



THE OCTAGON

Official Journal of the MG Car Club of Queensland Inc.
Affiliated with Confederation of Australian Motor Sport

Patron: Dick Johnson

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E&OE

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THE OCTAGON - JULY 2000

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PRESIDENT'S REPORT

A natural consequence of positive phases is the occurrence of a negative event.

One such negative event has recently occurred with the untimely passing of Steve Austin. Steve was an enthusiastic participant and valued worker in very many Club activities for many years, and will be sorely missed. Our sincere condolences and sympathies are extended to Kay and the Austin family.

Congratulations to all participants in the Queensland Hillclimb Championship, particularly to those drivers who set new records. A big thank-you to all the hard working people who made the event was such a big success.

Thank you also to all the participants in the 45 car 'parade' at the V8 Super Cars round at Willowbank Raceway. It is these sort of activities, which significantly raise the profile of the Club.

The flurry of Club activities continues with the highlights including the Australian Motorkhana Championships, the Ironman

Weekend and the Leyburn Historic Sprints, all in August. Not forgetting the Annual General Meeting to be held in September.

Just a gentle reminder, as always, to keep your eye on the calendar in the middle of the magazine for the dates of the Working Bees.

We are always looking for help at either of the Clubrooms or Hillclimb Working Bees. Just turn up, there is always something to be done.

Good to see Joan Appleby and Chris Carswell back in the thick of things after recently being on the sick list.

Finally, I am a very strong advocate of positive thought and would leave you with the thought that Monty Python is right - "Always look on the bright side of life"

John Davies

FROM THE EDITOR'S DESK

The recent Queensland Hillclimb Championships on a pleasant day and in surrounds and presentation of the course of which we could be proud of, also bought out another facet of the club.

The untiring work behind the scenes of many of our members and I make particular mention of our ladies. The canteen which is run efficiently by those wonderful people reminded one of the parable of the five loaves and three fishes (or visa versa - excuse, but I will have to check with Ken Trudgian, our Chaplain).

The good crowd on this pleasant day enjoyed the good racing and also ate the

canteen out of house and home. Not to be deterred, they set off and sought the services of the local butcher and baker and replenished the canteen and were eaten out again, but a good day was had by all.

We were honoured to have our Patron Dick Johnson visit to present the trophies. A great Day!

We have the wonderful support of our ladies, which we all greatly appreciate Viva the Ladies!

Bruce Mutch



Steve Austin 1948 - 2000

Queensland Motorsport loses one its greatest assets.

On Monday afternoon June 12, Steve Austin, took the checkered flag for the last time.

His race through life had started on December 1, 1948 and until that Monday in June, Steve had driven with verve and enthusiasm, never being one to retire from the race for any excuse.

Diagnosed with a serious medical problem earlier this year, Steve, as he had throughout his life, continued to remain involved in all the functions of motorsport that had been his life. He had no desire to acknowledge that there was something that may interfere with his dedication to motorsport. In fact, he was reticent to even close friends that there may be any personal problem.

After working with his father, a renowned Brisbane builder, Steve ventured out into his own construction company in the early seventies. Based from his home in Thornlands, he remained with the building industry for the rest of his life.

His involvement with motorsport commenced at around the same time, following the acquisition of an MGB. He joined the MG Car Club in 1969, quickly becoming involved in sprints and hillclimbs, as well as other Club activities.

In an effort to put something back into his sport, he became an active member of CAMS State Council in 1974, representing the Holden Sporting Car Club. Steve remained in State Council from then on, eventually taking on the representation for MGCC. A position on the Committee of Management of the MGCC was filled in 1974 and his ardent enthusiast remained involved at that level until his death.

A volatile member of the Motor Racing Advisory Panel for the last twelve



years, his forthright manner and dogged determination aided many causes for the benefit of Queensland Motorsport. Some years earlier, Steve, conscious of safety issues of sport, assisted in the foundation of the Crash Rescue Association, which was eventually to become the current very active Queensland Fire and Rescue Club.

Throughout this period, as well as supervising the construction and maintenance of the facilities at Mt Cotton Hillclimb, a venue he had a strong passion for, he competed in races, hillclimbs, sprints and rallies. A wide variety of cars, from a Farrell Clubman, A Lotus Super Seven, MG's and his thundering Triumph TR7 V8, gave him a lot of enjoyment, success and heartbreak.

When he was not on the track, he was a tireless worker behind the scenes, from helping out with race or hillclimb organisation, to taking over the onerous task of Clerk of Course at MG promoted hillclimbs and race meetings.

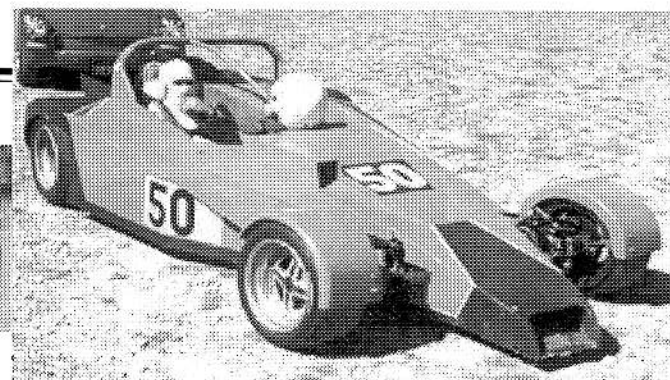
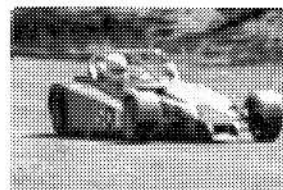
At times, he could be seen setting up either the timing lights or building the toilets at the hillclimb. No job was ever beneath him, nor too difficult. He was a doer! Any idea he thought would assist the sport became a passion, and if it needed someone to do it, Steve never once shirked that responsibility and if need be, he would simply jump in and do it himself. A fitting memorial will be his companies and construction of the Control Tower and associated buildings at the Queensland Raceway.

Steve Austin participated in motorsport for pleasure, not just for himself, but for all who shared his life long passion. He gave back to his sport much more than most, but that was Steve.

Queensland Motorsport has lost a genuine man.

All members of the motorsport fraternity extend their condolences to his wife Kay, and daughters Stephanie and Laura.

Grahame Ward

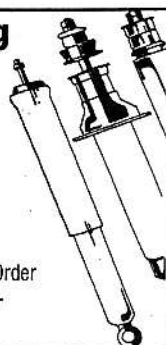


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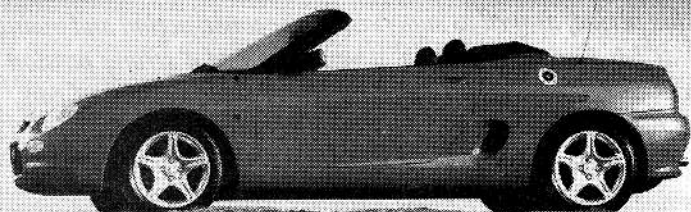
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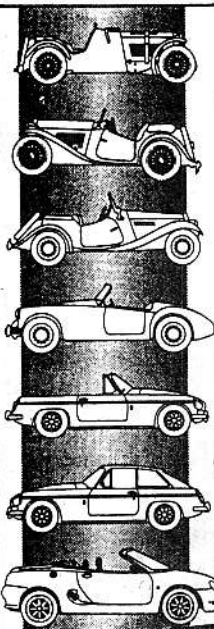


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MG CAR CLUB OF QUEENSLAND STATE CHAMPIONSHIP RACE MEETING

FEBRUARY 2000

This article written by Peter Smith is being published somewhat belatedly.

