

Official Journal of the MG Car Club of Queensland Inc.

The



ctagon

No. 6

December 2008



Cathy Bartley's Concours winning MG TF seems to be having as much trouble as the rest of us in accepting that another year has flown by...

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President's Report

All too soon the pre-Christmas round of break-ups, parties and last minute rush for presents is upon us again. Another year is coming to an end, creating the opportunity to reflect upon 2008, its "highs" and "lows" and how they have affected our club, and how we might be able, in future, to improve the way we operate.

Generally, one would be compelled to declare 2008 particularly successful. One of our best performances ever at the Tamworth National meeting, new Regional Chapters based in Rockhampton and Cairns, another successful Tighe Cams Mount Cotton Hillclimb Series, a raft of improvements at Mount Cotton and our Clubrooms, the Historic Race Meeting Anniversary function, expanded Concours and numerous other significant achievements testify to that. These just don't happen; many man (and woman) hours go into their success, and thanks must go to all involved. Last, but certainly not least, we can celebrate membership numbers tantalisingly close to 800 by years end.

Of course, we're not perfect, and not all went quite to plan. Some aspects of our most successful events and functions might well have room for improvement, but please don't forget that volunteers carry out all the work, giving generously of their time and talents so that others can enjoy the wide range of activities on offer.

The traditional break from club activities will be most welcome for all involved with running MGCC, but let's not forget that, particularly with the amount of rain that's fallen recently, grass (and, of course, weeds) will continue to grow, bills will need to be paid, and planning for 2009 will continue. Spare a thought, or even offer to help, those who will continue to carry on with the clerical and maintenance aspects of running an organisation of this size.

Next year, already, is shaping up to be extremely busy. Tighe Cams Series is to have another round added at Noosa, we'll be conducting two of the State Championship's four rounds at Morgan Park, and new Social Club Captain Brian Ponting is embarking upon a very ambitious and exciting range of social events. It is hoped that our Friday night Noggin n

Natter meetings become more inviting, with a wider range of meals and more regular guests. It's also hoped that grant applications already underway come to fruition in order that our clubrooms become more attractive and functional, while hill climb enhancements continue under the guidance of Dino Mattea. More events, both social and competitive, may dictate some changes to the way some of our traditional events function, but I trust that any alterations can be viewed as an attempt to make our activities more attractive to more of our members.

Challenges and opportunities will continue to come our way. In 2009 it will become necessary to adapt to numerous issues such as the possible effects of the world financial crisis, changes to the way CAMS will operate and improving our relationship with Council and neighbours at Mount Cotton. As I mentioned previously, we are an amateur organisation whose reliance on expertise from club members is becoming more important. Help from experts is always needed, so if you have the ability to help, be you a plumber, bricklayer or nuclear physicist, please don't hesitate to offer your assistance.

Our Tighe Cams Presentation and Annual Club Presentation dinner are the first two major events of 2009. Please make every effort to attend both functions and take the opportunity to acknowledge those who have excelled in 2008.

Finally, I would like to offer my sincere thanks to those who have served on the committee during the past year. The dedication and hard work put in has been remarkable, as has the experience of working with these very special people. From me and, I am sure, all members of this unique and very successful club, I give heartfelt thanks for your help and commitment to the tasks you have undertaken. May I also wish all members, friends and families a very safe and Happy Christmas and a Healthy, Successful New Year.



David Miles
(President)



Some words from Elaine...

Despite there being a slightly fewer events during October and November on which to report, there is still plenty of information to be packed into this Octagon. You will soon receive your invitation to the Club's **annual dinner and Presentation of Club trophies**. Kerry Strange has worked long and hard to find a venue which provides very pleasant surroundings, good food at a reasonable price and plenty of easy parking. Consequently there is a little more travel to get there but we hope many of you make the effort to come along and celebrate both our Club's continuing prosperity and success and the success of those who have won Club trophies. Rules for the 2009 trophies have had a couple of minor modifications made and will be available on the News page of the Club website.

Committee member, Andrew Willelsen, has been given the task of administering the new **Brian Tebble Award**. As Andrew is Brian's nephew this is a most appropriate task for him to take on. Club members are invited to be involved in the decision making for the annual recipient of this award by submitting nominations. You will find Andrew's article on it inside or you can contact him for more information.

The **cover** reflects what most of us think as another year rushes by and so we also have our Chaplain's annual Christmas message for us inside these pages.

Our **'Chapter Chatter'** gets bigger and better with every issue with the now four Chapters and their coordinators supplying interesting and illustrated reports on their activities.

When space becomes an issue and any reports or articles cannot be reproduced in full (as is the case

with two articles for this issue), a note will be made in the Octagon advising you of the availability of the full text on the Club's website. What an incredible problem for me to have to deal with! I wonder how many other club magazine editors would be envious of my having to do this.

There are a couple of problems with the calendar. One is the size of it which has resulted in there being no room to include the Regalia order form. The other is that the dates for day runs other than Feb and March have not yet been finalized nor has the information on the weekend away so keep watching for updates. Interclub Challenge dates are also still to be included.

As something a little bit different for this issue, Wayne Reed has supplied us with some interesting photographs taken at the Concours in August (space did not allow their inclusion in the October issue). **Test** yourself to see if you can identify which car is represented in each photo.

With this year being the 50th anniversary of the release of the MGA Twin Cam, it is timely that Dan Casey provided an article on **MGAs** for the Octagon. He has delved into the ledgers of Howards (whom member of us will remember) to divulge the numbers (in all senses) of MGs, particularly MGAs, sold by them.

Bruce Ibbotson has supplied more good technical articles which, unfortunately, could not fit into this issue. They will be available on the website and published when space permits.

I hope you enjoy this Octagon and best wishes for Christmas and the New Year to all of you.

The Committee takes a short break over the Christmas break (this usually means that there are three weeks between two committee meetings instead of two!) but work on the February edition of the Octagon will begin as this one goes to print. Final date for submission of material for the February

M E M B E R S H I P

Welcome to the following new members! May they have a long and happy association with the Club.

William Johns
Don Kellam
Julie Carney
Don Robertson
Stefan Borsato
Colin Gibbs

Timothy Harland
Robert Ingram
Brian Kirkby
Anthony Knoblauch
Peter Lyons

Justin Nicholls
Chris Seymour
Jason Smith
Robert Brown
William Evans

Tony Fahey
David Goodman
Joe Muir
Holly Shergold
Norm Walker

Notice Board

The Clubrooms are open **every Friday night** with hot food starting at 6.30 pm with prices starting as low as \$2.50 except for the Christmas break. The Clubrooms will close after our Christmas Noggin 'n' Natter on Dec 12 and re-open on Friday 16th January.

Friday 16 Jan	Clubrooms re-open
Friday 30 Jan	Tighe Cams Mt Cotton hillclimb series presentation of trophies
Sunday 8 Feb	Come and Try/Test and Tune at Mt Cotton (Contact Gary Goulding on 3351 33506 to register)
Wednesday 11 Feb	Visit to PWR facility (Contact Bryan Ponting 0418 790 962)
Friday 13 Feb	Games night Noggin 'n' Natter at the Clubrooms
Saturday 14 Feb	Annual dinner and Club presentation of trophies at Alexandra Hills Hotel. 3 course dinner, coffee & tea for \$45 pp. RSVP by 6th Feb. Invitations will come to you with your renewal of membership letters.
Wednesday 18th Feb	Midweek run (Contact Bryan Ponting 0418 790 962)
Sunday 22 Feb	Day run (Contact Bryan Ponting 0418 790 962)
Sat/Sun 7/8 March	State Championship Race meeting at Morgan Park (Contact Richard Mattea on 3325 0409)
Sunday 15 March	Tighe Cams Hillclimb series Round 1 (Mt Cotton)
Wednesday 18 Mar	Midweek run (Contact Bryan Ponting 0418 790 962)
Sunday 22 March	Day run to Gatton Sprints (Contact Bryan Ponting 0418 790 962)

Please note that the calendar is incomplete and also that some dates may change; updates are available on the club's website.

NOMINATIONS FOR THE BRIAN TEBBLE AWARD

People familiar with the history of Mount Cotton Hillclimb will know that the late Brian Tebble, an early member of the MGCCQ, was instrumental in getting the Hill Climb circuit constructed. For those interested, more information on Brian's contribution to the club is available in the fabulous 'History of the Hill' book compiled by Elaine Hamilton.

In recognition of the individuals responsible for the ongoing work required for the continuing success of Mount Cotton, an annual award in Brian's name has been formed. The award includes an honour board to be hung in the MGCCQ clubrooms.

The idea of this is to recognise particularly outstanding efforts made by individuals currently helping out at the hillclimb in any capacity. These are the people who tirelessly work, sometimes behind the scenes, to

ensure that simple but important things like the facility's magnificent grounds are always looking their best and that events function smoothly. One person will be recognised each year and nominations for the award for 2008 are currently open.

If you know of any Club member or any non-Club member that you feel deserves to be recognised please let us know. (Please note that Committee members are not eligible for the award.) Nominations close on 16th January 2009 and the award will be presented at the club's annual dinner and presentation of trophies on 14th February.

Please send your nominations to me or to the Club.

Andrew Willesden
aswillesden@bigpond.com
07 3396 2240



Bits & Pieces



Doug and Elizabeth Partington took part in the reenactment of the 1939 Australian Grand Prix and are shown powering out of Mill corner at the Lobethal AGP road circuit South Aust 2 up.



Maybe Martin Adamson of the Capricorn Chapter is pondering whether or not he will make it to the next fuel stop as it is 500 km away. The photo was taken on a trip to Darwin in the B in 2006.

Check out
www.ozracerads.com, a new website offering free advertising for anything to do with motorsport.

Wayne Reed competed in the Silver Fern Rally in NZ in October and, during the rally, met Paul Walbran and son Andrew. Car's History: Largely original MGB, modified to period BMC

special tuning spec, 150BHP, close ratio gearbox, LSD, up-rated suspension. The car was driven by Andy Walker in the 1985 Rally NZ and finished 31st out of 70, being the last MGB to compete in a WRC event. It also completed 2006 Silver Fern and 2007 Ruby Rally.



Pictured at the Clubrooms on 7th November were four of the initiators of all-historic racing in Qld. They are from left: David Bruce, Noel Tuckey, Doug Partington and George Gilltrap.

Did you know that there were 18 members of our Club competing in State Championship racing at Morgan Park? They are Michael Allen, Andre Borell, Alan Don, Len Don, John English, Gary Goulding, Kevin Heffernan, Carol Jackson, Richard Mattea, Bill Norman, Steve Riley, David Robinson, Cameron Short, Brad Stratton, Warren Tegg, John Townsend, Justin Wade, Victoria Whitley.

