring population where the average age is



18.6 years, where children are everywhere, in some parts walking along the roads to school but with only 39% enrolled in high school. The developments and associated issues are mind blowing but Africa is the place to watch this century.

Back to car talk.....Well done to all eleven car crews for participating in this awesome adventure. We have an enormous personal buzz in that FOUR little, old MGs: MGA RIP, MGB GT White Car, MGB GT Red Car and MGB GT Navy Car, over two years have travelled some 44,000 kilometres along the Silk Road and now Cape to Cairo and beyond.

Ken and Reg and Mary feel particularly privileged to have travelled the entire 44,000 kilometres with Dave in the lead in these dear little cars. It is life defining for us and taking on these challenges is what we choose.

Signing off now. Thanks to Dave and Laurel, and everyone for your prayers, positive vibes and support.



It is now time for Dave to start dreaming again.

Best wishes and happy journeying

Sue Slater

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RACV MOTOR *Classica*

by Trevor and Joy Jones

We have just arrived back from a wonderful event, RACV Motor Classica Australian International Concours d'Elegance and Classic Motor Show for 2012 at the Royal Exhibition Building in Carlton Gardens in Melbourne. Our MG Car Club of Queensland was very fortunate to have had cars of three of their members selected to participate in this prestige car show..... our 1959 Corvette C1, Ross Kelly's 1931 MG Montlhery C Midget Racer and Colin Schiller's 1936 MG TA Airline Coupe. And what a car show, that is an understatement. 125 cars from around the world, the earliest a 1898 Thompson Steam Car, the latest Classic selected a 1986 Lotus Esprit S3. There were 16 motorcycles ranging from a 1914 EWB to a 1973 Ducati 750 GT and an historic collection of Brabham cars with Sir Jack Brabham attending himself.

The Motor Classica is a four day event. The first day features a cavalcade of the Classics driven from Albert Park Formula 1 venue through the CBD streets of Melbourne to the beautiful Royal Exhibition Building built in 1880. What a building to display such beautifully preserved treasure cars. The official opening that evening, in the form of a Gala Cocktail Party amongst the cars, gave all the entrants and organisers time to meet and greet. There was also the advantage of looking at all the cars and bikes as a private showing. John Wood, 'Tom Croydon in Blue Heelers', a very popular Master of Ceremonies, also displayed his much loved Mk IV Jaguar. The following three days were open to the general public with 33 car clubs from around Victoria participating by displaying up to 200 cars a day on the open forecourt area. The MG Car Club of Victoria had a great display.



Saturday was the judging and presentation day allowing the Sunday visitors and patrons the advantage of recognising, through the display of trophies on the cars, the winners of the sections.

Our Corvette C1 was one of these winners. We were so thrilled to have our car win the Award for 'Post War Classics (American & Australian)'. Just to have been part of this wonderful event was an honour, the addition of the win was a bonus.

The cars and motor bikes in this yearly event are not invited to be entrants again for several years to come. The event organisers believe that there are many more cars and bikes hidden in garages yet to be discovered and participate.

Should anyone be in the Melbourne area in October, this is one car show not to miss. It is truly a well organised and prestige event.





Nightmares .. by Darrell Martin

It happens to us all ... at some time, without warning!

We wake at 2.30am, covered in sweat, reliving that one horrible experience we had when restoring or maintaining our cars. At our Club breakfast this morning tales were told of such trials, each seeming more terrible than the last.

Of course the one which seemed to come up most often was either getting the Finance Officer's approval for yet another purchase, or trying to explain the sudden disappearance of large overseas packages into the Bermuda Triangle of our garages.

We heard of finding out that a TR8 hood needs drastic modifying if it is fitted after a non removable roll bar has been installed. We were also told tales of going into shock when "Rust Demons" have been discovered lurking under otherwise pristine body shells.

And how about building a body rotisserie for a Fiat Bambino that has nowhere strong enough to support its chassis? Or spending interminable amounts of time trying in vain to set a manual choke for cold starting? Or even rebuilding the front chassis rails on an MGB?

Most of these pale into insignificance when faced with finding parts for an ancient (OK, elderly) Daimler. Or trying to replace corroded sway bar bushes while the bar is on the car? Or finding every thread in your TD block was stripped?

I'm biased, but my worst experience was fitting a tiny, chromed 1cm diameter ring over the top of an MGA gear lever boot that was three times its size.

Of course when finished they are all a delight ... but I wonder where that bracket was supposed to go ...

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Electric Power Steering for MGA, MGB & MGC.

by Bruce Ibbotson

A company in Holland called: "EZ electric power steering" makes replacement steering columns for over 200 different cars, including the MGA, MGB & MGC.



The power unit is made by NSK (well known for precision bearings) of Japan and the people in Holland fit suitable power units into new columns to make a complete column to replace the factory column depending on make and model.

The ECU is part of the motor assembly on the column and there is a small match box sized separate unit with wiring to a potentiometer to allow the driver to set the amount of assistance he/she requires.

The EZ unit is totally independent of the cars electrical systems only requiring a feed from the ignition circuit, main power from the solenoid terminal and earth to operate. Current draw is from 5 to 8 amps (only while operating) so is suitable for cars using dynamos or alternators.

Installation is under the dash and is hardly visible to the casual observer. Once the ignition is switched on the unit is operable in about 2 seconds so the car can be easily moved around once the ignition is on. The steering characteristics are unchanged from normal and if a driver does not want power steering a toggle switch can be fitted in the wire from the ignition circuit to turn it off to suit a male and female driver for example. A Big Healey owner in the USA has done this to his car so he can be a "He Man" and then his wife can drive the car like any modern car. By being able to adjust the assistance the system can be set for individual circuits or any on road conditions that the driver desires.



