

Official Journal of the MG Car Club of Queensland Inc.



# The Octagon

No. 2

March 2014



**HISTORY MADE:** Pictured at the presentation of trophies night, on track at the hillclimb and on a day run is Don Webster, the deserving winner of three major Club trophies for 2013. They are the T Series Register Trophy, the Best MG Trophy (with which he is pictured) and the Club's most important and oldest award, the Howard Trophy for Annual Competition. Photographs by Alex Wootten (at the dinner), Steve Johns (at the hillclimb) and Ross Kelly (Don's TD on a day run).



Patron: Dick Johnson

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## OFFICIALS

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| <b>Event Secretary</b>          | Fred Sayers                                                    | 3359 2623    | <b>Clubrooms</b>             | Max Johnson                                              | 3201 5836                                                                  |
|                                 | Annette Truscott                                               | 0407 494 867 | <b>Regalia</b>               | Meryl Miles                                              | 3892 2699                                                                  |
| <b>Event Sec. Asst.</b>         | David Robinson                                                 | 3255 9037    | <b>Library</b>               | David Robinson                                           | 3255 9037 (w)                                                              |
|                                 | Richard Mattea                                                 | 3325 0409    | <b>Point Score</b>           | Ian Fettes                                               | 3803 3858                                                                  |
| <b>CAMS Delegate</b>            | Gary Goulding                                                  | 3351 3506    | <b>Membership Sec.</b>       | Peter Rayment (Delia)                                    | 0407 693 947                                                               |
| <b>(Alternative)</b>            | Ann Thomson                                                    | 3378 1368    | <b>National Meeting</b>      | Noeline Johnson                                          | 0427 220 602                                                               |
| <b>Chaplain</b>                 | Ken Trudgian                                                   | 3886 3409    | <b>Co-ordinator</b>          | <a href="mailto:nlj52@bigpond.com">nlj52@bigpond.com</a> |                                                                            |
| <b>Club Captain (Comp)</b>      |                                                                |              | <b>Chapter Liaison</b>       | David Miles                                              | 3892 2699                                                                  |
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# President's Report

The first quarter of 2104 is almost done and, so far, as a club we have started the year off well. Our calendar is almost full for the remainder of the year.

So far we have started with Day runs, club room evenings, motorkana events, touring assemblies, car display shows, come and try day and, of course, the first round of the hillclimb series for the year. Certainly a great variety of events to keep the majority of our members happy.

All of these activities require organization and to date we are still lacking in some departments. We do require a social captain for the club and a competition captain as well. At present the social captain is more important as we require continuity in setting of day runs to keep the interest levels high for our members; please have a think and ponder whether this position could be for you.

By the time this goes to print and you all sit and read this copy of the Octagon we will have promoted the first round of the State Championship at Morgan Park. Hopefully many of the members will have managed to attend the race meeting and have assisted with the running of the meeting in some way. No matter how small you think the assistance is, it is still invaluable.

As always the hard work for this event went to the usual suspects in Gary Goulding , Richard Mattea , Carly Mattea , David Robinson and Annette Truscott. Without these people as a club we would not be able to reap the rewards of promoting such an event.

The money raised from these events goes towards keeping the club financially viable, as does the profit from any other events organized by the club.

So far this year the committee has struggled on with only 7 members instead of the usual 10. This has increased the load on each member as it is mostly members from committee who head up the organizing for events as well as attending as many club events as they possibly can.

We are looking for motivated people with the club's best interests at heart to join us on committee to help spread the work load. You never know you may actually enjoy the experience and decide to stay for a few decades.

Looking at this year's calendar all I can say is 'yippy.' It's not going to be as much of a rushed year as last year but it will no doubt be an exciting year with all of our disciplines well represented.

I personally am intending to visit as many of the activities held by the club this year whether it be a noggin 'n' natter at the club rooms or a race meeting and everything in between. I'm still learning how some of our events are run and organised and I challenge those of you interested to learn with me and attend events as well as getting involved in the setting up and organising of these events.

Come and lend a hand; I feel sure you will get enjoyment out of helping your fellow club members.