A personal view from the winner of the first Regularity; She who must be obeyed volunteered me to write this, so I'll do my best. I only wish I had done my homework.

I did my first motor sporting event in 1962 and I still troll about displaying a grievous lack of talent unlike my betters.

Not having a list of MG Club Members at hand, I can only say the MGs entered were; MGB Robert Callow, Russell Crewe, Greg Hanger, Graeme Walker, Tony Gould, Bill Elvery, Bruce Mutch and Len Melrose. MGA Dino Mattea and Richard Mattea. Midgits Ron Clydesdale and myself. For all those people wise enough to belong to the club, but not driving MGs, you'll be here in future, I promise, so long and thanks for all the fish.

After scrutineering, we watched the rain pass over on it's way to practice. Lakeside in the wet on road radials is like a puppy on wet lino, but lacks the feel good factor- just ask Ron Clydesdale who kissed the Armco under the bridge. Ron's midget makes mine look like a tartar horse blanket, so it's a pleasure to say his car is a bit bent and not a lot bent. Ron's Dad was on hand to suggest he should not have given up his pushbike! Before this, indeed on the first lap, I had breasted the rise to find Bruce Mutch acting almost literally, the giddy goat- his MGB spun around so many times on the wet grass, I thought it was a kiddies ride. He was so disorientated; he may be the first man to lap Lakeside in the opposite direction in less than 80 seconds!

After about 90 seconds of practice we were all pulled off the track and requested to visit the Media Centre for a sound bollocking from the Assistant Clerk of the Course. Wild excesses had apparently taken place, it seems Miss Frobisher (universally known as the Timekeeper's fancy) was limp with excitement- wish I could say the same.

The run up to the first event was spent dodging both the rain showers and Bruce Mutch- I know these aren't speed events, but we just can't be seen in the company of a man who laps in 2min.57sec. When I saw the time

on the sheet, I checked to see if it was my mum on her unicycle.

We were getting our weather from the south-west (I'll never be rude about Moree again) and there was a break in the gloom, so I went for a dryish time of 86secs, Robert Callow and Graeme Walker for 90secs, Bill Elvery for 91.5, Bruce 92, Dino and Richard for 95, Russell Crewe for 100, and Len Melrose for 102. Surprise of the event was John White, who said he expected to lap in 65secs! Faster than my mum ever managed on her unicycle!

EVENT 1.

It had cleared by 1pm. Although it wasn't totally dry underfoot. We'd been told to stay bunched up until XXXX Corner and it looked (in the dark, with the light behind it) like the start of the Indy 500- but without the element of speed. I wrestled past the 2 MGAs and attached myself to the rear of Lynda Bennett's 2.5 Triumph. I was quicker around the corners, but I just waved when we reached the straight. On lap 3 on just managed to catch up with Lynda, when I spied the Rover V8 of David Miles bearing down at huge speed. I returned my attention to the front and was amazed to see a large black something coming over the roof of the Triumph in my direction. On the road it looked like the contents of an ironmonger's shop had been dumped. I skirted a break-dancing universal joint and sucked in my sides; on my right was the 1.23 Solihull Express and on my left, the All Station Stopper. My Guardian Angel was sitting on the bonnet with his hands over his eyes; what a time to become a moral vacuum! Another lap and it was over and of course I'd won again- I don't mind running with rank amateurs, its their entry fees that give the public a chance to see a real star in action, and on my 55th Birthday too, all those bouquets.

The amazing starter motor that killed Kennedy- this what happened to Lynda's Triumph. The starter motor had snapped away from the block, somehow split into two, and the middle bit emerged forward of the front bumper. It had jumped up and cleared the windscreen before hammering past my left ear. The outer casing tumbled underneath and took



STATE CHAMPIONSHIP RACE MEETING (Cont)

the driveshaft and its pals off. I thought Lynda had thrown a sack of shrapnel at me.

I was just stopping people in the paddock who hadn't heard how brilliant I am when they felt the need to put me in a rubbish bin-headfirst.

EVENT 2

For the second event I put in a daft time, as one mustn't hog the podium. However, the weather turned foul, so 2mins. Might be the way to go! It wasn't actually raining for us although the track was very slippery, especially so in the second half of the Karousel and under the Bridge. For the latter, you set the car up and didn't touch a thing- every lap I had a hollow

gut feeling that I was going to understeer off in 4th gear, but my Guardian Angel fended off the armco with a large mop- nice one GA.

As I am Alpha and omega, like another well-known chap, I came in last...

A really good Birthday Meeting, despite the weather. What we need in future MG Race Meetings is a bigger, prouder MG presence; maybe roping off the area along from the Media Centre would show the world we're proud, loopy but proud.

Thank you to all the Organizers, Marshalls, Timekeepers, Scrutineers et.al. and to Frank Moore who bought me some birthday chips.

Peter Smith aged 55. Member 2166



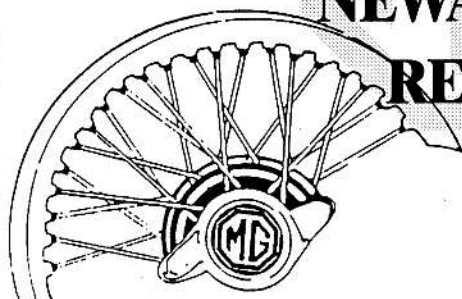
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Day Run - Tin Can Bay

Sunday 25th June 2000

"Tin Can Bay! Too far for a day run!" Thus the faint-hearted members of the club. Were these the same people who drove to Newcastle in a day I wondered? The stout-hearted were there at Chermide waiting to go on a slightly chilly morning. Taipan, pretending he was judging something important, had spent some time preparing his metre stick for the tie-breaker. And so eighteen cars including some new faces left the shopping centre heading straight up the highway to Gympie.

Navigators clutched their questions, eyes peeled. The appearance of 110 kph speed limit brought out the speedsters amongst us and away sped the pack leaving Taipan and Gary trailing the field.

Marian Tait made what will probably be the last appearance of the yellow bumble bee (Well it went as fast as a bumble bee searching for pollen) before she joins John, AKA Sqdr Leader Slipstream in Saudi Arabia at the end of July. Daughter Peta bravely came with Mum and arrived at our final destination well frozen.