Next year's State Championship rounds will be held on 7/8 March, 25/26 April, 29/30 Aug and 7/8 November.

Go along, support our club members as spectators and discover another aspect of our Club's activities.

Bits & Pieces

Congratulations to our members who had class wins and outright placings at the Noosa hillclimb. Alan McConnell won his class and was the outright winner while second in class and second outright was Darren Duffield. Class winners were Neil Lewis, Stuart Murchison, Daryll Searle, Roy Davis, Danny Mischok and Mark Trenoweth.

Some late news: Dean Tighe was navigator for Sam Todd in a 1977 Holden Torana A9X and they came 15th in the Late Classic class in the Classic Adelaide Rally that was held on 22/23 November.

A major raffle is being organized with tickets going on sale at the Christmas Noggin 'n' Natter and the draw to be on 17th May. Prize is a toolbox of tools valued at \$600 and a compressor valued at ?

Tom and Ailsa Storrie have recently travelled to the Northern Territory and have written an entertaining account of their travels which, unfortunately, could not be fitted into the Octagon. Instead, you can go online to our website and read their article on the Octagon page.



This photo of a 1950 TC was taken by Club member Pat Collins when just a young lad in 1953 but with an young eye for an interesting car. The photo was taken not far from our present clubrooms on the Collins property. A bike event was underway but Pat seemed to be more interested in the cars in the spectator area. This also serves as a reminder that Collinsvale St on which our clubrooms are located was named for this family and is a great link of past and present.



He may have relocated to Asia but occasionally past member John Weinthal thinks of us as he did when he came across this photograph of him in action at the old gymkhana ground, Porters' Paddock, at Tingalpa in the early 60s. John was the motoring writer for the Courier Mail and was given cars to test drive; this was part of his test drive of the MGB. There are still some of us, Editor included (see second photo), who were there that day and witnessed the end result of grass caught between tyres and rims. John recalls: "On returning the car all beautifully washed etc John (French) took one glance and asked if I had enjoyed the gymkhana, which he did not attend. I asked how he knew and he pointed at grass 'growing' between tyre and rim!"



The car, later in the day, in more sedate hands (or hand!) with Grannie Horgan keeping control from the back seat.

Bathurst 2008 AHC

A number of Queenslanders traveled to Bathurst for the AHC in early November. They were: (an asterisk denotes that that person broke their class record)

Darren Duffield (Formula Libre over 2000cc)	7th in class out of 13
Vicki Paxton (Formula Libre over 2000cc)	withdrew after blowing her 'unbreakable' clutch on the start line
Steve Riley (Formula Vee)	1st in class*
Michael Peoples (Formula Vee)	2nd in class
Ainsley Fitzgerald (Marque sports 0-1600cc)	3rd in class
Paul Masterson (Marque sports 0-1600cc)	1st in class*
Steve Price (Marque sports 1601 & over)	3rd in class
Roy Davis (Marque sports 1601 & over)	6th in class
Simon Rhodes (Marque sports 1601 & over)	DNF
Many Tighe (Marque sports 1601 & over)	5th in class
Craig Haswell (Sports sedans over 3000cc)	4th in class
Daniel Gibson (Improv Prod 0-1600cc)	2nd in class
John Gibson (Improv Prod 0-1600cc)	6th in class
Gary Pitt (Improv Prod 1601-2000cc)	4th in class
Danny Mischok (Improv Prod 1601-2000cc)	1st in class*
Mark Dunstan (Improv Prod 1601-2000cc)	5th in class
Pauline Graham (Imp Prod 2001-3000cc)	4th in class
Ken Graham (Imp Prod 2001-3000cc)	3rd in class
Owen Burton (Imp Prod 3001 & over)	3rd in class
Alan Don (Historic Group VB)	1st in class*
Jeff Oldham (Late model Impr Prod SVetc)	5th in class

The winner was Gary West from WA on the last run!



Pictured is Pres David Miles presenting the MGCC Award for the Student of the Year in the Diploma of Automotive (Motor sport) course at SQIT Warwick Campus to David Stilwell. David is the grandson of the legendary Bib Stilwell so motorsport is well and truly in his blood. The presentation was made following a very interesting and informative talk and Q & A session by Triple Eight Chief Engineer Campbell Little.



CORRECTION TO CONCOURS RESULTS

There was an error in the Concours results published in the October Octagon. The results were taken from the Club's website where the wrong results had been published. Our apologies to the winner of the Overall Prize for Pre-MG TF who was Alan Tebbutt shown here receiving his bottle of wine. The three major trophies for Concours will be presented at the Club's dinner and presentation of trophies on February 14th.

SUMP PLUG



At the test and tune day at the hillclimb on November 2nd, the Australian flag was observed flying upside down which is the distress signal.

It made Sump Plug wonder whether it was anticipated that the event would be in distress as both President David Miles and hillclimb co-ordinator John Davies were away in Cairns for the founding the new FNQ Chapter. However, the flag was quickly righted and the day went well despite the absence of these two key players.

Which members went for a trip on the Ghan and discovered a few interesting facts about train travel?



Sump Plug is pleased that our President was wearing his cap on this occasion as his suggested caption of "Watch the birdie..... I can't see any b...y birdie!" may perhaps have changed to 'Watch out for the birdie ... I can feel the evidence of the b...y birdie.'

Which new committee member has just discovered that he has been driving for seven months with a damaged right front suspension arm? He had wondered why it used to make loud noises with major changes of bump or direction and finally knows the answer!

Following the spate of bad storms, Sump Plug is pleased to report that, other than some minor damage, the worst our Gap-residing members experienced was the sensation of being left feeling powerless for a few days.



Midweek runs must be hungry work! One dayrunner abandoned his meal for a while to capture another enjoying his.

Which brave Club member offered another midweek runner a drive of his very sporty sports car (names and brands suppressed to protect the generous)? Guest driver enjoyed the drive and particularly the opportunity of 'swishing' past other runners so they could at least experience the wonderful sounds made by the car as it effortlessly swept past them.

PPS UNLEADED RACE FUEL

Available from

Laker Paint Company	40 Queensland Rd, Darra	3375 5039
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R.J.B. Auto's	Shed 4 / 20 Paisley Dr, Lawnton	3881 2669
Swift Race Engines	1/14 Rodwell St, Archerfield	3277 9123
John White Race Engines	8 Deshon St, Woolloongabba	3391 8533

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Email: sales@thehouseofmg.com.au

Letters to the Editor

Dear Elaine

I thought that you and the Octagon readers might be interested in a couple of figures from the SMMT UK registration numbers for September and October.

In September 2008 the sales of NEW MG's in the UK were up 800% on the sales in the same month of 2007. In September 2007 just 1 new MG was registered in the UK (Had it been hiding under a pile of old newspapers in the back of some dealers shed - or was it a prototype test car???) In

September 2008 there were 8 new MG TP's registered, no doubt by the factory(?) as press cars.

In October, the figures ramped up even more over 2007 as no new MG's were registered in October 2007 but in October 2008 there were 27 new MG's registered and some are being offered for sale on eBay!!!! That's an increase of 2700%.

Jon McCarthy, London

Dear Elaine

Tip and I would like to thank all the

members who helped to get the Mid-Week runs off the ground and have made them such a success over the last 6 years.

Unfortunately we will not be able to go on runs on the 3rd Wednesday each month and so our November run has been our last Mid-Week run with the Queensland Club. I am writing this letter to thank you all and I expect that the run will go on to even greater success, as more members reach retirement. Thank you all and goodbye.

Bruce Ibbotson. Member 600

Profile

Matthew Holmes



Having been a member of the MGCCQ for only a short while, I was surprised to be nominated for committee and happy to contribute back to the club and

members who have already helped so much. I look forward to a long association of competition and camaraderie.

I have always dreamed of owning an MGB, although a few years of madness with a 260Z intervened. Fortunately I grew up a bit and swapped what was a fun but impractical semi-race car for a boat to enjoy with my wife Tracey and sons Lachlan and Liam. However, it was not long before the dream returned, and here I am, the proud owner of a '72 MGB.

Aside from my new hobby I enjoy fishing, travelling and reading, tinkering around the house and of course spending time with my family. I work for a Crop Protection company called Syngenta, managing the rather specialized turf market in Qld.

I look forward to getting involved with MGCCQ events and encouraging other members with young families to enjoy the club as well. If I can help anyone in my role on committee, please contact me on 0439 386 757.



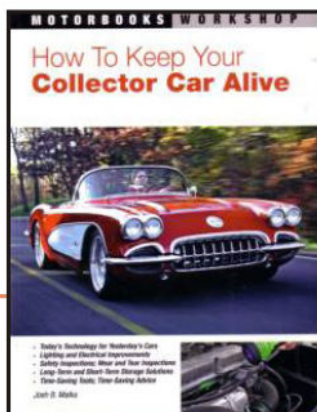
BOOK REVIEW

This book has been made available for review by Capricorn Link.
It will now become part of the Club's library.

How To Keep Your Collector Car Alive

by Josh B. Malks

Reviewed by Peter May and Charlyn Morgan



An intriguing book of many forms, 'How to Keep Your Collector Car Alive' is filled to the brim with useful knowledge and information for the many car collectors around the globe.

This book is a red-lining screamer that demands attention from the collectors of today, to take care and admire the many shining metal beauties of yesterday.

It is an essential book for those with the collecting frenzy, and yet, above all, a key part of the workshop book editions. It gives an insightful overview of the world of cars and how to keep and run your good old gem, keeping it in the very upmost pristine condition today, and for many more years to come.

'How To Keep Your Collector Car Alive' has many tips, recommendations and detailed methods of particular ways of how to get more out of your engine, and keep it lasting, building it to run forever, and made to outlast time itself.

It is an enjoyable read for those that want to know a little more background history on automobiles, or those that want to re-build a classic, restoring it to prime condition.

This book gives you proper instructions to care for your car and is written clearly in simple language that is well suited for the general contextual reader. Diagrams, graphs, and graphical images are well

placed within its covers, completely with labels and clear indications of explanations. Its great set-out with a smooth flow throughout the book gives it a rev above the rest and makes it clearly stand out within a crowd.

Something to keep in mind when reading this book is that the fact from fiction is revealed and a lot of research has proven evident with giving you the best sourcing of information from many experiences. The author, Josh. B. Malks, was well into cars from an early age and has since developed a knack for collecting cars for himself, such as the Oldsmobile, Kaiser, and Plymouth. He specializes in the exotic, Cord, and has since gone on to write many more books about collector cars. He is a member of the Classic Car Club of America and the Antique Automotive Club, which also runs in America.

A well collected and accurate information guide, to not just collectors, but also to those that study automobiles and their history. A genuine book about timeless classics and an excellent read for those that want to learn more. A book without compromise, and a must have for those die-hard car collectors.

These books are also available from all good bookstores. For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au.