John Hoyle of Hoyle Engineering has the EZ system on his highly developed MGA (loves it around Silverstone) and also for Autobahn cruising setting the car as required. He highly recommended I fit this to the very heavy (15" wheel and fast rack) steering on the "Truck" which is now ex truck driving wise.

I have had this in for a couple of months and travelled over 1,000 miles and have found it excellent, no more sore shoulders and rib cage after a 2 day mid-week run. The heavy MGC really benefits from power assistance. Older RV8 drivers with arthritis report that electric power steering has saved their car being sold. MGF units being fitted. The limited edition of the anniversary MGB-GT (50 only cars at GBP 50,000 plus options) uses the EZ unit when owners specify power steering.

MY DREAM MACHINE

by Helen Goodfellow



We all have dreams, mine was to own a MGTF.

Never did I realize that I would end up with one in a box to restore! All in bits.

I was buying the Australian Classic Car Magazine and saw where they had written an article on a TF. I was able to get the issue which was December, 1994. The T.F. had been driven just about around Australia. I was inspired and reassured that the T.F. was the one to buy.

A friend phoned me with the news that he had found me a TF. Only problem was that it was in bits, but all there. The owner has restored the chassis and brakes and the panels had been stripped and undercoated. There are lots of new parts and most of the chrome had been restored. The engine and chassis numbers were right. We can do it! After all, it would come with the workshop manual and Handbook.



A car in a box

The car was in Sydney so I hired a Pantec truck and drove down to bring it home.

I must say I did enjoy sorting through the box and putting boxes aside with all the engine parts in one pile. I grouped all the other parts together as much as I could. The seats were cactus but still had upholstery on them. Two panels had rusted areas on them, the rest were okay and had been primed. I had never seen so many nuts and bolts (all covered in grease and oil) as well as many other unidentified parts! Nothing was labelled. Fortunately my son had bought a MG Parts catalogue from Abington Motors in Brisbane. What a blessing that was. I read it from cover to cover and found all the parts for the TF, so had a much clearer picture of what belonged where. Needless to say it became very tatty and I am now on my third catalogue. I also bought a couple of books on MGs and a restoration guide.

I knew a guy who had told me he liked working on old engines so I "invited" him to my shed to check out what I had. He was quite happy to rebuild the engine and gearbox so off he went with the whole motor and a lot of the little wooden boxes full of parts. One box contained new rings, pistons and bearings and goodness only knows what else. That was for him to discover.

The timber I painted with a sealer and grouped it all together and laid it out so I could compare what I had with the timber diagram in the catalogue.

The two rusted panels were taken to be repaired and the generator, coil and starter motors went to an Auto electrician who wanted to restore them for me.

My son sourced a floor pattern from New Zealand, so on receiving it we placed it on the chassis and marked out the area, making a few adjustments to the pattern. I bought a sheet of Marine Ply and with Ian's help cut out the floor, coated it with a waterproof sealant, bituminous paint and whacko the car had a floor! Progress!

The instruments I bought up to Toowoomba and they were all restored. Some of the chrome pieces need to be re-chromed as well.

I went to Inverell and talked to a Panel beater/spray painter at Sapphire City Panel works who was very interested in doing the panels. I took the panels to him to prime after the rust repairs were completed on the scuttle panel. He said he would work on it in between other jobs. He recommended Steve Van-Weel an upholsterer who did work for the Car club in Inverell. So I took the seats and door panels and glove boxes to show him and, yes, he wanted to do the job and, yes, he could do it no problems. We also discussed the interior upholstery and when there would be time to do that. My brother bought me a leather hide as he was working in that field. I acquired a piece of vinyl the cherry red color and sent it to him and he had the hide dyed to match the vinyl. A lovely cherry red. Wow I thought that will look so good: red upholstery and biscuit hood side curtains. I was fortunate to obtain the paint codes from a member of the Hunter region MGCC.

I also went to a concours in Sydney and took photos of all the TFs.

So under guidance from my friend the woodwork began for the frame.

In the meantime the Mechanic had finished rebuilding the engine and gearbox. He also was able to convert the oil filter to take a screw on type. (VN Commodore fits perfectly). The valves were resealed so unleaded fuel could be used. He said to turn the crank handle a few times to keep the oil up round the camshaft, so he showed me how to do that.

When it was all straight and level, doors on, body on, it was trailered back to Inverell where the next worker was ready for the car and promised he would get on to it but said it may take a few months! What an understatement. Over 2 years later the car had been spray painted. It was then trailered back to Toowoomba.

Then the electricals had to be sorted out. My son put the wiring loom in but didn't have the experience to

connect everything up. Also the muffler had to go on as did the steering wheel column, so I arranged for that to be done here in Toowoomba before the upholstery went in the car.

Finally the car went back to Inverell for the upholstery. Oh it should be finished in 5 months! Oh great I thought, I will believe it when I see it. By now I was rather cynical when promises were made as I didn't trust anyone anymore, let alone believe what they told me.

I made several trips to Inverell to help sort out issues with the fit off, and how the side curtain compartment went together. At least the seats had been done and some of the side panels and they looked great. The brackets had to be fitted for the windscreen but in the process a crack appeared in the corner so I had to get a new windscreen put in to replace the old one.

My brother had arrived for a holiday so we went out to Nobby on a Wednesday as I knew it was an MG midweek run. There parked outside the pub was a TF. Wow I said to my brother, there is someone here in a TF. I was anxious to see who it belonged to. It didn't take me long to find the owner and so I bored the owners with the dramas I was having with mine. They were members of the club but because I hadn't been on many runs I hadn't met them before.