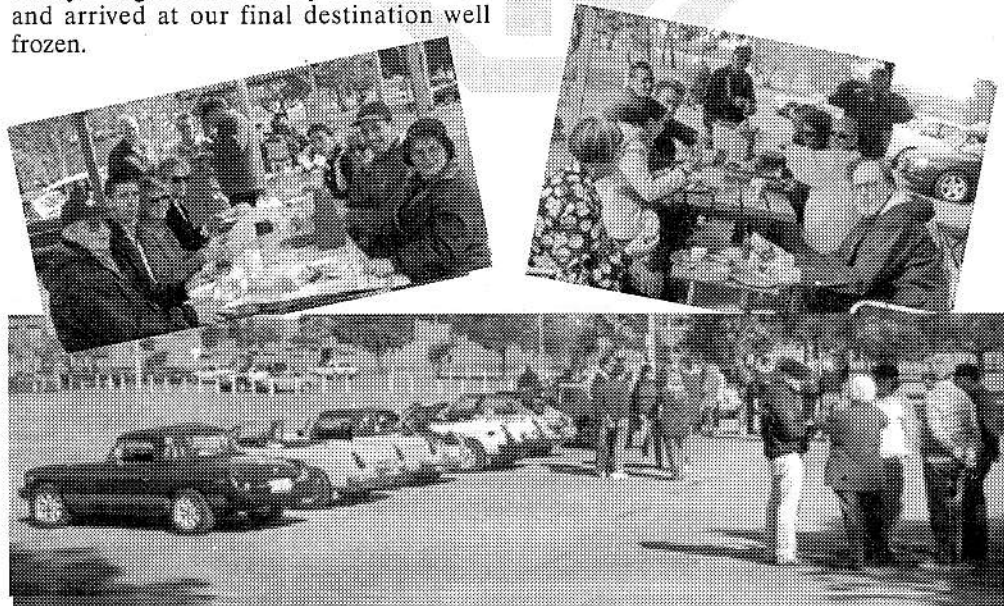
It was noted that Peta prevailed on Marian to put the roof up for the journey home. Erica Gower joined Grandad Bruce.

The convoy arrived at Gympie Lions Park in good time and was joined by fellow enthusiasts from Maryborough, Trevor and Judy Harris and Malcolm and Elizabeth Cumes, Malcolm Gibbs (Caloundra) and Les Arnold, Angie and Craig (Burpengary).

Navigators cried foul when it was found Dee did not have enough questions sheets to go round.

Taipan decided to introduce the famous fudge factor to make it all fair. Lyn Rushby was heard to cry "Hurry up Paul, we've got to win". The killer spirit that prevailed astonished me.

The clouds hung overhead and anxious travellers, those less hardy ones, put up hoods. Members driving GT's felt snug and warm. Fortunately the weather stayed dry all day.



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Day Run Tin Can Bay (Cont)

The pack made good time on the final lap of the journey arriving at Tin Can Bay and Point Norman by 11:30am. It was as well that Taipan had made his metre stick when it was found that three navigators had answered all questions correctly. Eagle Eye Boyce is now booked to navigate for Taipan in Dee's place in Canberra (John appears to have the killer instinct Taipan accuses her of lacking), Lyn managed to lose the winning place to John on the tie breaker - Paul's fault of course- while Sue Caruana showed Godwin why she should accompany him more often. (There are definitely NO phones on the highway!)

The beauty of the chosen picnic spot was spoiled somewhat by the gale force wind which blew. Unfortunately the dolphins were not out to play while we were there and Bev Clydesdale found that irate plovers are poor substitutes for the playful dolphins.

Taipan and Dee's friends, Bill and Jenny joined the group for lunch. Bill finally achieved a long held ambition to sit in an MG. Marian kindly let him even drive hers. Bill will not be joining the club after all. He has decided to restore the family VW Beetle instead.

Lunch over ... the pack headed for home and the race was on again.



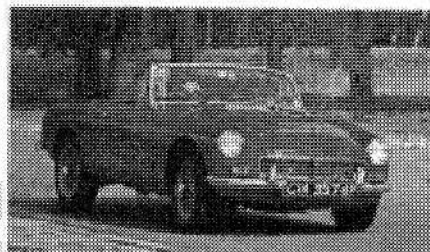


How many MGB's made?

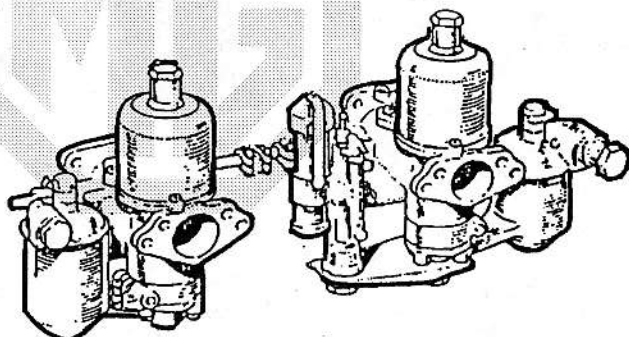
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LETTERS TO THE EDITOR

Dear Sir

I would like to take the opportunity to say 'thank-you' to the many members of the club who assisted and supported me during the crisis that ensued on the way home from Newcastle. A special mention and thanks to Bev and Ron Clydesdale and Peta and Rodney Lapworth for shepherding me home from Nambucca. It gave me a secure feeling to know I had a pair of fellows in case of problems - which we eventually had! I was very glad of the company of Peta and Bev in the car during the drive home.

I would also like to say thanks to the many visitors and callers who were so concerned for Chris's health. Your phone calls and visits were much appreciated. The concern expressed by so many people goes to show what a great club we have.

As everyone concerned now knows the old reprobate has recovered and if anyone sees him trying to passive smoke anyone's cigarettes please report him to me.

Sincerely
Dee Andersen

In this day and age, school children are now taught to spell phonetically and whilst the little ones can read very early in life, their spelling is atrocious. It would appear that our proof readers for the Octagon have not at times been "learnt to spell proper". Otherwise there would be a few less mistakes in the grammar than what there is in our magazine. I would suggest you take a little more time and get it right.

Yours faithfully,

Name & address supplied.

Note: It goes to show that if you have found all these mistakes: To the editorial team this is quite heartening as it shows you must have read it. Ed E&OE Errors & Exemptions Exempted.

The Editor Needs Your HELP!

WANTED

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!

Please submit your contributions to the Editor: Bruce Mutch C/- G.P.O. Box 1847 Brisbane 4001 A/H - Ph: (07) 3376 1384 Fax: (07) 3271 2043



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Qld Hillclimb Championships Mt. Cotton Sunday 4th June 2000

A cold clear winter's day heralded the Qld Hillclimb Championships at Mt. Cotton. The circuit looked very "smick" thanks to the efforts of J.D's slaves in the run up to the event.

An excellent roll up of cars from Queensland and the "guns" from NSW with the Australian Champion Peter Gumley and stalwart Eric Barnes with other competitive machines from south of the border.

The day started with a "bang" with Peter Gumley in his 400HP VW engined SCV breaking the outright Hillclimb record on his first run with a 39.19 sec (previous record 39.87 for the Racing Car Class over 2001cc). The track at the top of the first and second loop was well shaded and with the early winter morning, needed some caution. Eric Barnes who had been fastest in practice on Saturday, succumbed and damaged the Farrell severely on the second loop when only in his first run.

In the Racing Car Class up to 1301cc, Bill Norris who held the previous Hillclimb record of 39.70 sec. broke this class record with 39.50 sec. on his third run in the 1428cc Hawk.

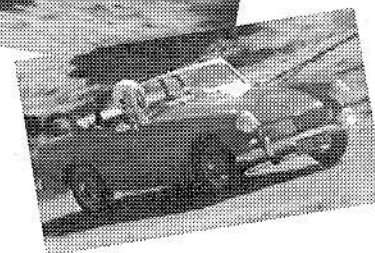
There was some NIP and TUCK racing in all classes.