SOME *good* News FOR CHRISTMAS!

Well at last, some good news for Christmas. I've just heard on the TV that the price of petrol should then be a dollar a litre. It takes a bit to remember when it was last that cheap. One good thing about it is that we may be able to drive our MGs a bit further.

On the other side, for most of us it's been a rather difficult time financially with the Global recession, and the sad part is that it may continue for quite a while. That may mean a closer look at our Christmas "wish list". More importantly though is what we will be putting under the Christmas Tree and how and where we will spend Christmas. Thoughts about buying another MG or even bits and pieces for the present one have more than likely been put on the back burner. Never mind, as financial advisors are so apt to say, we must "look at the long picture". I don't know about you but I'm in the "long picture" now.

Something that has been on the "long picture" as far as the Club is concerned is the Mount Cotton Hill Climb. From what I hear and the pictures I've seen it is fantastic. Good work to all those concerned. It seems to me that it has been quite a sacrifice for many.

Thinking about sacrifice reminds me very much about the meaning of Christmas. More than a

pleasant gift but the greatest gift ever, one for all people, Jesus the Son of God. Most people go through tough times and look with anticipation for something to hold on to for encouragement. That's what Christmas is about. Oh sure there are a few who seem to have it all, always has been. However it's amazing that even they seem to think they don't have enough. But those who believe in God's greatest gift, His Son Jesus Christ, know they have all they will ever need.

Sure more money would mean more k's in the MG or even more MGs. Perhaps pleasant for a time, but would it suffice forever? Look, I truly enjoy my MG, from looking at it to driving it, but nothing, nothing compares to the joy of believing in Jesus, the real reason for the Christmas season.

Please enjoy your family and those close to you, along with your Club and your car/cars (especially MGs). More importantly though, consider what Christmas is about and what it really means. That's the REAL GOOD NEWS.

With those thoughts may I wish you all a truly joyous Christmas, with all its blessings and a Happy New Year.

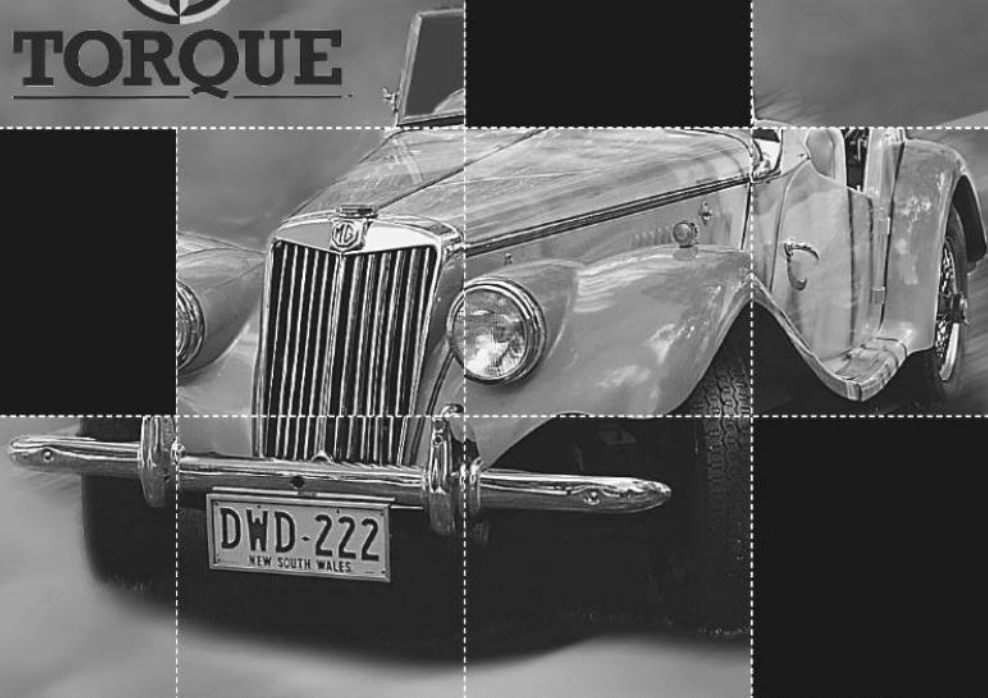
Ken Trudgian
Club Chaplain

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Lumley 

For Sale

13" x 5 Enkie Minilight style alloy wheels; brand new; will fit MG 1100

\$500.00 ph 0400193579

AND

1983 MG METRO 3 door hatch; 1275cc 4 speed gear box: older restoration.

\$6000

Ph Robin Wilmot, MGCC Tasmania, 0400193579

1949 MGTC (Rego No.49 MGC)



Older restoration in very original and excellent working order. Thoroughly maintained at all times. Well suited to a true enthusiast. Matching numbers. Silver body work with red leather upholstery. Full roadworthy and registration until April 2009. Only genuine offers over \$26,000 will be considered. Please contact Owen Williamson on 0407 462 341.



1972 MGB roadster. Had a full body restoration over the last two years. Full back to bare metal respray. Colour is metallic British Racing

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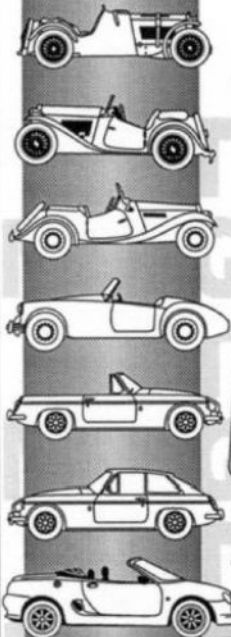
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by Ian Bryant

Chapter Chatter

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



Its bloody-well nearly here ALREADY! Perhaps the fact that "Christmas comes but once a year" is a good thing after all, especially given the compression of all that free-time previously set aside to take the old girl out for a spin more often. My tip for 2009 is to get out the MG!

A longer Sunday run on 12 October saw thirteen cars make their way through green and leafy country roads to Kilkivan for an excellent ploughman's lunch at the "Left Bank.". It was a pleasure to welcome Martin Lloyd back for a run, piloting Mavis in Colin's MG TF, on another of Lynn Emslie's well-planned MG social meanderings. Herr A.Volunteer led the force that included seven MGs, two Jaguar E Types, and four from the Axis. New Club members Tony and Theresa Scott from Gympie were able to later join the group for lunch.

A Mid Week Run on 22 October saw twelve cars and 22 people from the Chapter visit Bob and Jan Mortimer's honeymoon hideaway at their Bauple Daintree for a BBQ lunch. Ron and Lorraine Mills chose this run to unveil their new MG TF1500 "baby" which, as the Birth Notices would put it, "a baby brother for the Queen Mary". We were also able to welcome new Club members Graham and Jeanette Hall from Maroondan on their first run with the Chapter in their MGB. To cap the day off, Jan's unique "green tombola" raffle raised \$55 to assist the Chapter's funds. Thanks Bob and Jan for a beaut day.

The Sunday run to Tin Can Bay on 26 October saw Blair Francis step up to the mark as the volunteer "run boss" and, with Joan, lead eight cars away from temptation and into the sea-food at the Rainbow Beach Surf Club for lunch. The smaller than usual Chapter contingent was also able to welcome MGCCQ members John and Christine Jones from Gympie in their MGB on their first WBC run.

"Bob the Bookie" excelled himself on Cup Day, Tuesday 4 November, by expertly fleecing the 30 Chapter members who crossed the Emslie threshold for the chicken and champers lunch. A magnificent day, again, with John Shield assisting Barbara to run the complex series of Cup sweeps that would have put any Reserve Bank considerations in the shade. Lynn Emslie was again the gracious hostess for this, apparently now traditional, Chapter occasion.

Nine cars made a very quiet mid week run to Apple Tree Creek for lunch on Wednesday, 12 November. Selwyn and Sue Prasser from Bundaberg cast their professional eyes over the pub workings while James Mahaffey provided the safety net for the Rosewarne Jaguar. An enjoyable day, finding another small pub to mark off our list of four-cylinder pub crawls. A one-armed paper-hanger simply could not compete with our hostess for any prize on that day! ▷

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WIDE BAY CHAPTER

Finally, the Chapter mid-week run to Montville over the period 18-21 November saw nine cars make the wet but picturesque journey via Nanango and Blackbutt on Tuesday's run down. Delicious food on two evenings, plus a pub lunch on Wednesday shared with the Sunshine Coast MG Club, saw out a most enjoyable dry mid-week venture. The open top return run home through the very picturesque Mary River Valley, via Gympie, was a reminder of just what the Traveston Dam will consume. Regrettably, the prime mover/planners for this, Lynn's Run, were absent due to illness. Nevertheless, we ate their share!

The remainder of 2008 is speeding up. The Chapter's Twilight Runs commence in late November, with only two items listed on the December programme to complete before Christmas arrives, and Victorians and various other plagues descend to confound us all.

Have a very Happy Christmas; do drive up and see us in 2009!

BELOW: A view of the Honeymoon Resort's golf course (left); The Mills' MG TF getting the once-over at the Mortimer's Bauple Daintree honeymoon resort (right).



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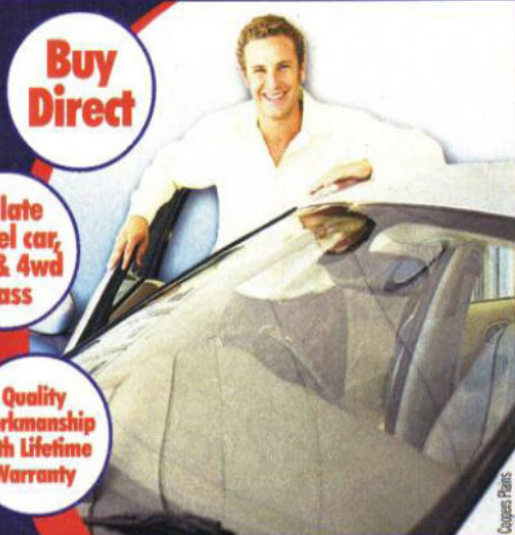
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by Trevor Watkins

Chapter Chatter

DARLING DOWNS CHAPTER



Preparing to lap Mt Panorama. The MGy has already gone.

September was a busy month for the Darling Downs Chapter. First of all there was a mid week lunch meeting early in the period to the "pink pub" at Clifton which is proving to be a reasonable place to have a sit-down lunch and also not too inconvenient for either Warwick or Toowoomba members by being too far to travel.