He kindly offered me the use of his car trailer to go to Inverell to bring mine home.

Many phone calls ensued to the upholsterer, until I bit the bullet and, after waiting two and a half years my patience boiled over. Enough was enough and in another phone call I said I was going down to bring the car home as my son's circumstances had changed and he was unable to drive. I told him my brother was here on holiday and he could drive the car and trailer and help load the MG. He promised it would be finished by the end of the month! Not so, I gave him two more weeks and phoned to say we would be there first thing on the Friday regardless.

We travelled down on the Thursday afternoon.. The hood and side curtains were yet to be made but I knew I could get them done up here.

Our trip home was uneventful and the MG did not move on the trailer. I kept an eye on it frequently checking to see if it was still there. It was a big relief to arrive home with my little car looking like a MG.

I contacted an upholsterer here who came highly recommended and he came and checked the car out to see what still had to be done. I had the leftover roll of fabric that had been used for the tonneau covers



Progress underway



The panel work begins



The upholstery takes shape



Nearly there



The trailer ride home

and hoped there was enough for the hood and side curtains.

Thanks go to another club member who came and checked the radiator hoses and carbies. As the fuel pump wasn't working efficiently and fuel lines were blocked, he suggested I buy an electronic solid state fuel pump, positive earthed which I ordered, only to find when it arrived that it was negative earthed! Boy I just couldn't seem to get it right. A swap was made as someone wanted a negative earthed one and I was able to get the right one. Ben installed it for me and then put in "running in" oil so progress was being made towards registration! Wow won't be long now I thought.

The Darling Downs Chapter of the MGCC had organized an "Outback Tour" for August, travelling to places I hadn't been to and I had booked accommodation and was planning to drive the MG. I was really wanting to go on the tour in my Dream Machine.

The club person who had the trailer collected the car for me and took it to his place where he went over the motor and body and sorted out many problems with doors not wanting to stay closed, wipers that only worked sometimes and the electrical wiring that needed realigning and sorting out. Finally it was ready for Registration and it passed the inspection.

The day finally came and off I went to the Motor registry, only to be told that as the car had not been registered in Australia, I had to locate the customs documents for transportation. I couldn't believe my ears when told of this and queried rather tersely who would keep paperwork for over 30 years! You've got to be kidding! Not so. Check out on our website I was told. So with a heavy heart back home I drove with yet again another disappointment. Will it ever end?

Next day I phoned the Transport Department and was given the phone number to call the Dept. Of Transport and Infrastructure. A lovely lady was extremely helpful and told me that all I had to do was to write a letter giving the car's details and my contact number and a letter would be written to ensure it could be registered. So I went back to the computer, wrote and emailed all the details. I then received an email back saying that records weren't kept back then and to take this to the motor registry and it would be registered and it was.

Next stop was for a wheel alignment and new rubbers on the front suspension and the brakes were adjusted.

My first outing on a midweek run was to Cambooya, I was just so thrilled to be driving my MG at last on a club outing.

Yes I did go on the 3000km "Outback Tour" with the MG Darling Downs Chapter and I was so thrilled to be out on the road and driving it. I was rather apprehensive about taking it on the trip but had faith in the organizers but, being fully supported with a Mechanic and spare parts, I knew I would be fine. We both made it home and the little car performed well. I only had a loose nut and yes the door flew open after we had travelled over some very close together speed bumps. More loose screws easy fixed and Tappets adjusted.

The Gear Box has been replaced by a 5 speed Ford Sierra Gear Box and now I am really enjoying having all gears in sync.

A million thanks to Brian and June Phillips for their ongoing support and friendship. Especially to Brian as he "drove" my MG as well as his own on the Outback Tour. Not to mention the hours he has put into sorting out car problems and his sound advice.



I followed my dream and now I am living it to the full in "Georgie Girl" my beautiful MGTF.

Helen

ACKNOWLEDGEMENTS

Firstly my sons Ian and Adam for putting up with my MG talk and running commentary on what is happening or what isn't. They were great in sourcing parts and helping work on the car when they could.

My brother Leigh for the leather hide.

Neville Andrews - he assured me "You can do it", "It will be a breeze" and "I will help you". May he rest in peace as unfortunately he didn't live to see it all come true.

Also Brian Pettigrew who restored the Generator, Coil, Distributor and other electrical work... he also did not live to see the car completed.

Peter Bowen, the very efficient mechanic who really went beyond his expertise to see the engine and gear box rebuilt and purring. I am sure he is out of pocket.

Photo Electrical Services for rebuilding the instruments. Toowoomba Electroplaters.

Members of the Hunter Region MGCC for sourcing the paint codes.

David Simpson and staff at Sapphire City Panel and Paint Inverell.

Steve and Gloria Van Weel Upholsterers Inverell.

Garden City Powder coating and Sandblasting. | Moree Sandblasting

Ben Cain | Garry Lawrence. | Rob Fraser Bruts Mobile Upholstery

Rob Callow for allowing me to go over his TF whenever I wanted to check something out.

Tyre Power | Lester Brosnan | Street Art | Tony Perret Petrena Windscreens

David and Rod from Abingdon Motors - Annerley | Bruce Smith - Sportsparts

Kieran - Heritage MG Spare parts & Services - Smithfield Sydney

Highfields Mechanical for Rego check. | Highfields Exhaust | Barry Evans Automotive.

If I have missed anyone I am sorry. Without these people my dream machine would not have materialized.!!