• Club Cars, Street Sedans and Road Registered

Peter McInnerney in his Subaru WRX took the trophy and broke the class record of 50.92 sec with his final run with 49.56 sec. David Sutton in the Holden Torana XV1 was second with 49.79 sec and Scott Sadler in his Subaru WRX - 49.95 sec. They were all lower than the previous record for their class.

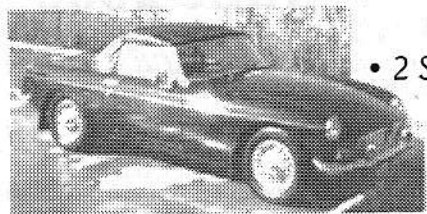
• Marque Sports Cars up to 1600 cc
Sharne Andree in the Westfield was first with our intrepid member Ron Clydesdale in the red Midget "Poo" second. Poor ole "Poo" has had a hammering since it left the ranks of Concor cars.

• Marque Sports Cars 1601-2000 cc
Fred Douglas in the BRG "B" won the class with 50.19 sec, a wee bit outside Stuart's record of 49.62 sec in the same car (Fred wonders if it is youth or a heavier foot). Russell Crew with 56.06 sec and Greg Hanger with 57.42 sec in their MGB's are very good times.





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Old Hillelimb Championships (Cont)

• **Marque Sports Cars 2001 and over**
 Jon Siddens (Mr Consistency) in the 240Z + Datsun had a time of 48.79 sec. Ray Edwards / Marshall Mason's orange turbo-charged MGB blew a gasket on the way home on Saturday so could not keep Jon honest.

• **Sports Cars up to 1600 cc**
 Matt Lowe in the JMW was too quick with 46.60 sec for Brant Rayment in the white MG Midget with 49.55 sec.

• **Sports Cars 1601 cc and over**
 Ashton Marshall in the "Vulcha" won the class with 44.39 sec.

• **Club Cars 2001-3000 cc**
 Greg Turnham in the 2400cc VW Beetle (?) won in 50.38 sec with Andrew Bretherton (RX7) second and Rae Milon BMW third.

• **Club Cars up to 1600 cc**
 Joe Tate in the reliable Blue Cooper S with 51.37 sec (quite a way from his record of 50.01 sec) was first with Paul Gulson in the Mini Moke second and John Tate third in the Cooper S.

• **Club Cars 1601 - 2000 cc**

Danny Mischok peddled the Escort hard and was only 0.07 sec outside his class record with 48.09 sec with Paul Gray in the "Pristine" 2 litre Datsun 1200 48.16 sec second and Grant Cook in his VW Beetle third 48.92 sec.

• **Formula Fords**

Ash Lowe in the swift 45.53 sec led Allan McConnell and Darren Harris both in Van Dieman Race Cars.

• **Racing Cars up to 1300 cc**

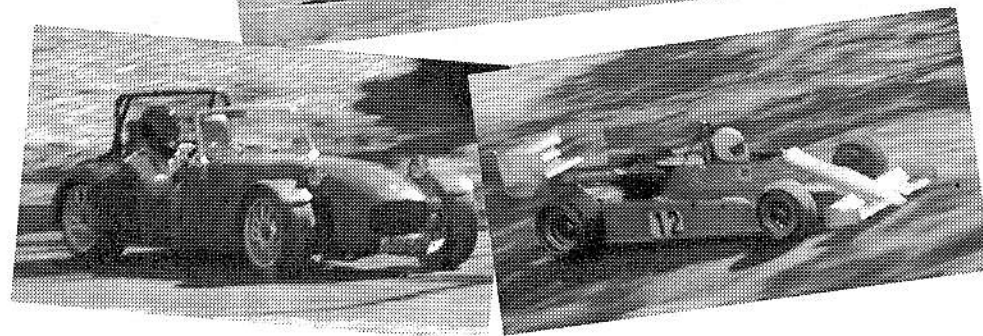
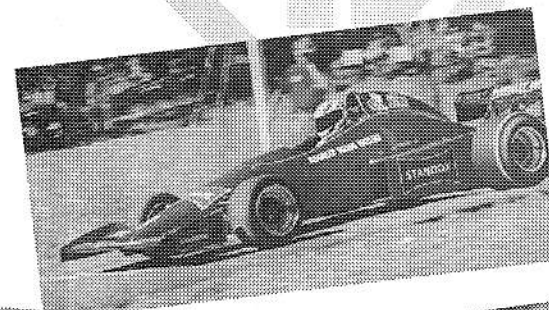
The Axtell Suzuki of Eucure Escargo was first with 41.93 sec. Rob Mutimer in the Red Bandit second with 43.36 sec and John Wynn in the JMW third 44.49 sec.

• **Group N**

Warren Bossie in the Torana XU1 was first, Martin McLoughlin's Torana second and Irene Lohr in the XU1 Torana third.

• **Formula Vees**

Lee Evans with 54.29 sec led Zach McAfee with 55.86 sec second, and Ray Evans 56.03 sec third.



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Johnson guest stars at Qld Hillclimb Titles

It was a treat for the 80 competitors and many spectators to have Dick Johnson as guest of honour at the 2000 Qld Hillclimb Championships at Mt Cotton in Brisbane.

As Club Patron of the MG Car Club of Qld, and a club member since the age of 14, Johnson's close association with the club was evident as he entertained the crowd with tales of his younger days.

"My first drive with the club was as a youngster when I borrowed the neighbour's car - almost 40 years ago," Johnson said.

"It's nice to see so many father and son teams. It must be a sign of the times - I notice how the sons are now beating the fathers. I know how that feels."

Johnson gave a wry smile and shook his head at a special invitation to drive at Bathurst on the long weekend in October at this year's Australian Hillclimb Championship.

MG Car Club of Qld. representative, Linden Cooper said: "Dick was a regular Hillclimb competitor here in his early teens and more recently has driven in celebrity challenges. He's held in high regard by the club. We appreciate that when time permits, Dick makes himself available to appear at trophy presentations and functions to assist lifting the club's profile."

The Qld Hillclimb Championships was once again won by Peter Gumley from



Wollongong setting a new track record of 39.19 sec.

Gumley made the most of his first two runs which were under record time, before the bottom fell out of an upright under brakes at the hairpin, putting him out for the day.

Gumley's outstanding championship resume now reads three Australian, three Queensland, three NSW, one South Australian and the 1999 Victorian Hillclimb Titles.

Besides his obvious driver skills, Gumley's success can be attributed to his dedication in improving the performance of his lightweight 1971 supercharged methanol-fuelled 2.3-litre Volkswagen-powered openwheeler, boasting 400hp at the flywheel.

When asked about the guest presenter, Gumley said "I think it's tremendous that Dick was able to take the time to make this presentation at club level motorsport, I'm impressed."

The MG Car Club of Queensland will host the Australian Hillclimb Championships at Mt Cotton in 2001.

*Source:
With permission
Auto Action Magazine*



DAY RUN

SUNDAY 6TH AUGUST

BEAUDESERT & LIONS TOURIST ROAD

Join in for a day of meandering creeks, rugged cliff faces, old timber towns, bellbirds and dairy cows.