The month saw the running of the Chapter's extended tour which now looks like becoming an annual activity. Next year's tour is in its planning stage under the capable direction of Gary and Janis Lawrence. The 2008 NSW Tour was a masterpiece of organisation by Graham and Lyn Cope and we thank them both for looking after us over the ten days. The highlight for everyone on the tour was visiting the Mt Panorama circuit at Bathurst. It was noted that Bill Spall actually screeched the tyres on the world's fastest MGy on one of his laps thus providing leadership to his juniors who, up until then, were carefully observing the 60

kph speed limit. Socially, as was experienced last year on the Emerald Tour, one of the benefits of extended tours is the absolutely great happy hours and the fellowship these generate. Those who participated were:

Graham and Lyn Cope	MGBGT
Victor and Sue Ranosch	MGB
Bob and Mavis Marsh	MGB
Terry and Gwen Meagher	Mini
Trevor and Del Watkins	MX5
Bill and June Spall	MGY
Gary and Janis Lawrence	MGB

(A full report of this run can be found on the DDC page of the website)

DARLING DOWNS CHAPTER

On the last Sunday of the month, Ben Cain recycled our first ever Chapter run but instead of lunching in Cambooya, we enjoyed another opportunity to dine at the "pink pub". As always, Ben's route was a challenge for the more adventurous drivers and very scenic. However, one needed to follow the directions carefully. It didn't take long for the convoy to break up as some got their TLs, SOs and BLs at X Rds, T Juns and Forks confused. Telstra made a lot of profit that day from the mobile phone calls. Eventually we all made it to the morning tea place in Ma Ma village. The run then went on to visit the Thiess Memorial and sandstone caves on the Gatton-Clifton Road before finishing in Clifton.

The October mid week lunch meeting was held at Rudd's Pub in Nobby. The day was well supported as the Nobby pub has developed an enviable reputation for good food. It was at this pub where the Darling Downs Chapter had its inaugural meeting three years ago. Since then, the Chapter has grown substantially in numbers, a Capricorn Chapter has been established and another Chapter has formed in Far North Queensland. Without doubt, the future of classic sports car ownership looks great in the Sunshine State.

The last day run for the year was held in October. We broke with our usual practice of lunching at a pub somewhere and had a picnic lunch at Lake Moogerah. This is not something we do often (that is, having picnic runs) and how enjoyable it was! A small contingent from Brisbane led by President David met us on site thus making our last major run a bit special. Also, we were delighted that Col Schiller decided to give his recently purchased MGJ1 a run. We hope that some of the older cars will be seen next year as they add so much to the day by being interesting and just that little bit different.

The Oakey RSL was the November venue for our final mid week lunch meeting and we had a breakfast at the Warwick Golf Club on the last Sunday to finish the year's activities. As this is the last report for the year, it is timely, therefore, to take this opportunity to thank our coordinator, convenors and volunteer organisers for their efforts throughout the year and to wish the reader a very merry Christmas, a safe and satisfying New Year and pleasant motoring in 2009.

BELOW: Planning next year's tour (left); Col Schiller's MGJ1 at the start of the October run (right).

CALENDAR FOR EARLY 2009

25 Jan 09	Monthly Run (Breakfast)	Depart TIC 0800
11 Feb 09	Midweek Lunch Meeting	Picnic Point Cafe 1200
22 Feb 09	Monthly Run (Breakfast)	Depart LP 0800
11 Mar 09	Midweek Lunch Meeting	Greenmount Hotel 1200

Note: TIC = Toowoomba Information Centre, James St LP = Leslie Park, Warwick





by Gurney T Clamp

Chapter Chatter

CAPRICORN CHAPTER



I want to thank Don Madden and Sue King for looking after the Mt. Archer tour on Sunday 16th. The tour went as planned, starting off at Beaman Park in the main street of Yeppoon, with Don Madden, Sue King, Trevor and Glenys Williams meeting up with my wife Gloria who had the bottle of wine and playing cards and book work for the tour.

The Coastal group took off to Kershaw Gardens to meet the Rockhampton members, Peter and Tracey Breed and from Goovigen in their MG TC Stuart and Ada Clark. From Kershaw gardens the group traveled to the Botanical gardens on the south side of Rockhampton where they enjoyed a smoko break. From there it was on to the clubs second go at a hill climb, up Mt Archer, the first one had been the Mt. Morgan range behind the fast moving MG A of Don

Madden who set the pace. Up top of Mt. Archer the group enjoyed the view over Rockhampton before having lunch after which the group all went their own way home. Dale and Margaret Volling who had visitors on Saturday night tried to catch the group after their visitors had left on Sunday, but were unable to find them at either stop.

I received apologies from Martin and Narelle Adamson, (Yeppoon) David and Sue Oliver, (Gracemere) Stephen and Rhonda Olifent (Yeppoon), Phil and Pam White (Rockhampton) Wayne and Jenny Rosenberg (Rockhampton.), and new member Tom and Kathy O'Dea of Yeppoon. Tom has a 1970 green MGB Mk11.

The December 21st Christmas tour will be a first for the club, as the warmer weather is now with us. I have decided to do a Breakfast at the beach run, and most who were present on Sunday indicated that we should have breakfast at the Causeway lake. Any suggestion from members would be greatly appreciated.

I will be away from 4th to 19th December, but will be attending the Breakfast run on Sunday 21st. December.

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by Justin Nikcholls

Chapter Chatter

FAR NORTH QLD CHAPTER



Hello everyone! What a successful turnout!!! Our first meeting saw the gathering of 26 cars at the Pier Carpark on Cairns City foreshore. With only 15 'cars' originally giving their ok for attendance at this meet, to get 26 turning up was outstanding. According to David Miles it was one of the largest initial turnouts of a MGCCQ Chapter.

Making up the line-up of cars were:

- MGB's of various vintages
- MGBGT
- MGA's
- MGTF
- MGF's
- MG Midgets
- Alfa Romeo Spyder
- Datsun Fairlady
- XJS Jaguar
- MX5's
- Bolwell Nagari
- Triumph TR6

It was great to see everyone displaying their pride and joy, my fiancé even got to come too! (I do love you Julie, really I do!) It was difficult to get everyone away from talking about their cars and telling tales of old so we could start our meeting! On completion of our meeting and photo opportunity on Trinity Wharf, approx 12 cars headed to Babinda (30 min south of Cairns) for lunch and refreshments.

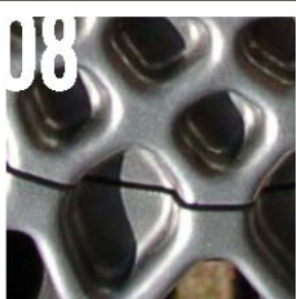
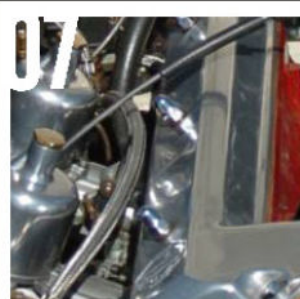
Such was the success of this meeting people were already talking about what we could do in 2009! If you are in Cairns look out for some very shiny vehicles in the 2009 dry season!

Our meeting was well supported with a visit by David Miles, Kevin Ponting and John Davies to show their and the MGCCQ's support in forming our new chapter. A big thank you to David in assisting with planning the event and also for the many phone calls from me annoying him about what I should do! Not only should I thank the crew from Brisbane, but also everyone who turned up for our meeting, even those who turned up without their cars (some poor vehicles were at the doctor or in bed at home with dipstickitis). Without your support our first day would not have been as successful as it was. Thank you. And last but not least thank you to my fiancé Julie who assisted me in arranging this day.



CONCOURS TEST

At the Concours, Wayne Reed took some photos which may set your brains ticking over trying to identify the subjects. How many can you identify? The answers are on page 39.



2008 CONCOURS.

A STORY OF MG TFS.

by Dino Mattea

A series of reporting errors has deprived Alan Tebbutt the honour for the Pre MGA Outright class win in this year's Club Concours. Alan's TF was in fact probably good enough to earn a Best Outright (should there have been such a class this year).

The MG TF introduced in 1953 by the MG Car Company, was seen as a stop gap model awaiting the introduction of the MGA which had been politically delayed by the BMC executive Sir Leonard Lord. But the TF lived up to the MG reputation for producing fine sport cars (Safety Fast), and proved to have a penchant for winning Concours events.

In 1999 at Gosford, the Outright National meeting Concours winner was a red TF, and this car followed up with a string of such awards through Australia in that year.

Alan Tebbutt has owned his TF for only two years. Its history is well known to Alan being owned by four people in the 25 years previous all who hailed from

N.S.W. Although it had been restored in 1988 Alan had to do a lot of mechanical work (Barry Evans), and some hood and carpet trimming, but relatively little paint and panel work.

It is interesting to note that our club has traditionally relatively few T Types but now has at least seven very good examples of TFs and this doesn't include (I believe) two owned by Peter Cahalane which I haven't seen for some time. Our most devoted TF owner, Cyril Bennett, first exhibited his car at our 2001 Concours at Kangaroo Point. At that stage Cyril's car was less than complete, and Cyril was inspired to correct his car's image, and by 2007 was the Club Outright Class winner. In similar vein, Michael Carr, Bill Ferguson, Ron McLeod, Scott Ramsey and Nick Holman have all upped their game and given Alan Tebbutt and Cyril Bennett some serious competition. Wouldn't it be nice to see Peter Cahalane back in this scene. But what a difference the rebirth of this marquee has made in our Club in just seven years.



PRE-WAR & T TYPE MG CHRISTMAS FUNCTION

by Dino Mattea

CLOCKWISE FROM TOP LEFT:
Some of the cars; Master of
Ceremonies, Dino Mattea;
Party time!

Sunday 23rd November saw the final official gathering of the "square riggers" when the weather smiled kindly at the Brisbane Jazz Club at Kangaroo Point.

The scheduled morning run was conducted from each participant's home to an assembly point in the Jazz Club Car Park. This was followed by fun, frivolity and a formal barbeque whilst Jazz music played until 5pm.

Some 30 people with 12 MGs and a small assortment of modern cars attended.

Cyril & Marie Bennett	BRG TF
Michael & Christine Carr	BLACKTF 1500
Ross & Georgia Kelly	BLACKNA
Ross & Shez Letten	2TONE BLUETD
Ray & Mary McGhie	RED MGB RB
Harvey & Daphne Mills	RED TC
Graham & Jill Moore	BLACKTD
Max Stevenson	RED TA
Colin Schiller	MAROON J1
Tony & Debbie Slattery	2TONE GREEN YA
Alan & Joyce Tebbutt	BLUE MGB

Dee Anderson

George Diggles & Maryanne

Nick & Gwyneth Holman

Steve & Jenny Austin (with a
guest from the UK - June Watt)

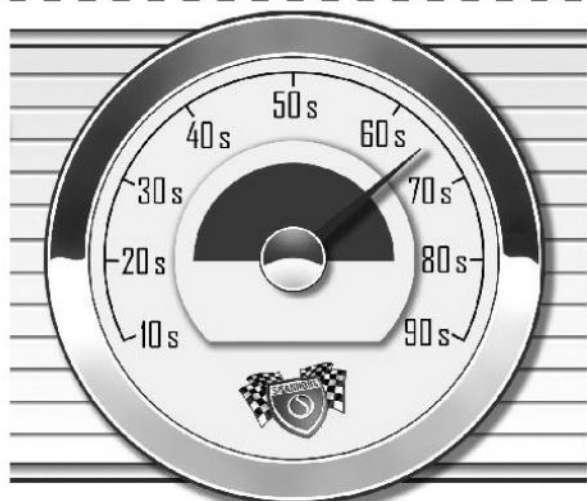
Dino & Margaret Mattea

REDL TYPE

Apart from the food, drinks and music there were many competitive activities to test the memories and tease the brain. Prizes for the best time estimates for the run to the Jazz Club were won by Colin Schiller (from Toowoomba), Michael Carr (from Capalaba) and Alan Tebbutt (from Albany Creek).