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Memories of the MG Car Club from 1965

by Kay Hawley

(Editor: Kay Hawley is the donor of the Kay Hawley Trophy presented by her to encourage greater participation of females at the hillclimb. Below is her story of her involvement in the hope that it encourages other females to also 'have a go'. This was previously published in 'The History of the Hill: a Pictorial history of the Mt Cotton hillclimb'.)

"I became involved in the MG Car Club in January 1965 after marrying Geoff Hawley and moving to Brisbane. Geoff was a member of the Club at that time and he raced a white Mk 1 Austin Healy Sprite. Rod Hiley (most T Type members may know Rod at Abingdon Motors - MG City) was the pit crew and I tagged along learning as much as possible about cars and people. I met many members of the Club which was quite large in numbers. I met Ray Lovejoy who introduced me to the joys of timing the entrants for sprints, mainly at Lowood. I also met Keith Anderson who said to me "if you can't beat them, join them" and I took this to mean - join the guys competing at sprint meetings and gymkhanas! So that is how I became totally involved.

My first run was at Lowood in 1966, driving a Mk II Jaguar. Other cars I drove were an MG A Twin Cam and a BMC Mini. I thoroughly enjoyed the experience. At one particular meeting Kerry Horgan drove Bruce Bayliss's lovely E type Jaguar and completed the lap in 2 minutes and 12 seconds. Kerry informed me that he had just done "a 12" not saying the "2 minutes" as drivers did back then. I said "so did I"; however my time was a whole minute longer. My lap time was 3 minutes and 12 seconds.

The Mt Cotton Hill Climb project was a huge part of my life in Brisbane. In 1967 and again in 1968, Geoff was president of the MG Car Club and this involved us going to "the hill" every weekend for working bees. Members were encouraged to attend the weekly weekend working bees but this proved difficult at times. So it was deemed by the committee that every member who was eligible for a trophy at the end of the year must attend at least 2 working bees to receive the trophy. This edict worked well and many members, who may not have otherwise attended, were willing to assist. This edict was in vogue for a number of years.

Among my chores in attending and assisting at the working bees was to provide cool drinking water for

all the guys who were slaving with spades, mattocks, picks and hammers. It was so hot in summer. When the dam was completed and full of water, Michele Conway and I swam in the dam and "rode" a surfboard in that murky water. I planted many pieces of couch grass around the dam edge and lovingly tended it with buckets of water each weekend to encourage growth.

Just prior to the official opening of the hill climb, the club wanted an aerial photo of the track. I met the pilot and the photographer, Ted Holiday, at Archerfield and introduced them. We climbed into a Cessna 172 and strapped into our lap belts. The door where I was sitting was still open so I requested that it be closed before take-off. I was then informed by the pilot that the door had been taken off to provide an uninterrupted view for our photographer. So away we went to locate the hill climb - not too easy a task from up there. After finally locating it, Ted clicked away with his camera and I prayed that I wouldn't fall out as the plane banked for an even clearer view for Ted. For those who remember Ted and his issues when navigating for a night run, I was also concerned for Ted. Ted was never too keen to navigate as he was often known to become car sick.



Kay (right) pictured with Deven Cowen using Ray's timing gear at a Lowood sprint meeting.
(Photo taken by Ted Holliday and supplied by Kay)

Ray Lovejoy ("Hi Ray, Hi Kay, Nice day, I say" was our official greeting each time we met) and I were still the official timing team. Ray had adapted the intricate timing gear for the hill from his original device which was used for so many sprint meetings. Ray and I had big plans for the new timing shed. Among these plans

were - a bar stocked with spirits and a big bar fridge for soft drink mixers, a couple of large armchairs, a huge band of people to do the timing so we could sit back in the armchairs (with a spirit or two at hand from the said bar fridge) and just watch the events. Sadly our dreams didn't eventuate.



*The first timing shed at the hillclimb was a tent.
(Photo by Brier Thomas)*

Eventually the hill was completed and a big event was planned for the first QHC. Leonard Teale was a star actor in "Homicide" which was a weekly serial on Channel 7. He was also interested in and participated in motor racing, competing in a Toyota Corolla in Melbourne. Who better to have as a guest for the official opening! A big party was arranged at the Kenmore home of our own Ann Thomson on the Friday night. Many of us visited the airport to collect Len. Our female club members thought he was spunk!!! Great party!

Len had recently pranged his Corolla in Melbourne so some kind folk at MGCC offered their cars. Kevin Johns had a lovely little MII Austin Healy Sprite which had a current log book. The crowd at the hill on the Saturday was huge due to our draw card, Len. Channel 7 was there with cameras waiting for their star to appear for his first practice run. The Kay and Ray team were at the ready, the starter flagged him off and the crowd cheered. Sadly that run ended in a prang.

We needed to do something urgently. Mrs Tebble's little boy, Brian, offered his much loved Gertie, an MG TD which had had an interesting career. Fortunately (or unfortunately) Gertie too had a current log book so on the Sunday Len kitted up and started on his second practice run of the weekend. Len completed his run and made it through the traps to record on our timing gear. Then BANG - Mr Homicide renamed himself as Mr Suicide and Gertie too was bent!!!! Not one more club member offered their cars for Len to drive that day.

Again I was interested in participating in the actual hill climb events and after training some more willing wives and girlfriends with the timing gear I had the opportunity to enter the closed events.