For those whose cars are allergic to macadamised road, don't panic too much, the route traverses two kilometres of the same.

Bring food (and firewood, if so inclined), something to sit or lie on and a beverage to sip.

Meet in Beenleigh at 8.30am for a 9.00am departure.

Take the Pacific Motorway (SE Freeway) towards the Gold Coast and leave at Exit 34 (Beenleigh North)

At the large roundabout take the City Road/Beenleigh exit.

Turn right at the first traffic lights into Logan Street.

Proceed along Logan Street for half a kilometre and turn into the car park on the right. This park belongs to the recreation area that is beside the BMX tracks.

Contact Paul Lupton and Lyn Rushby on 3394 2010 or John and Pat Walker on 33002914

MGCCQ Inc. LIBRARY ROOM

By now most members would have noticed the improvement of our Club Rooms. Whilst the completion of decoration and amenities has yet to happen, some other members have been looking at implementing a Club Library.

The Club has currently a collection of magazines and videos, in addition to our own Club Magazines from the early days.

The Library Room will be run as a proper library with records kept and borrowings only made on Noggin & Natter Nights with the Club Librarians. Perhaps you have some books, manuals, magazines or videos you would like to donate, and maybe you have bookcases/shelving surplus to requirement?

If you can help, please contact David Robinson 3255 9037 (B/H) 3848 0221 (A/H) or speak to a Committee Member.



HI-TECH IN DAYS GONE BY

In an era when the availability of tools and the like are taken for granted, it has become all too easy to forget that the original owners of our machines existed under different circumstances. Manufacturers of the day recognized the problems and a brief glance through a few instruction manuals reveals items of great wisdom...

FOR SPARK PLUG GAP

Use a playing card.

Use 5 Gillette safety razor blades.

Use the back of a hacksaw blade.

MAGNETO POINTS GAP

Use a playing card.

TAPPET CLEARANCE

Use a thin visiting card.

Use a sheet of writing paper between 2 Gillette safety razors.

MAGNETO FIRING

Use a cigarette paper- Tally-ho brand- between the magneto points. Turn the magneto until the paper can be just removed.

For the armature opening of an EK Magneto, use a thin Dime or a Threepenny piece.

PISTON RING GAP

Use a page of this instruction manual

RING COMPRESSORS

A Plum Jam tin (it had no corrugations) with the top and bottom removed and the side cut. Hold against the side of the piston using an old necktie, with the knot still in place.

Well greased string looped around each ring, when it is level with the top of the cylinder and tied with a grocer's knot.

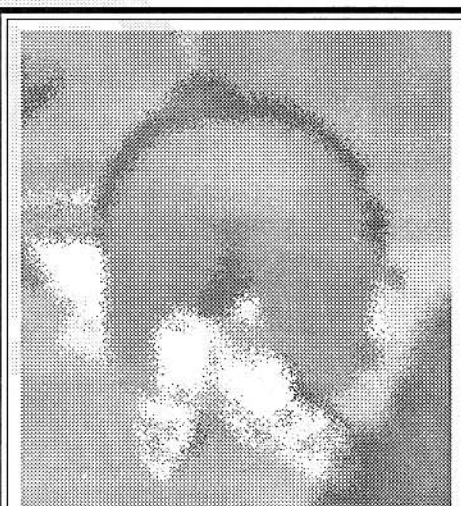
GRINDING VALVES

If emery dust is not available, powdered pumice stone mixed with oil. Powdered pumice is available at any Chemist.

Therefore, when the right tools are unavailable, just look around for a regular Dandy who is; clean shaven plays poker, smokes and rolls his own, recently received a letter from home and enjoys a regular diet of plum jam!

Raymond Burke and John Stanley

*From Antique Machinery Gazette
Issue 124 April 2000*



QUESTION!

*Who's this up-front about
what's behind?*

Bremer Signs
& designs IPSWICH

Bill Tottey

Ph. 3812 1788 Fax 3281 0084



The Queensland Raceway Day 2 July 2000



Barry Evans

PH: 3425 2022**FAX: 3425 2011****MOBILE: 0418 158 431**

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The Queensland Raceway Day 2 July 2000

When our smooth talking Mr President rang and asked me if I could help out with a job for the club of course I foolishly said yes – little realising the time and frustrations that it would involve.

The job was to liaise with Queensland Raceway for the club to provide a number of MGs on Sunday 2 July to take the V8 drivers on a lap of honour around the racetrack. This would also be an opportunity to display the trophies won at the Newcastle National Titles. Easy enough I thought

I was horrified when I contacted Ms Robin Peach of Queensland Raceway to find that there would be 37 V8 drivers and she envisaged only roadsters as the vehicles to carry them around the track. After some discussion it was agreed that the club would try to provide 37 roadsters plus the winning Concourse GTs and sedans from the National Titles. Mr President was nominated to provide commentary on the day and Queensland Raceway provided the necessary entry tickets.

Committing drivers of 37 roadsters took many phone calls and much time especially when the club members felt they should assemble even earlier than originally planned. Unfortunately, being MGs, there were a few last minute problems – wheel bearings, gearboxes etc. Finally early Sunday morning we had 37 roadsters, 7 GTs and sedans covering a wide selection of MG models – TC, TF, A, B, BV8, F RV8, Midget, Cs and Magnettes a total of 44 cars assembled at the racetrack.

Despite the cramped assembly area the parade, complete with V8 drivers as passengers, did their lap of honour. (We are still trying to locate the tape of Mr President's

commentary of the event). A great day and a great display of MGs only made possible by the members and the effort they made to attend.

Worth special mention:

Rob and Fern Callow for trailering their beautiful cream TF all the way from Dalby where the Temperature was minus 2 at the time they had to rise to join us.

Brant Rayment and Melinda for trailering the 'Little White Beast' to the event.

Bruce Gilmour in the NSW blue, from Toowoomba

Alan Blundell and Phil Redding, Gold Coast, for the RV8.

Murray Arundel and brother-in-law Ian Cornish for the TC and F.

David Wells for lending his F to Steve Fawcett to make up the numbers

Peter Ganderton, Roger White and Russell Beckman, Gold Coast, for coming to the rescue and filling in after a couple of very late withdrawals.

Peter and Deliah Rayment, who may not have been present in person (it's a bit far to travel from the Simpson desert) but who ensured their cars were.

Mr President who worked very hard organising the cars on the day.

Finally a big thank you to all the regular club members who did not hesitate to get out of bed early on a cool winter's morning to make an impressive display on the day.

PS: Was that Peter Smith demonstrating that Midgets can go wherever a \$WD can go no matter how steep and deep the ditch?



Canberra National Meeting 2001

Easter 13th - 17th April 2001



Preparations are well under way for our Club's participation at the above event.

One motel has been booked and all units allocated to those members who have already advised their intention to attend. Further interested members need to let us know, as a matter of urgency to ensure accommodation is available.

A National Meeting discussion will be held in the Club Rooms on **FRIDAY 1ST SEPTEMBER AT 7.30PM.**

A deposit of \$100.00 for accommodation will be required for each unit at this meeting, or advice re cancellation of your tentative booking. Please assist us by promptly sending your cheque if you are unable to attend the meeting. A receipt will be issued in the usual manner.