The monster quiz was the highlight of the day and won by Graham Moore 35.5 points, second went to Dee Anderson 35 and the tailender to Shez Letten 28.5 (most probably the only person who did not cheat). Other prizes were won by Christine Carr (who said "apart from Michael, this is the first prize I have ever won") and Steve and Jenny's guest June Watt.

A huge thanks to the stalwart helpers, Georgia Kelly, Shez Letten, Jill Moore and Margaret Mattea. Condolences to Chris Carswell who wanted so much to attend but recent eye surgery kept him at home. Thanks also to the Brisbane Jazz Club for allowing us to take over their wonderful venue for our Celebration.



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PRE WAR AND T TYPE ESKCAPADE



Beautiful countryside, fabulous cars and a great weekend were the best ways to describe our trip to the Brisbane Valley. A sunny winter's Friday saw us arrive at Marburg for morning tea. It was great to welcome new members Gerry and Gayle Gledhill in their nicely presented red TD. Many of us then scoured the antique shops, the first of many we would visit over the weekend.

Lunch at Tarampa Hotel, Lowood was a real challenge with large servings of country style food. The men worked off some of their lunch helping other visitors jump start their bus. In Esk we checked into the local motel or cabins in the adjacent caravan park. We then explored the town, particularly the bakery and the antique shops. We gathered in a large covered area in the caravan park for our barbeque dinner and a lively evening discussing cars.

On Saturday morning some emerged into the early mist to visit the local markets, others rose at a more leisurely pace. We welcomed club new members

Harvey and Daphne Mills before driving along picturesque countryside to the Lockrose Museum. What a surprise! We explored a huge range of memorabilia which gave a vivid insight into the early history of the area. The railway to Esk and Fernvale opened in the 1850's and timber, dairying and cattle fattening were major industries. We saw objects and photos of the German settlers who arrived at the turn of the century and pioneered small crop farming. The area sent large numbers of young men to the Boer, First and Second World Wars and it was heart breaking to read the letters they sent home to their families. The museum also displayed an eclectic range of car memorabilia including film of the historic Prescott hill climb in the UK. We later sat in the sunny gardens and were treated to a barbeque lunch with locally produced sausages and billy tea.

On Saturday evening we gathered for a delicious locally catered evening meal followed by Dino Mattea's challenging quiz. Much red wine,



August 15 - 17

by Georgia Kelly



CLOCKWISE FROM TOP LEFT:
The group at Coominya Homestead;
Lineup at Lockrose museum;
Ross Kelly cruising into Esk.

networking and teamwork later we all seemed to have the same answers!

Alan and Carolyn surprised us on Sunday morning with a "hill climb" up what must be the steepest road in the Valley. It was a lot of fun and the cars certainly sounded impressive even if the times were maybe less so.

Another great drive in the cars took us to the heritage listed Bellevue Homestead and vineyard at Coominya. We enjoyed a delicious lunch on the wide verandas before a tour of this stately homestead, still in very original condition.

We said our goodbyes at Coominya. I foolishly commented that it was the first run I'd been on for some time when all the cars drove so well. On the way home Ross's blue C type midget suffered a bent tie rod but with a little help we limped home okay. Thanks to Carolyn and Alan for organizing yet another great weekend.

Participants:

Alan and Carolyn Robinson	(Kluger)
Ross Kelly	Blue C type
Georgia Kelly	(Landcruiser)
Graham and Jill Moore	Black TD
Gerry and Gayle Gledhill	Red TD
Neil and Rose Preston	Red TD
Gwyneth Zillman	Red B
Harvey and Daphne Mills	(Mazda)

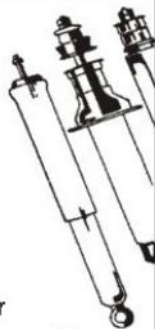
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7 DAYS A WEEK**



by Cyril Bennett

October Day Run

CLOCKWISE FROM TOP LEFT:

The Westfields; A few of the 'runners'; Anne Paltridge does a ceremonial greeting dance; It was a golden day for MGs, and a day for golden MGs.

The run began with a good attendance and perfect weather, but not long into the run the Walkers car suffered a mechanical failure which we all trust is not too major or too expensive.

Morning tea was at Mary Cairncross Park near Maleny where we were fortunate to get good parking and tables resulting in a pleasant break. I met with members of the Sunshine Coast Westfield Club, two of whose cars were sporting the 2008 Tighe Cams series stickers. They were quick to state that Mt Cotton was a fine track and the events well organized.

As we motored down through Mt Mee, Woodford, Dayboro, and onto Ironbark Gully picnic grounds we passed a rather large turnout of Ford V8 Club members going in the opposite direction and a large number of motor bikes travelling at a very competitive speed.

We were please to see the Walkers again in their day car, waiting to join us for lunch, which was very enjoyable as we had the park pretty much to ourselves.

I hope all had a good day out in there G's.

Participants were:

Marie and Cyril Bennett	MGTf
Wendy and Errol Hoyer	MGB
Denis and Diana Kelly	MGB
Godwin Caruana	MGB
Susan and Andrew Willesden	MGB
Peter and Merle Roberts	MGB
Russell Black	MGB
David Phillips	MGBL
Greg and Rhonda Hannant	MGB
David Miles	MGBGT
Pat and John Walker	MGA
Paul and Denise Trower	MGB
Kevin Trower	MGBGT
Trevor and Judy Jones	MGA
Bruce Mutch	MGB
Barry and Carolyn Smith	MGF
Leslie and Steve Pyott	MGB
George Diggles	MGT C
Roger and Anne Paltridge	MGA



feeling good, reflected glory and baked beans



by Wayne Reed

Every Monday in work places all over the country one of the first questions asked of work mates is "What did you think of the game on Saturday?" This can be heard on the factory floor, in hospitals, professional offices, almost anywhere that people gather.

Having posed the question, what follows is a long analysis of the said game, who did what when, and "Did you see the bit where?"... The length of the discussion is dependent on who beat whom and by how much.

For the record, my carefully considered response is usually "What game?" This does nothing for my social status and elicits responses such as "What are ya?, a poof!" to "You arty farty types don't appreciate real mens' games."

If the team you support has won then you have bragging rights over those who support a different team; this then translates into, 'I am better than you because "my" team won.'

Those who "go for", I could never get the hang of this phrase. You may "go for a walk" or go (to the shops) for a can of baked beans (preferably the ones with the little sausages). How do you "go for" a sports team?

If the team you "go for" has lost then you are a loser.

Now all of this is usually light hearted until we get to state or national level.

At the Olympic games caper, the commentator screams his lungs out as some young lass splashes and kicks her way to the pool finish line. If she happens to run out of water before others who are splashing around in other bits of the pool the

commentator will scream "That's another gold for Australia."

I would bet shekels to sand that winning for her country is the last thing that lass was thinking of as she bounces off the concrete.

We then get to bask in the reflected glory of this "truly amazing feat" even if the athlete can't speak a word of English, was born in West Abyssinia, lives in outer Mongolia and was made an Australian citizen 3 weeks prior to the start of the "games". Oh and not forgetting that the cost per gold medal has been calculated at roughly, give or take a bit here and there, 17 million dollars each.

We as a nation are more concerned with our place in the world based on the prowess of a few sports people that little or no thought is given as to where we fit on social, educational or any other level.

In reality I suppose it doesn't matter where the national happiness level comes from. Or does it?

My research has shown that the Scandinavian countries are top of the ladder in terms of education and social sophistication. That is, low crime rates, respect of others etc etc.

After further research, it would appear that Finland is top of most lists with the added bonus of having produced more Rally and Formula One champions than any other country.

My bags are packed and tickets bought, all I need to know now is how do you say "baked beans" (the ones with the little sausages) in Finnish.

Multiclub night navigation run

The last multiclub night navigation run for 2008 was also the final event to be conducted by the Marque Sports Car club.

A tricky course set out by Tony Best had the bigger than normal field leave Collinsvale St for Oxley Rd. There was then a right turn after the rail bridge to find the Yan Jung Do defence school, on through Graceville, over the Pamphlett Bridge, pass the tennis centre under construction to find the Sunday school hours at the Yeronga Anglican Church. Then on to Dutton Park via the Brisbane Corso to Highgate Hill, over the six speed bumps in Baynes St to find the warning sign outside West End Primary School.

After crossing the William Jolly Bridge, the route went past Wayne Park Autos into Owen Lane to find the BMW M3 for sale sign, Bayliss St and the lane way next to Liquorland to finally return to

Collinsvale St via Chelmer and Oxley.

MG members who competed were:

Brnat and Selenia Rayment **Golf**

Malcolm Spiden and Chris McMahon **MGBGT**

Ian Fettes and Mike Anderson **BMW Z4**

Cyril Bennett and Errol Hoyer **MG TF1250**

Brian Krieger **Barina**

The first night navigation run for 2009 is scheduled for Feb 2009. They will then be held on the third Friday of each month except for April (too close to National Meeting) and July (held on 31st as part of the Ironman weekend). The Coastal challenge will be held on 2/3 May or 23/24 May and the Qld Challenge is scheduled for 15th August.

Hornibrook Motorsport Interclub challenge

The final round of the Hornibrook Motorsport Interclub challenge for the year was the dirt sprint at the Ipswich West Moreton circuit at Willowbank. A total of 6 runs (2 runs over 3 different courses) was envisaged for the 51 competitors.

All had completed three runs and with about two-thirds of the field having completed their fourth runs, the heavens opened to inflict a deluge on the track. This put an end to activities for the day.

The team representing MGCCQ was John Gibson (Mitsubishi Lancer), Ian Fettes (BMW Z4), David Gibson (Mitsubishi Lancer) and Malcolm Spiden (MGB GT). Prior to this event MGCCQ had a 2 point advantage over the Impreza WRX Club thus, to secure the teams' award, MGCCQ had to finish, at worst, 1 place behind the WRX Club. Both IWMAC and WRX were able to organize two teams each so, as had occurred in a few events this year, we were outnumbered.