I drove a Mk II Ford Cortina, a Mk III Austin Healy Sprite, a 1969 Ford Fairmont, and a 1970 Ford Escort Twin Cam among other cars. At one closed event I entered 2 cars to improve my position to win the Ladies Trophy. As the day progressed many entrants dropped out and my last run involved driving the Sprite followed directly by driving in the Cortina. The Cortina was waiting on the start line; I finished the run in the Sprite, grabbed the pillow that I sit on in every car and made my way to the Cortina. As I neared the Cortina, Brian Tebble who was on the PA system advised everyone within earshot that "Kay takes her pillow with her - that must be why she is so slow out there - she sleeps."



*Kay in action in the Cortina and the Sprite
(Photos by Brier Thomas)*

I actually won my class at one closed meeting, only to be presented with my prize at the end of the day. Imagine my surprise when I received a pair of earrings! I really wanted a trophy like the ones the guys received - after all I had raced against the guys. I still wonder who arranged for this to happen.....

The hill climb became the hill of preference for many competitors from near and far as cars actually required brakes for the down hill component (something quite unusual for many hill climbs). How could one forget the fierce competition between Bill Bradford in his hot Holden Monaro and Roy Griffiths in his Ford GTHO Falcon - they were both mad and so very competitive.



Bill Bradford (Photos by Brier Thomas)

Many prangs occurred at the hairpin. Around the outer perimeter of the hairpin, members constructed a chain wire catch fence which hopefully would stop the cars running off and proceeding into the scrub. However this proved fruitless and much valuable time was wasted at meetings to reconstruct this fence every time someone "went off" at the hairpin. One of our members was John Green who managed a macadamia nut factory. John offered to provide many truck loads of macadamia nut shells to fill the large area around the hairpin. John's reasoning was that when cars "went off" at this place, the nut shells would wash off speed. I guess there was many skeptics however this proved to be very successful and not only saved time but many expensive body parts as well.

How well I remember Tom Hatton and his lovely MGB. Tom was flying, around the first loop, into the hairpin for the first time, up the hill into the second loop and next thing Tom was upside down in the car. At a certain time each year the sun didn't reach this part of the track to dry it out and Tom hit the wet spot. Still strapped in the B and a little bewildered, Tom undid his seatbelt and, naturally, gravity being as it is, Tom fell out on his head. Thank goodness for crash helmets.



(Photo of Tom Hatton on the starting line on 4th Aug 1968 – Photo by Paul Wilson)

I recall the excitement of the first under 50 second run (unfortunately I can't remember who it was). Some of the stars for FTDs were Paul England, Peter Holinger, Ivan Tighe, to name a couple. For many of the years of the hill climb, I kept the record books up to date - not sure just what happened to those.

So many members, friends, competitors - the Tighe family, the Hunter family, Geoff and Kay Gettons, Ross Gettons, Tom Hatton, Chris Timms, the Appleby family, Ross Horton, Mort Shearer, Ann Thomson, Will Charlton, Peter and Toni LeFranke, Keith Turner, Dick Johnson, the Miles family, Lester Whittaker, Jon McCarthy, David Lovelock, Ray Lovejoy, Keith Anderson, Geoff Anderson, the John and Malcolm Campbell set, Peter Rayment, John Fraser, Bruce Ibbotson, Ted Holliday, Stewart Rice, Kerry and Dane Horgan, David Tait, Iain Corness, the Littlemores, the Slacks, Jeff Suggers, Norm Wrightthe list goes on.

My involvement became less from 1972 when Geoff decided that his/our interests turned to boating. So the MG Car Club for me became a happy memory. In June 1974 just a matter of weeks before my second daughter, Tanya, was born I was asked if I would be a timekeeper with Ray Lovejoy again for the Hill Climb Championship. I was really happy to assist. Imagine my surprise when I arrived at the hill that day, to find the official doctor was my own Dr David Lynch - the Dr who was going to deliver my baby. Dr Lynch told all the officials that the hill climb would not stop that day even if my baby decided to come - "just ask the competitors to wait a few minutes and we will be back. This baby will not stop a Hill Climb Championship," said David.

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Tighe Cams Series Rd 6

Photos by Ross Johnson (www.rossjohnsonphotography.zenfolio.com)

Tighe Cams round 6 on Nov 27 proved to be not just the final round of this series but the final round of the Tighe Cams series. Our thanks go to Tighe Cams for their sponsorship of this series since 2004. With both the Queensland and Australian Championships being held at Mt Cotton in 2013, Tighe Cams will be assisting with sponsorship of these events.

This final round fittingly saw records fall, many competitors achieving PBs and Mark Crespan seal his series win. Second place in the series was a tie on points with Neil Lewis coming second on a countback from Paul Van Wijk. Full results are in the article on the presentation of trophies function.



Mike Allen set a new Class record



Steve Riley set a new MG record



Ray Evans tried a bit of rallying in his rally car



Brian Kirkby put in a string of PBs in the 42s bracket



Dave Olsen won the Most Improved Trophy in his Volkswagen Type 3



A line-up ready to go



and Mini Mouse was ready for them at the start line

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FOR THE 2012 TIGHE CAMS SERIES

With 2012 proving to be the final time that the Tighe Cams Hillclimb series was held, the presentation of trophies for the 2012 Tighe Cams series which was fittingly held at Tighe Cams on Friday, 7th December was the 9th and final time for this function.

Outright winner of the series was Mark Crespan while 2nd (Neil Lewis) and 3rd (Paul Van Wijk) needed a tie-breaker to separate them. Mark also won the Best sports car while Paul won Best Open Wheeler and Neil Lewis won Best Sedan.

Kay Hawley was present to present her encouragement award for ladies to Kristy McAndrew. John Price was a repeat winner of the Russell Crew Trophy for Best MG and Nigel Oldridge won the MGCCQ encouragement award for male drivers. These awards will continue in 2013 and beyond with new rules being formulated to cater for the changed circumstances.