Ron & Bev Clydesdale - Phone 3263 6575

IRONMAN 2000 - August 25,26,27

Don't forget this year's major sporting event... not those Games in Sydney, the MGCCQ IRONMAN! This is a special event in our annual calendar, and has always been well supported in its 25-year history. Yes, that right, our humble little Ironman Weekend is 25 years old this year.

(Who remembers the first? Plenty of active Club Members would; One of you should write an article about it for the next issue)

Back to the future, this year's event will be similar to last year's, in that the Night Run will commence from Cannon Hill K Mart Plaza (finish at Donkin Street) Saturday's Sprint is being held at Darlington Park's popular 'B' circuit with the Motorkhana on the skid pan. The traditional Hillclimb at Mt. Cotton will be run on Sunday.

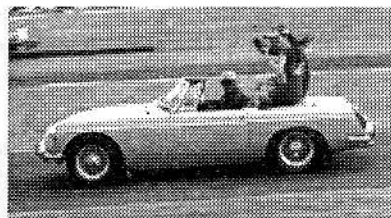
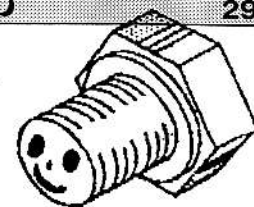
Contact the Event Secretary, Joan Appleby on 3857 1561 for more details.



**More from the Day Run to
Tin Can Bay**



SUMP PLUG



All of the happy MGCCQ Members who took their MGs to Queensland Raceway to cart around the V8 Supercar Drivers enjoyed themselves. None more so than our intrepid Editor Bruce Mutch, who was apparently delighted to accommodate a number of charming young ladies in fairly skimpy red outfits, in addition to one of the Drivers!

It was great to have such a large number of cars at the event, promoting the Club and assisting other Club Members (John and Ammanda Tetley, MG Owners and new Circuit Promoters)

Also nice to report only one MGB boiled-on the Dummy Grid- No names no pack drill.

Joan Appleby is certainly on the mend- she was spotted at the V8 Round completing her duties as an official timer, whizzing about with the assistance of an alloy space-frame Zimmermann walking frame thing, complete with low profile tyres, and a fancy fiddle brake mechanism. It also sported a No Apparent Fault Found Scrutinering Sticker- The Queensland Scrutineering Team must be getting slack, as no Log Book was presented, it did not display a battery triangle and was not fitted with a CAMS approved roll cage!

The last Night Run was fun. The rumour is that the a certain pair (soon to be wed) must have stopped at some quiet spot during the course to enjoy a bit of hanky-panky, judging by their moaning and groaning upon completing the rally so late.

David Robinson's daughter and trainee navigator Kimberly earnt the gross-out award at MacDonalds after the Night Run, dipping hot chips into an ice cream. Same

trainee navigator complained of "bum-slip" and made Dad surrender the very supportive race seat just prior to the start- who would be a Dad!

Taipan A.K.A. Christopher Warren Carswell is feeling much better now the Doctors have confirmed he doesn't have a heart (something his better half, Dee always knew and accepted). The good news he has now started the next project- an MGB Ambulance to attend National Meetings, especially for John Walker, Joan Appleby and himself.

Other people's cars are always faster. Discuss.

Ask Paul Lupton to show you the photo he took of Maggie, the Iron Lady Magnette being motorkhana'ed by our esteemed President. Haven't Magnette's usually got 4 wheels, John.

There is another National Meeting picture showing the Clydesdale Midget being powered into a ford (not a Henry, silly) at a great speed by Rodney Lapworth. Again, the photos don't lie.

Another photo-bust. Parents of Daughter receive action photo taken by Police camera- problem was Parents were in another car, in another state on said day. Go figure...

Graeme Walker has probably had his last drive of Dad's Sharp Holden Special at Mt. Cotton. Silly boy managed to go a second faster than Dad at the QHC and picked up second in Class behind Peter Quayle in the Jolus Minx.

Our Patron's attendance at the QHC to hand out the trophies was well received, although his chat at the conclusion about Sons and Daughters of Fathers being faster as a natural condition of the world (and indeed a fact he has adjusted to) apparently caused some concern...



Middle East Motoring Experience

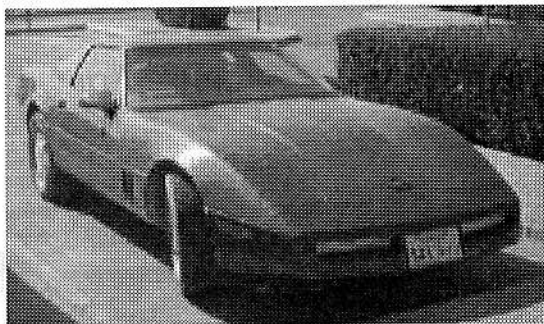
from John "Slipstream" Tait in Saudi Arabia

This is a motoring "post card" from Riyadh, the capital of the sunny, magical, Kingdom of Saudi Arabia. I've been here for just over six months now (punctuated by two leave breaks) and thought I'd share some of my motoring experiences thus far.

Driving Licence.

This was a somewhat painless affair. First, I had to get my Iqama or identity document. One is effectively a "non-person" until this is issued and it takes about two weeks to materialize. Armed with my Iqama, next stop was the official blood test facility at one particular hospital here. My blood test result,

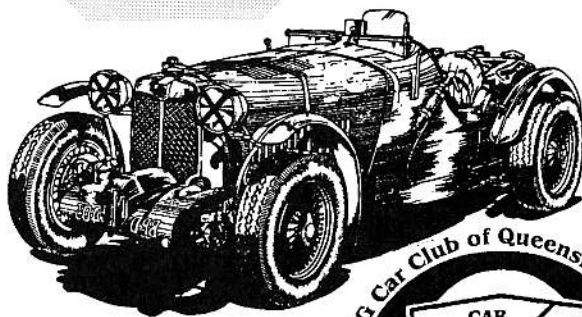
Iqama and QLD driving licence were then sent off to the Traffic Department and about two weeks later I had my licence. Time to hit the road!



NOGGIN & NATTER

Don't forget to attend the Noggin & Natter Night on Friday 9th June at 7.30 pm at the Donkin St. Clubrooms, West End.

Bring some nibbles and enjoy an informal, fun evening.



Contact
David Miles -
3892 2699



Club Members !!!



Middle East Motoring Experience (Cont)

Which Car?

The company kindly provided me with a late 1990's Toyota Camry. Four cylinder, manual, power steering and, most importantly, excellent air-conditioning. Although it's Aussie built, the steering wheel is on the wrong side. But then again, all the other cars here are like that and it makes sense if you have to drive on the wrong side of the road anyway. I became familiar with this arrangement over the next few weeks. I'm pleased to say that I can now indicate a right turn without activating the wipers, change gear without winding the left window down or up and, most times, enter a street on the correct side of the road. I generally know if I've erred in this regard because I see head lights in front of me instead of tail lights.