WRX secured the series win with 544 from IWAC 533, HSCCQ 504 and MGCCQ 486.

Best individual performances for the year by Club members were Malcolm Spiden (3rd) and Ian Fettes (4th). Full results will be on the website www.icq.org.au along with the 2009 Interclub calendar.

recipe

as requested by
midweek runners...

EASY Christmas cake

Put the following into a saucepan, bring to the boil while stirring and simmer for about 12 mins.

- 1 cup raw sugar
- 1 cup water
- 110g butter or margarine
- 1 teasp bicarb of soda
- 1 teasp mixed spice
- 1 packet currants (about 350g)
- 1 packet sultanas (about 350g)
- 1 packet raisins (about 350g)

Allow to cool before adding

- 1 cup wholemeal SR flour
- 1 cup wholemeal plain flour
- 2 eggs

Put into 20cm square paper-lined tin and bake for about 1 hr at 160°.



October Midweek Run

by David Miles



Coming just a few days after the very enjoyable run through Maleny and Mount Mee the previous Sunday, it was not surprising that only 6 MGs and 3 "other" cars met at Beenleigh for the commencement of the drive to O'Reilly's at Green Mountain. The "other" cars however, were reasonably impressive, including John and Trish Cranley's Bentley Continental GT and Joy Jones' Mercedes SLK350. A comparatively short drive via Tambourine Village and Canungra (where we waved to the friendly policeman with his speed gun) had us at Peter and Maree Cooper's Scenic View Cafe in just over an hour.

Peter was kind enough to introduce our party to his pure bred Alpaca and to provide some interesting information on these animals before we made our way through the store and down to the cafe for morning tea. The spectacular view from the elevated deck, combined with the wholesome food and great hospitality provided by Peter and Maree, ensured we stayed a little longer than expected.

An added surprise was the arrival of Nick and Gwen Holman in their MGB and Roger Paltridge in his MGA. Our lunch destination was only about 13km further on



so we arrived at O'Reilly's in time for a short walk to the treetop canopy walk, a drenching by a tropical deluge, and lunch.

Numerous birds joined those lunching outside, making the placards urging people not to feed them rather hard to resist. With no option but to return along the twisty, narrow road back to Canungra, participants departed in small groups, some enjoying the spectacular view from the lookout, and others stopping at O'Reilly's Winery for a quick taste of their wares.

It was a day which provided a variety of roads and weather conditions, plenty of time to chat, and the chance to explore some spectacular rainforest and mountain views and was enjoyed by all.

CLOCKWISE FROM TOP LEFT:

**The assembly point at Beenleigh;
Morning tea stop with the friendly alpaca;
Gwynne Holman and her feathered friend;
Heading into Lamington National Park;
Errol and Wendy head in the right direction.**

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TIGHE CAMS HILLCLIMB SERIES

The full report of the final round of the Tighe Cams Mt Cotton hillclimb series will appear in the next Octagon. However, we are able to report that the 2008 series was won outright by Bill Norman in his Gek sports making him the first person to win the series more than once. Paul Masterson was equal on points with Bill but, on the tie break, was relegated to second place as Bill had reduced his class record from 42.03 to 41.09 whereas Paul had reduced his from 45.15 to 44.61. Third in the series was Michael Collins.

Best racing car prize went to Steve Riley (on a countback) from Alan McConnell, best sports car to Bill Norman and best sedan to Michael Collins. Following Rod Johns withdrawal due to mechanical failure from the Top Six in the final event, the Appleby Top Six challenge was won by Alan McConnell with Rod just two points behind. Bill Norman, Darren Duffield, John Boyce and Michael Collins completed the top six.

Discerning readers may notice that 'Mt Cotton' is missing from the heading to this report. This is in anticipation of the 2009 series which is renamed in

that way as the Noosa hillclimb held in June will become part of the series. That makes seven rounds to the series with competitors dropping the score from their worst round for final points scoring. Once again, Tighe Cams is supplying sponsorship for the series and the Club thanks them for their continuing support.

There are other initiatives for hillclimbers for 2009. Awards have been introduced to encourage new competitors, both male and female, to take part in the series, Ken and Pauline Graham are giving a trophy for the best young driver, David Robinson is sponsoring an award for a junior driver who takes part in both hillclimbs and motorkhanas and the Club is offering a cash prize of \$500 for the person to break any existing hillclimb record which was set prior to the year 2000.

With capacity or near capacity fields at all hillclimbs throughout 2008 these initiatives are not needed to get competitors to the hillclimb but are aimed at encouraging the 'new' and the 'young' to come along and get involved as well as the 'old' and the 'old'.

A DRIVE THROUGH BRISBANE MOTORSPORT HISTORY

Marque Club night run >>

by Malcolm Spiden

The penultimate night navigation run for the Combined Clubs for this year under the Marque Sports Car club organization was the October night run. Many locations visited were taken from a 1930 map of Brisbane.

First venue had crews heading along Boundary Rd towards Coopers Plains where, in the late 1920s, ¼ mile acceleration contests were conducted by responsible members of the community for motoring enthusiasts. ▷



Following a short journey over 3 rail tracks then 2 tracks under Beaudesert Rd, the run went near the Yeronga rail station, past the TAFE college then to the Diamantina Hospital. Next stop was the old Coorparoo race course (used for the winter speedway seasons from 1927) bordered by Bridgewater Creek before following bus routes 210 and 211 back to the Brisbane Cricket Grounds which was the site of the first motor gymkhana on 30 May 1908.

Then it was a short trip over the Story Bridge, past THAT speed camera to Gregory Terrace to find the Bendigo Bank ATM at the Exhibition where speedway began on 16 October 1926 before driving the first hillclimb course in Cooksley Street (held on 17 April 1915) up to Toorak (180ft above sea level) to the top of Grays Rd (195 ft) and Bartley's Hill Lookout (262 ft).

The route then took all past the old picture theatre at Woolloowin, into Happy Valley Rd then Stones Rd at the previous site of slaughter yards, over the rail at Newmarket, past the old picture theatre and along Windsor Rd. Next landmark was the William Jolly

Bridge to go to Davies Park speedway site at Highgate Hill, past MG City, then along bus route 190 O/B to find that Residents Permits were excluded before a return to the clubrooms.

The course took a little longer than anticipated; however all crews were accounted for and all enjoyed the historical tour.

MG Car Club members who ran were:

Ian Fettes and Chris McMahon	BMW Z4
Brian Krieger and David Charles	Barina
Brant and Selena Rayment	Falcon S/wagon

(From Ed) Latest Interclub Challenge news is that the MGCCQ came second overall at the end of the year's competition with Malcolm Spiden being the MG champion for 2008. Congratulations, Malcolm, for your efforts in this competition throughout the year both in organizing teams and in competing yourself.

Midweek Run

>26th November

Despite the overcast skies, twelve cars and 'crews' assembled in Beenleigh for the final midweek run of 2008 planned by Bruce Ibbotson. This run also marked the milestone of six years of midweek runs for the Club, a concept which has proved exceedingly popular.

BELOW: The line-up at morning tea at Macleans Bridge. RIGHT: Lunch at the Shearers Arms.





30th

ANNIVERSARY OF FIRST ALLHISTORIC RACE MEETING

It was 'standing room only' at the Clubrooms on Friday, 7th November as a large crowd assembled to celebrate the 30th anniversary of the first all-historic race meeting to be held in Qld. It was gratifying that competitors from that event travelled from Melbourne and Sydney especially for the reunion and that members of the bike fraternity were also there to join in the celebrations as they were co-promoters, along with the MG Car Club, of the 1978 event.

More than 30 people who had direct involvement in the event as competitors, organisers, officials were there, most of them having their first visit to our clubrooms. Many thanks to all who attended and to all the hard-working club members who were kept busy greeting people, selling raffle tickets, manning the bar, serving the food and generally making everyone feel welcome.

ABOVE: Standing room only
RIGHT: Just some of the 'originals' who assembled for a group photograph (top); Some 'regulars' took time to chat (bottom).



ANSWERS FOR CONCOURS TEST (p24)

Answers: 01 V8 boot luggage rack; 02 3L Healey grille; 03 69 Volvo grille; 04 Elfin clubman grille; 05 Healey 100 4; 06 MG 180 V6; 07 MGA Twin cam (Happy anniversary!); 08 MG V8 wheel; 09 Morgan grille



My 50 year **PASSION** with MGAs

by Dan Casey

The following information is supplied from photocopies of relevant pages from the ledger of Queensland's Distributor of MGs etc, Howards Ltd, of Adelaide St, Brisbane who had sub-agents in various suburbs of Brisbane and regional towns as well as Darwin and New Guinea. Peter Uscinski of Coorparoo was such a sub-agent to Howards for Minis and MGBs but not MGAs according to the ledger.

In lat 1979 another member of the Gold Coast MG Car Club and myself photocopied sections of this ledger which covered Morris, TD, TF, Midgettes, MGA and MGB. Russ Howard was not prepared to donate this ledger to the MG Car Club at that time and that was understandable as it contained a considerable amount of other records and financial dealings. What an eye opener that was! Photocopies of the ledger covering TF, Midgettes, MGA and early MGB are now in the library of the Qld MG Car Club. Unfortunately the records covering the TD are no longer in my possession as I lent them to a then member of the Gold Coast club for photocopying for his information/records in 1985 and he moved without returning my original photocopy. This then made me reluctant in lending these records for obvious reasons. We did supply a full copy to the Gold Coast MG Club but over the years they must have been misplaced as it is not available when requested for reference a few years back.

Of recent years I have supplied a copy of the MGA data to the MGA Registrars of the Sydney and Melbourne

Clubs. Unfortunately they were not able to supply me with like information from their Club's records (privacy and all that rot). As MGAs have been my passion since 1958, the following information from the Howards register is biased towards MGAs (long may their motors and wheels continue to spin freely and leave MGBs in their wake; wishful thinking on my part). Some of these MGBs are now bored out to 2000cc and go like the wind. There are also many MGAs now with MGB suspensions, motors (bored out to 1950cc and beyond), gear boxes, LSD (diffs) and fibreglass guards. I refer to these hybrids as M-GABs. In the racing fraternity, the SA group of MGA racers frown heavily on such hybrids. (However, members of this group of purists, pukka pukas, have been known to also cheat if they can get away with it. Just like me.) If you own one of these MG ABs, please do not get upset with my comments as I run a 1600cc Toyota 4AGE Twin Cam motor in my Twin Cam Coupe YMI2415 commonly known as the 'crocodile'. Was it named this because of its unique paint job or was it because if you got too near it or passed it on the track previously it would savage you one way or another? However, now it is like its owner daily driver, docile until revved up!