Many thanks to Ross Johnson for providing the excellent on track photographs.



Mark Crespan, overall winner and best sports car



Mark with the winner's trophy and cheque



Neil Lewis - 2nd outright and best sedan



Neil Lewis receiving his awards



Paul Van Wijk - 3rd outright and best open wheeler



Part of the crowd in attendance



John Price - Winner of the Russell Crew Memorial Trophy for MGs. John Price with the Russell Crew Memorial Shield



Nigel Oldridge - winner of the MGCCQ encouragement award

Nigel Oldridge receives the MGCCQ Encouragement award

Class winners were:

Clubman Cars	Ainsley Fitzgerald
Formula Libre - 1301cc & over	Warwick Hutchinson
Formula Libre - up to 1300cc	Paul Van Wijk
Group K	Barry Smith
Group N - up to 2000cc	Neil Lewis
Group N - 2001cc and over	Brad Stratton
Group S	Steve Purdy
Group T	Roy Davis
Improved Production - Up to 2000cc	Danny Mischok
Improved Production 2001cc & over	Piers Harrex
Marque Sports up to 1600cc	Nigel Oldridge
Marque Sports 1601 to 2000cc	John Price
Marque Sports 2001cc and over	Mark Crespan
Mod Prod & Inv Cars, incl. Road Reg - Up to 2000cc	David Jones
Mod Prod & Inv Cars, incl. Road Reg - 2001cc & over	Mitchell Allwood
Production Rally Cars	Ray Evans
Regularity	Shaun Rankin
Sports Cars up to 2000cc	Chris Johns
Sports Cars 2001cc and over	Jeffrey Graham
Sports Sedans Up to 2000cc	Tyson Cowie
Sports Sedans 2001cc & over	David Malone



Kristy McAndrew receives the Kay Hawley trophy from Kay



an overview of the trophies

Chapter Chatter

by Gurney T Clamp

CAPRICORN CHAPTER

In the year 2012, members of the Capricorn Chapter had the opportunity to take part in a number of new experiences. One of the highlights was an historical event when we were able to share our part of Queensland with members of the Darling Downs chapter when they toured from Toowoomba to Central Queensland. This visit resulted in cementing new friendships that we are looking forward to renewing at the National Meeting in Toowoomba in 2013.

Once again our most popular outing was breakfast in Rockhampton's Botanical gardens and the B.B.Q. up on top of Mt. Archer that caught everyone by surprise when all MG temperatures were high on the trip up only to be confronted by unexpected cool weather up there which lead to an early departure.

Our trip to the little country township of Ridgeland resulted in new experiences as the cruise through the green country side was really enjoyable as a result of the recent heavy rain. However the same recent rain resulted in water covering the road on our way to Mt. Morgan that brought the tour group to a halt.

We held our first "Yesterday's Vehicle to-day" event that was well received by our members and als by members of other car clubs in C Q. This is an event that we will hold every second year. Our second Observation run around Yeppoon was fun with the unexpected happening.

A new planner for 2013 has been appointed. Even though we have welcomed a number of new members into our chapter, the number of regular happy touring members seems to remain the same.

In the new year, while we will be touring to a couple of our popular locations like the Botanical Gardens and Byfield, we are going to take on a couple of new challenges. We plan to travel to Blackdown Tablelands west of Rockhampton; to try to arrange to view a king tide on the road to Joskleigh; to make a trip to the races at Thangool; to experience an onboard flight in a glider near Dululu; to make a return visit to Belmont Research station to enjoy a cup of billy tea and also to experience again the great open road tour to Many Peaks. Also, a number of members who are going to Toowoomba to experience an MG National Meeting for the first time.



Cars at Wreck Point



Cars parked at Yeppoon Bowls Club



Ian, Gurney and Phil discuss the day's run



Lunch at Krackers

Photos are from the recent outing to Krackers plus another magnificent line-up of cars at Wreck Point.

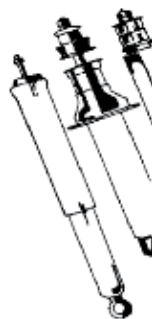
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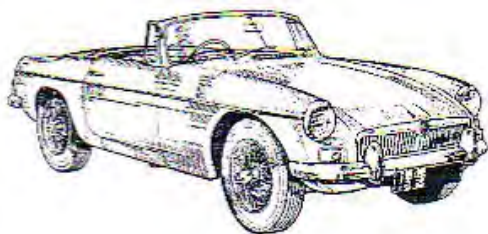
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CATALOGUE**

Chapter Chatter

by Darrell Martin

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

So we bid a fond farewell to 2012 ... already!

And with over 60 separate events held in our Chapter over the past 12 months it's no wonder time has flown! Our first major run for the year was the Luigi Bryant Run, followed quickly by pub lunches and dinners, twilight runs, observation runs, country drives, a theatre night, a winery visit and more - giving variety and a lot of good times. Those that stand out (to me, others probably have different ideas) were the trip to the private museum at Biggenden with its mind numbing collection of "stuff". The Barefoot Bowls had a lot of laughs and the joint events with the Bundy Crew and the Hervey Bay Mob were always noisy. The Maryborough Sprints were popular, the overnighter to Lakeside was great fun and the trip to Bauple (home of the Macadamia Nut) memorable.

Following this hectic lead, our last couple of months have wrapped the year up with a total of seven events, three in the Bundaberg area and the remainder in Hervey Bay. And in amongst those we have also set out our draft programme for the first half of 2013, which looks like being just as busy.