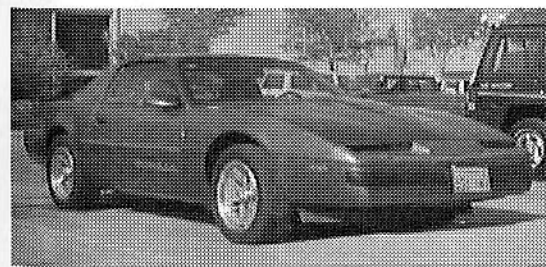
Now the Camry is only to be used for transport to/from work and then only until I move to married accommodation. So, I needed to get a set of wheels for a family of two. No MGs to be seen here so I toyed with the idea of a Corvette, Camaro, Trans Am or a BMW Z3. I had a test drive of some of The General's second hand muscle and I'm here to tell you that these are seriously quick cars. Fuel economy is not a factor here at 35 cents/litre for super.



"intimidation" value and would be totally impractical for sand dune and wilderness bashing.

So I went down the inevitable 4WD route. I managed to pick up a SWB 1999 Hyundai Galloper with 15000km, power steering, power windows, air-conditioning and still under 3 year warranty for just on \$12000. OK, so it has a funny name but it could have been worse e.g. Hyundai Hopper. What is it I hear you ask? Essentially it's a late 80's style Pajero - don't start with the stories about what Pajero means in Swahili or Spanish - but with the injected 3 litre V6. Thinks...now that engine would go well in the B. True to its animal name, it has a horse emblem on each of the front guards. Now that I think about it, the horse is doing something mid way between the Mustang gallop and the Ferrari prance. Maybe they should have named it the Hyundai

Festang. But I digress. The advantages of this cheap and cheerful vehicle (named Harry) are that you can see what's happening with the traffic up ahead, go off road and have a bit of intimidation quality - but of course nowhere near as much as a Ford Expedition (huge Explorer) or GMC Suburban. However, Harry was only about one sixth of their price.

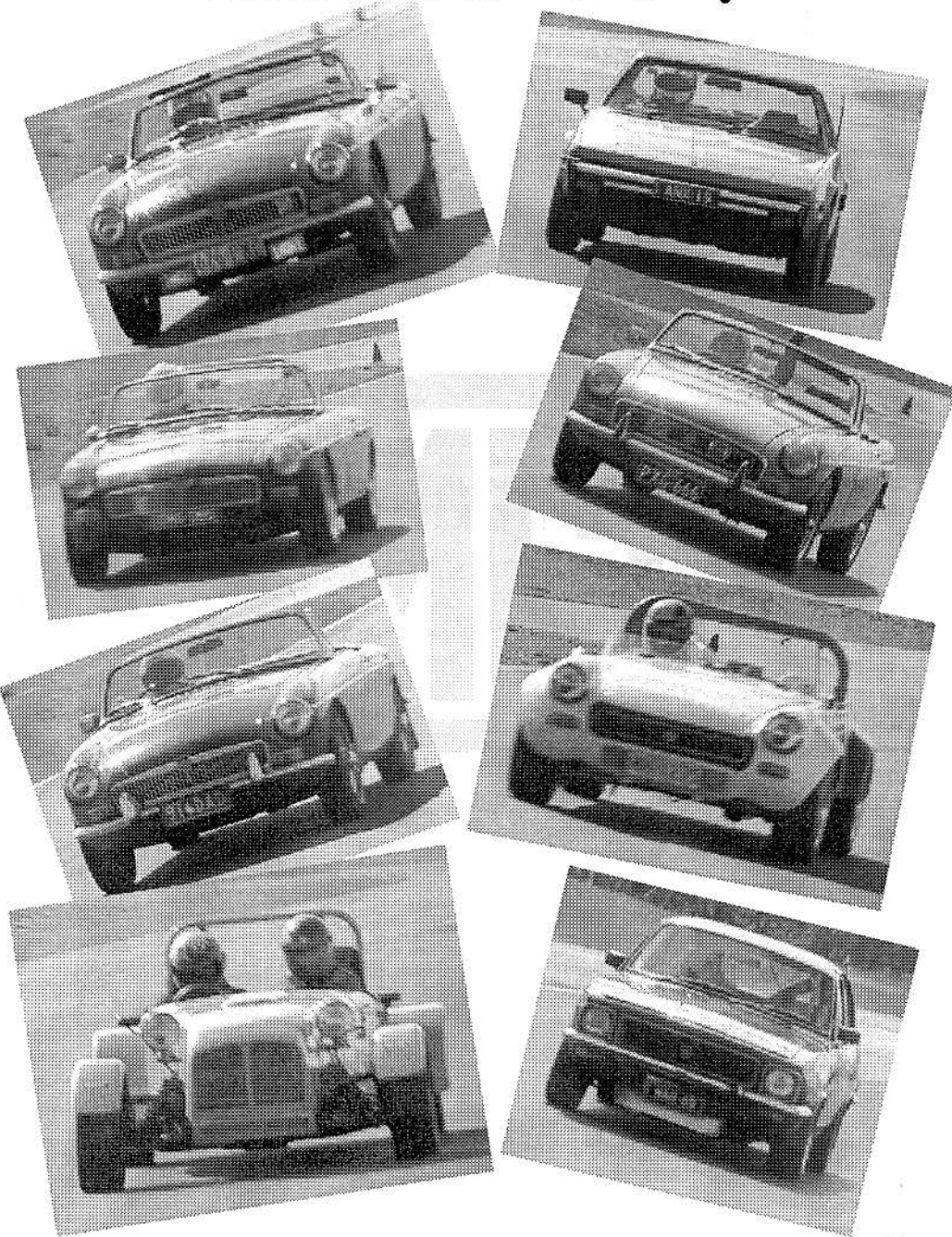


The disadvantages were that these cars are very low and thus not highly visible, on the smallish side and thus have little

NEXT ISSUE: The driving experience.



Warwick Run 8/9 July



Warwick Run 8/9 July

Another overnight run to Warwick was organised by Greg Newy and Pat Walker. This run was again another successful event.

A group of 25 Mg's with the odd rebadged car with a full compliment of 40 members enjoyed a crystal clear drive to Warwick.

The Morgan Park track was ours for the day and "practice" was very competitive. Top slot was the Ecure Escargo Axtell Suzuki. Colin Warrington put the Camaro into cruise control as usual. David Irwin had the bent Eight Lotus going very well this year in difference to the hairy experience last year. Chris "Taipan" Carswell drove the CGT like it was 'Dee's' and then seemed to be in every one else's car for the rest of the day. JD's X19 Fiat did an excellent run even if the back brakes were funny. Wayne Phingst did a little farming, so with a quick diff change had the XU1 going like it should.

Everyone who wasn't running had an interesting bus tour to "Old Talgai" Homestead and then rejoined the group for "happy hour" and then for dinner at night.

Sunday morning dawned bright and shiny and we all trooped off to the "Bramble Patch" only to find that they had slept in. So with that, we went up to McDonalds for a McMuffin.

At the Gun Club, Greg Newy had a wonderful array of fine shotguns and following instruction and an explanation of the now Olympic Standard trap, the members had two runs of ten clays.