This coupe with the Toyota 4AGE Twin Cam fuel injected motor returned an average of 42 mpg on a recent long trip to the Gulf Country and used no oil or water. Beer consumption of the driver was high.

MGA Information

140 MGAs were **delivered/dispatched to Howards** during the 6½ year period from 31 May 1956 to 25 August 1962.

10 MGAs were sold in 1956 and, as can be seen from the records, the first ones received in a given year

were not necessarily the first one sold in that or the following year. For example, the first MGA received on 31 May 1956 was a blue HDD23/10579 engine BP 15GB 638 sold to K R Parker of Meandarra on 4 Sept 1956 whereas the **first one sold** was black HAD 23/14394 engine BP 15GB45117. It was sold to R Davis of Coorparoo on **21 Aug 1956** after being delivered to Howards on 17 Aug 1956.

Date Rec	Chassis No	Engine No	Colour	Sold to	Address	Date
31 May 1956	HDD23/10579	BP15GB 638	Blue	K R Parker	Meandarra	4th Sept
8 June	HDR23/10362	BP15GB 301	Cream	Gulf Pioneer Motor P/L	Darwin	23 Aug
2 July	HDR23/13353	BP15GB 3518	White	G Rice	Toowoomba	22 Aug
17 Aug	HDA23/14394	BP15GB 4517	Black	R Davis	Coorparoo	21 Aug
17 Aug	HDD23/14204	BP15GB 4393	Blue	Carlisle Motors	Mackay	7 Sept
22 Aug	HDE23/14459	BP15GB 4530	Green	Boonah Auto Co	Boonah	23 Aug
14 Sept	HDC23/14167	BP15GB 4279	Red	Webb & Co Motors	Dalby	19 Sept
27 Sept	HDA23/16847	BP15GB 6826	Black	G Marano	West End	28 Sept
28 Sept	HDL23/17296	BP15GB 7455	Glacier blue	E Clive Williams & Co	Cairns	28 Sept
2 Oct	HDR23/17239	BP15GB 7427	Red	A J Kerr	Brisbane	4 Oct

It is interesting to note that the salesman who sold this last MGA for 1956 to A J Kerr was none other than Bill Pitt who was employed by Howards at that time. Bill was well known and respected as the race driver of Mrs Anderson's D Type Jaguar. This same D Type Jaguar was on display at the 2008 Speed on Tweed.

Supply of MGAs was short as Howards had to wait a further nine months before they received the first one for 1957 on 18th July 1957. This also had something to do with the Suez Canal problem of 1956 and our southern states of NSW and Victoria having first bite of the apple. This also applied to the range of colours available. I think we were considered the poor country cousins in this regard. Of the 10 MGAs sold in 1956 3 were blue, 1 was cream, 1 was white, 1 was green and 2 were red. Howards records for 1957 were more informative regarding the colour of the MGA e.g. Glacier blue, Rakumba red. It is also interesting to note that some of these colours do not appear in any of the English or American books written by the experts on MGAs even before the CKDs were assembled and painted in 'Zetland, NSW, Australia' (Zetland itself is another story). All Australian assembled MGAs were carried out by the 'Pressed Metal Corporation' at Enfield, NSW not at Zetland as shown on the ID plate. The colour of the hoods on these early fully assembled MGAs were different to the standard colour of grey for the 1500 and black for the later 1600 and 1622 cars from 'Zetland'.

Until 2001, a friend of mine had HDD23/13353 (the third delivered in Qld) from 1982 and over the years I

did a fair amount of work on this MGA which was different to the later assembled Australian cars in lots of minor ways. For example, Speedo and rev counter, indicator switch handle (long black one, same as the TF), seat frames, type of carpet, one piece top of door trim, sections of cockpit rails trimmed in leather, front cover of gearbox and the rear section which had a one off type oil seal, oil filter canister and oil pipe, no front splash plate in front of rear wheel, flat front section of bonnet but this applied to 1500s up to and after the release of the Twin Cam in 1958. This type of bonnet is shorter than the later 1500 and 1600s and has the bonnet stay bracket in the centre. The knock ons had the TF type Octagon motif in the centre.

I do not remember seeing any of the one piece perspex hoods as were on the early English MGAs of this era, on the early Qld MGAs. However, I have seen this type recently on a restored Twin Cam which is incorrect for same. (But it still won a National Concours. I could write a book on my experiences with concours and my reluctance to judge any more.) I am of the opinion that the Australian assembled MGAs were better finished off than the English ones as they were 'lead filled' around the front and rear door pillars. I say this while looking at my two Twin Cams and my 1600 Push Rod roadster I have just finished restoring after owning same for 23 years. (Incidentally this 1600 is for sale if anyone is interested in an outstanding fully restored MGA.)



14 MGAs were sold in 1957

The first was a green HDH/5/18123 Eng BPGB13334 sold to K Ebeling of South Brisbane on 26.8.57. The last one was a grey MGA 51/5/33537 Eng BP15GB23720 sold to B Pini of Mackay on 18.12.57. MGA (chassis numbers) were stamped at 'Zetland' on the bulkhead/heater box shelf between the 5th and 6th bolts (sometime it was under the steel fuel pipe) as was the MGA number which was unique to Australian assembled MGAs e.g. 34569 MGA39. MGA39 is the lowest number shown in the ledger for MGA 51/5/34569 Eng BPGB25064 delivered on 15.11.57. However, I did see MGA4 on a white roadster at a National Meeting at Newcastle back in 1985.

Of the 14 sold in 1957, 1 was green, 3 were Rakumba red, 6 were Binda blue, 3 were black and 1 was Bardiman grey.

46 MGAs were sold in 1958

Oh, what a year it was as I had my first ride in an MGA which would reach 98 mph flat out.

The first one sold was a red MGA 51/6/35460 Car No 77 Eng 15GBUHA29295 sold to J Atherton of Sarina on 25th March 1948. The last was a Mirim green MGA 51/6/49108 Car NO 523 Eng 15GBUHA 37724 sold to J Overlack of Gympie on 29th Dec 1948. Of the 46 sold in 1958, 2 were unrecorded red, 11 carnation red, 17 Bardiman grey, 3 Mirim green, 5 Mamba black and 8 Binda blue.

21 MGAs were sold in 1959

The first was Bardiman grey MGA 51/6/51415 Car No 743 Eng No 15GBUHA 42824 sold to R Dickfos of Cairns on 26th Feb. The last was Carnation red MGA 51/6/57120 Car No 832 Eng No 15GBUHA 47267 sold to B Bauman of St Lucia on 5th Nov.

Included in the 21, were four Twin Cams:

YDE 1679 Eng No 16GBU 1327 Old English White (1500 Body shell) sold to E R Dudgeon of Caloundra on 12th Nov 1959.

YDE 2306 Eng No 16GBU 1963 Old English White sold to Bev Fleming of Gympie on 21 Sept.

YDE 2332 Eng No 16GBU 1888 Iris Blue sold to Peter Pollard of Toowoong on 18th Nov.

YDE 2250 Eng No 16GBU 1876 Old English White. This was allocated to Russ Howard of Howard's Ltd on 24th May 1960 as a 'demo'. There is a story behind this transaction.

The present whereabouts of these four Twin Cams is as follows:

1679 is in a container on a property outside Brisbane and has not turned a wheel in 30 years. It is badly in need of a restoration and if I can not purchase it shortly then I will offer to restore it, labour free, just to see it back on the road. I had a few rides in this Twin Cam during 1961 prior to its fatal crash. I lived at Woodford and Ron (his middle name) lived over the range at Caloundra. It has low mileage and has never been out of Qld and I have followed its movement closely over the years since 1963 when I first tried to buy it without success. I tried again in 1978, 1980, 1987 and 2004.

2306 is now owned by Andrew Buick of Melbourne (no, he cannot have back its original close ratio gear box). This had an extensive racing history here in Qld when owned by Bev Fleming prior to his purchase of a Lotus 11.

2232 is now owned by Stuart Schofield of Sydney. This was sprinted in Club events by Peter Pollard at Lowood.

2250 is now owned by Max Pegler of Melbourne and the last time I saw it, a few years ago, it had an MGB motor with HRG head and twin Webbers. (Is this another hybrid?)

It is interesting to note that YDE2232 had car number 695 recorded against it in the ledger. Was this number stamped on the bulkhead/heater shelf? Only the present owner will be able to supply this information.

In 1961 or 1962, I was tempted to purchase YDE2306 (Bev Fleming's car) from Blair Shepherd's Sports Car Centre but was put off by the amount of oil it leaked. However, I later purchased its close ratio gear box from Blair Shepherd when it was removed for repairs before its exit trip south to Sydney, Adelaide and then Melbourne where it now resides with Andrew Buick. I still have this close ratio gear box and now run it in my Twin Cam roadster YD2 2147 Eng No 16GBU 1812. It has been used in the other three Twin Cams I have owned over the years. I do have a habit of holding on to things of importance to me e.g. I only recently threw out the suit I was married in 41 years ago (I was looking for a refund on same as somehow it had shrunk a great deal) and Jill is still with me, hopefully for the long haul for, as we all know, good models are hard to come by (the same applies to MGs).

Of the 17 push rod MGAs sold in 1959, 9 were Bardiman grey, 4 were Carnation red, 4 were British Racing Green. All of these 17 were 1500 bodysells whereas Twin Cam YDE 1679 also was a 1500 bodysell while the other three Twin Cams were 1600 bodysells.

37 MGAs were sold in 1960

The first was Bardiman grey YGHN28 Car No 603 Eng No 16GAU6492 sold to Des Fleming of Gympie on 24th Feb 1960. The last was Mamba black YGHN28 Car No 1091 Eng No 16GAU27658 sold to Adrian Yannucelli of Chermiside on 24th Dec.

Of the 37 MGAs sold in 1960 7 were Bardiman grey, 5 were Carnation red, 9 were British Racing Green, 4 were Mamba black, 7 were Nurburg white and 5 were Monza red.

Des is the brother of Bev who raced the Twin Cam YDE 2306. Adrian was a Club member who raced the very fast MGA at Lowood and Lakeside where he also upended it like I did mine the previous Lakeside meeting. He did not compete under the Club banner but that of the Chermiside Shell Service Station his father owned.

Midway through 1960 the indicator warning light position on the dashboard was relocated higher and closer to the driver's right hand. Australian assembled MGAs had the radio blanking plate painted the same colour as the car. The same applied to the stiffener bars for the door panels, the stay rods for the bonnet and boot as well as the bonnet and boot release rods.