November kicked off with the Bundy Crew heading out to Biggenden for a Swap Meet and Car Show on the 10th. The dozen happy adventurers marvelled at the pristine examples of fine automotive design and engineering before moving on to look at cars other than their own. Word has it that they also mingled with the bargain hunters looking for must have "once in a lifetime" opportunities (such as rose vases). They happily topped the day off with another of the Grand Hotel's great lunches.

Meanwhile, in Hervey Bay, plans were under way for the next day's Twilight Run. Magnificently planned and executed by Sonja Carter (with David as the front man claiming credit) we were led a merry chase following the Carter's white MGB out to the Miner's Arms Hotel at Torbanlea for a sit down Chinese meal. Margaret and Peter Elson played "copycat" in their white MGB and



Barbara Shield, Tony Gubbins and Marilyn West at the Christmas party



Christmas party



David Peaker, Bill Manns and Viv Norman at Christmas Party



End of Year BBQ

Jackie and Darrell Martin played "me too", also in a white MGB. Viv and Brian Norman also rolled up in their green GT, Paul Overton in his maroon MGB, Vicki and Peter Worland in their newly painted Datsun and Margaret and John Stutterheim in their big red Navara. A great night, finished off with a warm moonlit drive home.

Perhaps the year has seemed to go quickly because we had our Christmas party a little earlier than normal. On 24 November the Hervey Bay mob got together at the Kondarri Resort for a night of fun, food and lucky door prizes. Over fifty people attended to take advantage of the fun and games and to celebrate the end (well, almost) of our year. Special thanks must go to Barbara and John Shield who took on the task of organising the evening. Thanks also go to those who kindly donated gifts for our lucky door and other prizes.

Also on the 24th, the Bundy Crew headed off for a leisurely drive along the Burnett River to Burnett Heads. However at their destination they found all the picnic shelters were taken so gathered around the remaining BBQ and started the evening feasting with refreshments for the non drivers.

It is not unusual for outings like this to offer something a little more special than normal. Having enjoyed the BBQ and extended conversations on technical matters (do colour coded valve caps throw your wheels out of balance ?) this happy social group was joined by an elderly couple who wandered over to inspect the cars. They passed on their joy at seeing the group enjoying themselves and then told stories of their courting years when they owned an Austin Healey. They are now in their 80s and are currently living on their yacht at the local Port having just travelled back from North Queensland.

It is encounters like this that help cement our fraternity together and reinforce the often forgotten task of acting as caretakers of our cars not only for future generations, but also for those past.

Our members' cars also drew considerable attention in Hervey Bay on 2 December when another popular Fish n Chip Run was held on the Esplanade. It was almost necessary to rename it the "NOT the MG Run" when at one stage in a dozen cars there was only one MG! No, it was not a boycott, just that most of those attending had, individually, decided to bring an alternative vehicle. There was a Morris Minor, an MX5, a Karmann Ghia, a Capri, a TR8, a Honda, a Mini Cooper S, a Fiat, a few Mercedes ... well, you get the idea. In the end



Fish n Chips



Happy BBQers



It's not broken down - REALLY ... We're just looking ...



Lynn Emslie, Bob Emslie & Graham Scott at the Christmas party



Not the MG Run



Time for Fish n Chips

though we did have 3 MGs, a good total roll up, a warm night, good food and young international backpackers asking questions about the various cars lined up.

The Bundy Crew finished their year off by celebrating the coming of Christmas with a dinner at the Young Aussie Hotel in North Bundaberg on 8 December.

Twenty one people attended the occasion with lucky door and other prizes drawn throughout the evening. After dinner there was the usual chitter chatter, reflections on the success of the year, and talk of the range of Runs organised for 2013. The Bundy Crew wish everyone in the Club a Merry Christmas and a Prosperous New Year.

The Hervey Bay Mob finished its year off with a sundown BBQ by the seashore at Dundowran. Led by Paul Overton the troop of MGs (and one red Datsun) headed out in fine procession, quickly laid claim to the best parking spots and heated up the BBQ. I am sworn

to secrecy so will not mention that one participant arrived with salad ... and the so carefully prepared BBQ meat still at home in the refrigerator.

2013 promises much. We start off early in the year and most months will be running four outings. There are a couple of nights away, some longer runs and several joint activities where the Bundy Crew and the Hervey Bay Mob will be able to get together to swap tall tales. And, of course, we expect our record of no breakdowns to continue.

Finally, a big 'Thank You' goes to all those who have helped the Wide Bay Chapter over the past year. Those in 'Head Office' as we call the Brisbane centre, our Planning Group, the various Run hosts, and particularly all the members who make the Chapter what it is.

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Chapter Chatter

by Darrell Martin

DARLING DOWNS CHAPTER

This Run was a first for us in the form of an observation run, as we were not sure of the legalities of holding a competitive event on a social permit. As it turned out it is legal to run the event on a social permit if there is a passenger in the vehicle to do the observing.

Seven MGs and fourteen people fronted up for the challenge which took us over the eastern side of the range through various small hamlets, the observer scouring the country side for clues to the answers to the questions with some people turning back as they suspect they have missed something along the way, then on to Gatton Apex Park for morning tea. Much refreshed, we ventured back over the range via a different route still looking for clues and on to Cambooya pub for lunch. Tie breaker questions were ready in case we had two winners. Cheating was allowed but not encouraged. As the scores were checked the tension grew and we then decided to ask the tie breaker questions. We did not need them as there was a clear winner for each section, but we asked them anyway to keep the contestants in suspense. Dennis and Imelda Logan won the wine for the first section with Gary and Jannis Lawrence winning the wine for the second section. Our thanks to John and Helen Coverdale for organising a great day out.