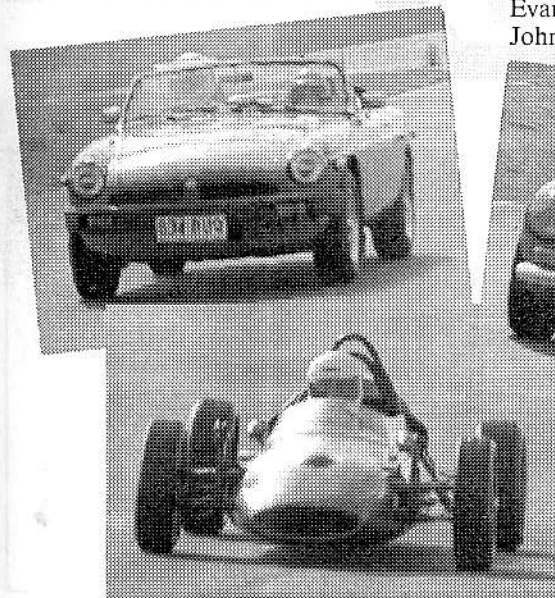
Top guns for the day:

John Dalmajer (12) Errol Hoger (11)
John Davies (10) Chris Carswell (10)
Godwin Caruana (10) Richard Mattea (10)

It was a great day although one thing stood out in that the good shooters from last year were the lame ducks this year.

After a barbecue lunch, the journey back to Brisbane was the finale of a great weekend.

Thanks to Greg Newy and members of the Warwick Gun Club. Thanks to David Robinson and the keepers, especially the Evans at Morgan Park and thanks to Pat and John Walker, the organisers.





10 Best Tools of All Time

Forget the Snap-On Tools truck; its never been there when you need it. Besides there are only 10 things in this world you need to fix any car, any place, any time.

1. Duct Tape - Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more - in an easy to carry package. Sure, there's prejudice surrounding duct tape in concours competitions, but in the real world, everything from LeMans-winning Porsches to Atlas rockets use it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.

2. Vice Grips - Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts and wiggle-it-til-it-falls-off tool. The heavy artillery of your tool box, vice grips is the only tool designed expressly to fix things screwed up beyond repair.

3. Spray Lubricants - A considerably cheaper alternative to new doors, alternator, and other squeaky items. Slicker than pig phlegm, repeated soaking's will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an

integral part of these sprays is the infamous Little Red Tube that flies out of the nozzle if you look at it cross-eyed (one of the 10 worst tools of all time).

4. Margarine Tubs with Clear Lids - If you spend all your time under the hood looking for a frendle pin that caromed off the pteral valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers afterward. (Some of course chuck the butter-coloured goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

5. Big Rock at the Side of the Road - Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop noisy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "Made in Malaysia" emblem is not synonymous with the user's maiming.

6. Plastic Zip Ties - After 20 years of



10 Best Tools of All Time (Cont)

lashing down stray hose and wiring with old bread ties, some genius brought a slightly slicked-up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality wiring from a working model of the Brazilian Rain Forest into something remotely resembling a wiring harness. Of course it works both ways. When buying a used car, subtract \$100 for each zip tie under the hood.

7. Ridiculously Large Craftsman Screwdriver - Let's admit it. There's nothing better for prying, chiselling, lifting, breaking, splitting or mutilating than a huge flatbladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for all filters so insanely located that they can only be removed by driving a stake in one side and out the other. If you break the screwdriver—and you will just like Dad and your shop teacher said—who cares, it has a lifetime guarantee.

8. Baling Wire - Commonly known as MG muffler brackets, baling wire holds

anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders, since it works so well you will never need to replace it with the right thing again. Baling wire is a sentimental favourite in some circles, particularly with the MG, Triumph, and flathead Ford set.

9. Bonking Stick - This monstrous tuning fork with devilish pointy ends is technically known as a tie-rod separator, but how often do you separate tie-rod ends? Once every decade if you're lucky. Other than medieval combat, its real use is the all-purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be use to separate tie-rod ends in a pinch, of course, but does a lousy job of it).

10. A Quarter and a Phone Booth - See tip #1 above.

— *Origin regrettably unknown*

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**More from the
Warwick Run
8/9 July**





FOR SALE

✱ Tow-bar to fit MGB. \$25. Peter Cahalane 3359 0505

✱ MGB GT 1971, with sunroof, red, very good condition. Asking \$14 000. Contact Ken & Gwen Holyoak 3843 1609 (A/H) or 3875 2777 (B/H)

✱ Wanted MGB Mk. II. \$9 000-\$14 000. Contact David Hoffman 0419 318 020 fax 322 76553

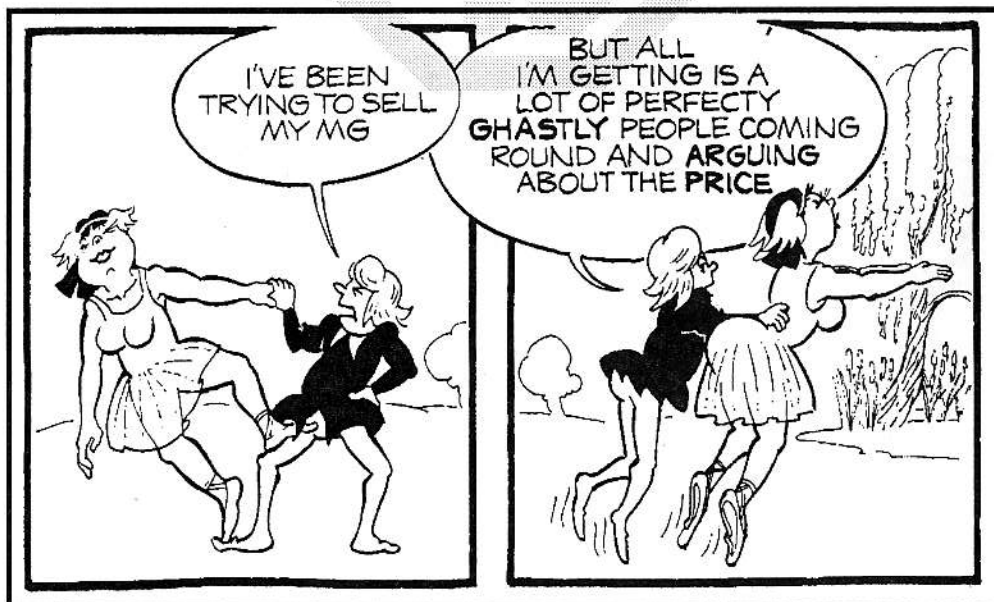
✱ MGA 1959 Roadster Red with black upholstery. Chrome spoke wheels. Full restoration 1994, garaged and only driven 2000 miles since. New carpets and upholstery. Re-sleeved brake and clutch master cylinder, front brake callipers, and drum cylinders. New exhaust and water hoses. Excellent condition. Vintage Club Reg. 047. \$23500 o.n.o. Darren Guilfoyle (02) 6656 4221 Coffs Harbour.

✱ MGB 1972 - current owner has had vehicle for 5 years. Garaged and hardly driven. Was Showroom stock and in superb condition. Bright Red colour, aluminium bonnet, chrome front and back bumpers. Genuine 16,000 miles on the clock. First to see will buy. P.O.A. Ph: Lesley Porter (07) 4922 2662 (Home) or (07) 4927 7622 (Bus)



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