1960 was also a year to be remembered as I purchased MGA 51/7/55975 Car No 747 Eng No 15GBUHA46956 Reg No NIV067 which had been delivered to J Marlin of Bardonia on 28th October 1958. (I still have its original logbook.) Not long after this, I joined the MG Car Club of Qld and was roped into their then racing team of Brian Tebble (TD), Barry Campbell (MGA), Bruce Neville (TC), Barry Saba (MGA), Ian Michels (TF Buchanan), Doug Bright (TC), Len Austin (MGA Coupe) and others whose names I cannot remember. The MGA of Barry Saba (who was the best man at our wedding) has been owned by a close friend of mine for the past twenty odd years and is used on a regular basis. Barry still lives in Toowoomba and I consider him still as a close friend even though he no longer owns an MGA nor has he any intention of buying one (not even from me).

As I was a boy from the bush, Joan and Vince Appleby took me under their wing and made sure I did not go

on the drinking sessions after the Friday night club meetings in the Valley (I won't name names). Little did they know I could not afford even one beer a week and at the same time afford to race the MGA let alone go out with girls unless they paid their own way and sometimes mine.

8 MGAs were sold in 1961

The first was Nurburg white YGHN2/8/96331 Car No 1103 Eng No 16GAU 27467 sold to H Gorle of Handford on 20th April. The last was Nurburg white YGHN2/9/99459 Car No 1283 Eng No 16GAU 30895 sold to J Matherson of Maryborough on 13th Nov. This car was received by Howards on 9th June.

Of the 8 sold in 1961, 4 were Nurburg white, 2 were British Racing Green, 1 was Monza red and 1 was Mamba black. The writing was on the wall for the MGAs as we read about the proposed replacement MGB and orders were being taken in advance by Howards in November 1961.

4 MGAs were delivered and sold in 1962

The first was Nurburg white YGHN/6/106364 Car No 568 Eng No 16GAU 6309 sold to T Edmonston of Mt Isa on 12th June after being received by Howards on 5th June. The last one received on 17th August was Nurburg white YGHN/6/108145 Car No 620 Eng No 16GAUH 7857 and sold to E Bigey of Bardonia on 25th August. He was sold this MGA well under the then list price of £1313. It is interesting to note that the second last MGA Katoomba grey YGHN/6/106909 Car No 592 sold to W C Pitty of Oakleigh on 30th July is still in the same family and has recently been restored for his son.

The ledger shows these 1622 motors as 16GA whereas they should read 16GC. Of the four MGAs sold in 1962, 2 were Nurburg white, 1 was Aintree green and 1 was Katoomba grey. These colours were carried over to the MGB range.

The first batch of Australian 1622s had Twin Cam type gear box (similar housing to the Magnette without the clutch fork on top but with the castings the same) and with the higher starter motor position. No oil cooler at this stage but on the later ones which was then carried over to the MGB.

I have owned four 1622s over the years and two had the Twin Cam gear box and the other two had the ribbed front housing gear box. These two 1622s with the Twin Cam type gear box now reside at Caloundra and Cleveland whereas the ribbed gear box ones are now at West Chermiside and Sandgate. Australian



1622s had covered dash boards but not the radio blanking plate nor was the top of the scuttle behind the windscreen covered as were the English ones.

It was a further 10 months from the last MGA received on 17th Aug until the first MGB was received at Howards on 26th June 1963 by their records. However I know an earlier one was received and sold to long time Club member, Kerry Horgan, in May 1963. We must have overlooked the page this was recorded on when we photocopied the ledger.

I was not impressed with the performance or handling of the MGB of Russ Harrys (the third one sold in Qld) at that time until a friend of mine, Les Gould who worked for Jimmy Bertram of GP Cars at Chermerside replaced Russ's camshaft with the spare Downton one I had for my 1500 MGA which was bored out to 1750cc with a HRG head and twin 45DCOE9 Webbers. This then allowed him to outperform my MGA and the other MGBs in the Club. Howards' mechanics were tearing their hair out trying to get his MGB to idle when he had it in for a service under warranty.

In September 1963 I heard that Ron Phillips' Sports Car Centre in Sydney still had a 1600 MGA roadster in new stock with 87 miles on the speedo. I sold my 1500 to Denis Geary at Buranda and, after serious negotiations on the phone, took a train to Sydney and drove back to Brisbane non stop in 14 hours with a Nurburg white 1600 with black hardtop and chrome wire wheels. I paid £1200 for this MGA and raced it for a couple of meetings after painting the chrome wire wheels silver as chrome was not acceptable to CAMS. This 1600 was not as fast as my previous 1500 which had been worked over by Les Gould and I sold it, also to Denis Geary in 1966, but kept the hard top which I still have. I do not have any records left of this MGA as some of my possessions were stolen while flatting in New Farm in 1964. Since attending National Meetings from 1982 I have not come across my old 1500 MGA 51/7/55975. If anyone knows of its whereabouts let me know as I still have some bits and pieces belonging to it (you may have noticed that I don't throw things out).

I purchased a second hand Standard 10 prior to our marriage in 1967. What a shock that was; the car, I mean, as it would not pull the hat off your head but it served its purpose for the next few years before I was able to buy another MGA. This was a 1622 Mark II MGA something I was not overly keen on in 1962 but

time changes one's mind and financial circumstances.

Of the 140 MGAs on Howards records none were coupes; all were roadsters under the following categories: 1500, 87 sold; 1600, 45 sold; Twin Cam, 1 1500 body shell and 3 1600 body shells sold; 1622 (Mark 2), 4 sold.

In 1963 there were 3 coupes in the Club belonging to Len Austin, Harry Cope (Twin Cam) and someone whose name I cannot remember but he worked for BP.

Chassis numbers for Qld delivered Australian assembled MGAs after late 1957 can be found in three locations.

- Driver's cross rail in front of seat (stamped in England). This can also be stamped on passenger's cross rail in front of seat. This will be hard to locate due to rust etc. You may also locate a 5 digit number prefixed with a 'B'. This was a record for the organization that built and supplied the chassis to Abingdon.
- Bulkhead/heater box shelf (between the 5th and 6th bolts) under the fuel pipe. Car number, shown as MGA 39 etc is also stamped under the chassis number
- Passenger side main chassis rail where the angled rail running back to the goal post is welded.

I am often asked as to which is the best MGA to own and my reply is 'the one you have' or 'the one you intend to buy'. They are all desirable and worthy of the marque. Just remember, a mildly improved and regularly maintained 1500 will run the wheels off a chatty Twin Cam (god forbid) or an MGB driven by a pukka pukka.

I must admit that we have also had a few MGBs over the years and they proved to be reliable work horses. In order to keep TF owners happy, the following information is supplied: between 16.7.54 and 2.9.55, 64 TFs were sold 5 of which were 1500s. Very interesting reading. The answer to your question is no, I have never owned a T type and nor do I wish to. The following table lists the first 10 MGBs sold in Qld from Howards' ledger and the second table lists sports car prices in the 1950s/60s.

MGB roadsters: first 10 sold in Qld from Howards' ledger. Peter Uscinski was their prime subagent at that time.

Colour	Eng No	Chassis No	Sold to	Address	Date	Car No
Nurburg white	Unknown	Unknown	K Horgan	'Dashing man about town'	May 63	Reg No NQP 433
Monza red	4192	3020	R N McDonald	Taringa	26 Jun	547
Aintree green	5282	5409	Norm Wright	Bulimba	5 Jul	625
Katoomba grey	5433	5405	Russ Harrys	Windsor	9 Jul	624
Aintree green	4854	3703	Dr F Yeats	Indooroopilly	25 Jul	595
Sky blue	4201	3032	R Whish	Ascot	25 Jul	555
Monza red	4833	3708	John Bell	Enoggera	10 Jul	584
Monza red	2258	1746	R Cole	Brisbane	4 Sept	548
Nurburg white	5565	5373	T Poots	Mt Gravatt	13 Sept	642
Monza red	4734	4215	B Mitchell	Brighton	26 Sept	678

I wonder how many of these early MGBs have survived?

Orders for the MGB were being taken in November 1961 prior to the sale of the last MGA 1622 on 25th August 1962. The ledger shows a car number for MGBs which is a carry over from the numbers used for MGAs commencing from late 1957. Numbers were

reverted back to 500 series with the 1622 Mk II MGA and it looks like they did the same with the MGB. Was this number stamped on the ID plate or the body of MGBs?

MG Sports used car Australian price list in £ published December 1954. New car price in 1954 was £945.

1936	1938	1940	1946	1948	1950	1952	1954
200	285	290	500	525	625	700	850

New car price list in £A, Modern Motor and Sports Car World

Model	Nov 1955	Sept 1956	Feb 1960	Oct 1962	June 1963
TF	982				
Magnette	1285	1409	1723		
MGA		1256	1376	1313	
MGA Coupe			1778		
Twin Cam			1877		
Twin Cam Coupe			2074		
Holden sedan	993/1044	1142/1204	1094/1157		
Austin Healey 100	1375				
Austin Healey 6		2098	2098		
Austin Sprite			1174		
TR (O/drive)	1349	1726	1695		
Triumph Herald			Who cares!		
MGB					1425

Conclusion: As a one-eyed MGA nut I firmly believe Mgs of any type and age are built to be driven hard, fast and often with enjoyment by you and your fellow motorists. There is nothing more frustrating than following an MG of any type down the highway at 80 kph as the driver (pucka pucka) does not want to over rev the motor. ('Safety Fast' is a motto worth remembering.) Why worry about 'preserving' the car for the next generation. These cars will outlive and out rev us and the younger generation who, at this stage in their lives, are not that much interested in MGs and by the time they are, if ever, there is the possibility that the Government will enforce stricter regulations on our older cars which will make them museum pieces and

seldom seen on the road where they should be providing they can keep up with present and future motoring requirements.

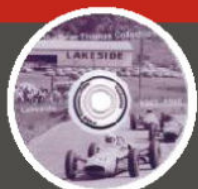
PS If you want to supercharge or fuel inject your MGA or purchase a restored MGA or, in a few years a couple of Twin Cams, give me a call on 3284 7200 or, should I peg it before you are ready, give Jill a call as I have stacks of information, records, books, manuals and, most importantly, lots of MGA and some Twin Cam spare parts including another factory hard top and heater ventilation equipment.

Keep your revs up (this also applies to your MG) and your blood pressure down for happy MG Motoring!



MG Car Club Merchandise

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Club Polo Shirt
size 14 - 24

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Mt Cotton Cap

\$15



Club Cap

\$15



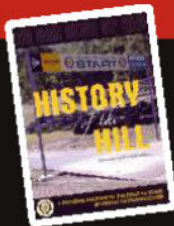
Mt Cotton
stubby holder

\$7.50



Circuit jacket

\$45



History of the Hill

\$80



Centaur

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Club keyring

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Hillclimb sticker

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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)



Hillclimbs



Concours



Day Runs

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- Photographs & Cartoons - Events & Stories
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- Recipes & the like

Please submit your contributions to the Editor
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Race Meetings

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