10 November - Goombungee Jacaranda Festival

After a week of fine weather the rain came to dampen the Goombungee festival. With the jacaranda trees in full colour this little town with a name that only Banjo Paterson could think up, put on a brave face in the wet weather. The effort that the Country peoples go to, to create interest in their town is very commendable so the Darling Downs Chapter decided to support them. A fine lunch was supplied by the local hotel, with the CWA ladies putting on afternoon tea. As the Parade was cancelled we decided to do a lap of honour with our six MGs under the flowering Jacaranda trees, which was much appreciated by the locals.

Observation run



The Goombungee jacaranda festival





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14 November - Mid week run to Allora

It may take many years for us to be able to witness a solar eclipse, but it is only a couple of months before we can enjoy another lunch run with the MG Club members. This month we visited the small town of Allora where we dined at leisure in the Railway Hotel. It was nice to be able to welcome Kevin and Cheryl Jaques who are relative newcomers to these get togethers. We are sorry two of our 'regulars' Trevor and Del Watkins won't be able to join us as often as in the past as they are now residing in Kingaroy. Kevin and Sylvia Johns dropped in to say hello, with Kevin sporting a pair of crutches after recent knee surgery. He will be back driving in no time we hope.

With all our experience of the local pubs in our area, we could write a culinary guide to eating out on the Darling Downs. Although we have not tried them all yet, there are still more to explore. Allora is a great meeting place for our chapter as it is about half way between Warwick and Toowoomba. On the way home a big truck zoomed past creating a shock wave that nearly dislodged the roof of the TF. All my paper work was blown out of the car and it now resides in the local farmer's paddock.

It was great to see Ron and Judy back from exploring the other side of the world

This is the last lunch run for 2012, but we will be back again in 2013. In the meantime have a very Merry Christmas and Happy New Year. We will see you again in February.

ATTENDEES: Helen Good fellow and Val Witerden - MGTF; Kevin and Cheryl Jacques - MGC; Brian and June Phillips - MGTF; Helen and John Coverdale - MGB; Ron and Judy Gillis - MGB; Kevin and Sylvia Johns.

November 23 - Wobbly Wheels Winery Tour of the Granite Belt

The Granite belt's Wineries was the destination for this outing. Leaving Toowoomba, with low fog hanging around the trees, my wife and I speculated as to how many people will turn up for the run and were pleasantly surprised to find the fog cleared just south of Toowoomba with clear skies all the way to Warwick. There were seventeen people in nine cars waiting at the breakfast venue in Warwick. Much conversation flowed as we consumed a delicious breakfast. With time running away five cars ventured on up to the Granite belt. The first stop was the Cider factory at the Summit (Altitude 980 m). Apple pie washed down with Coffee and apple juice, a few Christmas purchases and we were on our way again this time to the Felsburg

Wobbly Wheels Winery Tour of the Granite Belt



Winery near Glen Aplin where we were joined by more of our southern members for more coffee and, of course, wine tasting. The day was heating up with puffy clouds appearing around the hills so it was on to Ridge Mill Estate Winery where the owners put on a full blown wine tasting session. With the day warming up the drivers had to limit themselves to little sips, but the passengers were very cheery. More purchases of Christmas supplies. The lunch stop at a park in Stanthorpe was slightly cooler as the clouds gathered and the thunder rumbled and there were a few anxious looks from some as somebody had left the car roof home. The Granite Belt is renowned for its lightning strikes and hail. We said our good byes and departed for home at a good MG speed trying to beat the gathering storm. We skirted around the Storm just outside Warwick the rain falling like a vertical river about two hundred metres just off the road; not sure if everyone made it home dry but we did. Another great MG run on the Darling Downs.

OVERVIEW

During this year we have explored several different ideas for MG runs resulting in a Combined Car club run from Gatton to Picnic Point, an observation run and a very successful Combined Chapter tour which involved visiting the other chapters. We have signed several up new members who now take an active part in our runs and have promoted the National Meeting and planned the Observation and Kimber runs for same. We joined in the Great train race to Goondiwindi organised by the Gold Coast club, attended festivals and enjoyed our mid week and End of Month MG runs.

One learns to be flexible as planned runs don't always run smoothly, with unpredictable weather, lunch venues closing down and extra runs suggested. Life is never dull.

I shall be stepping down in 2013 as the Darling Downs Co-coordinator as June and I intend to explore the Southern parts of Australia after Easter in our motor home and meet up with family in Victoria plus an overseas trip. I have enjoyed my time as co-ordinator and look forward to more MG runs on our return to Toowoomba.

Brian Phillips

Items available from the Club Shop that you may want for the National Meeting

Member's Name Badge – Free postage **\$13.00**

Club Polo Shirt

(Size: S, M, L, XL, XXL, XXXL; Burgundy or sand) **\$30.00**

Dress Shirt

(stone colour) – S, M, L, XL, XXL, XXXL **\$45.00**

Ladies' ¾ Sleeve Blouse (stone colour)

– 6, 8, 10, 12, 14, 16, 18, 20, 22, 24 **\$45.00**

Burgundy Club Cap

\$15.00

Burgundy Club Bucket Hat

– adult (sizes: large or small) and child (adjustable) **\$15.00**

Golf Umbrella with Club logo

\$49.00



Ladies' ¾ sleeve blouse

S, M, L, XL, XXL, XXXL
(stone colour) **\$45**

Men's dress shirt

S, M, L, XL, XXL, XXXL
(stone colour) **\$45**



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MG CAR CLUB OF QUEENSLAND INC.

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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Race Meetings