- Neil Lewis

## MG INFORMATION

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

|           | Name           | Phone        |
|-----------|----------------|--------------|
| MGB       | Graeme Walker  | 0431 678 319 |
| MGC       | Bruce Ibbotson | 3366 1889    |
| MG VS RVS | Barry Evans    | 3425 1695    |
| MIDGET    | Ron Clydesdale | 3263 6575    |
| MGF       | John Boyce     | 3345 2530    |
| MGF       | John Boyce     | 3345 2530    |

# Some words from Elaine

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Firstly, I want to draw your attention to a couple of items which you may otherwise miss in this issue. There is a new entry in the list of officials. This is for the Canteen Coordinator who is Belinda Van Wijk. Her name and contact details are included in the list of Club officials to make communication with her easier for you should you wish to volunteer some help. I'll repeat the details here to make it even easier for you: her phone number is 0404461050 and her email BVanWijk@jpc.qld.edu.au. Belinda has asked me to include her thanks to all of you who have assisted in the canteen over many years and especially those who have assisted her over the last twelve months since she took over the very large responsibility of convening this important resource.

Secondly, there have been some changes to details in some of the advertisements including a change of address for Greg Tunstall Mechanical. It is a good idea when you are wanting to use the services of one of our advertisers to get their contact details from the most recent issue of this magazine.

The cover of this issue celebrates the success of Don Webster, a very hardworking committee member who is involved in every aspect of the Club - Clubrooms upkeep, organisation of Noggin 'n' natters, competition at the hillclimb, support work at the hillclimb in a variety of roles, participation in Club runs whether they be night runs, day runs or midweek runs. Don was the recipient of three of the Club's major trophies for 2013.

Sadly, there is a tribute to another of our very early Club members, Gordon McNicol, who was member number 107 and we thank John Muller for advising us of this and bringing memories of him back to life for us. To help balance this, we have the celebration of a milestone birthday by a member of a family with a long and continuing history of involvement with the Club.

My thanks go to Bruce Ibbotson who has taken up my request for members to write their own personal articles on Club history for publication in this 60th anniversary year. Bruce has chosen to 'theme' his

articles so this time he takes us down memory lane to the Friday evening get togethers at 620 Wickham St, the Valley and to sprint meetings at Lowood. These resonate with me as Bruce's membership number is 600 and mine is 711 so we share these early memories.

There are two of the popular articles by Steve Callaghan, our regular reporter of, and traveller to, various motorsport venues both here in Australia and overseas. This time he takes us to Collingrove hillclimb in SA and also to an historic race meeting in Pau held in May last year. The delay in publication has been caused by lack of space in previous issues but you will find that the article was well worth waiting for.

Once again, the reports from our Chapter Coordinators bring the usual feelings of envy at the number of MG-driving participants they get on their runs and at the beauty of some of the venues they visit. Please take time to read their reports, some of which are both informative and highly entertaining.

Finally, and a late inclusion, is a short acknowledgement of an initiative taken by a few people (one not even a current Club member!) to put the Club on show at the Logan Car Show on Sunday 2 March. This resulted in their winning the Best Club Display for the Club for the second year in succession.

While Tim the Techman is taking a little break with his humorous take on things technical, Bruce Ibbotson has dug into his archives and found a Tech Talk article on wheels for MGBs which still has relevance to many of our members.

Next issue will be published in May and the closing date for that issue will be the last day in April. My special thanks to all the regular correspondents who comply with the deadline, thus making easier my task of putting this magazine together. Because of the late sending out of membership reminder letters, those of you who have not yet renewed for 2014 are still receiving this issue. However, it will be your last if you don't renew before the end of April.

# Notice Board

The Clubrooms are open on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$2.50. The goal will continue to be to have something special happening on the first Friday of each month. Your suggestions are welcomed.

**(P) indicates that the event is pointscore for Club trophies. The rules for pointscore for trophies can be found on the News page of the Club website. The pointscore is updated throughout the year by Ian Fettes so you can see how competitive you are. Please contact Ian with any queries you may have.**

**It was good to see some new names on the list of trophy winners for 2013.**

**Fri, 21 Mar Noggin 'n' Natter and Night Observation run (P)**

**22/23 Mar TSA - SR Automotive Hillclimb series Rd 2**

**Wed, 26 Mar Midweek run**

Start Spring Lake Park, Springfield Lakes UBD 237 E19. Morning Tea at Colleges Crossing after travelling via Willowbank & Rosewood. Lunch at Atkinson Dam after travelling via Mt Crosby & through Lowood. Contact person is Jeff Heslewood; 0408 799 611 or email: jeff.heslewood@bigpond.com.

**Sun, 30 Mar Sunday run**

Run to Flaxton for lunch at Badgers Firkin, English pub. Meet at BP northbound Bruce Highway Caboolture 9am for 9.30 departure. Numbers to Richard Higgs by Friday 28th by either phone 3385 5312 or email the.bods@bigpond.com. BYO morning tea. (Pointscore)

**Fri, 4 Apr Noggin 'n' Natter**

**Fri, 18 Apr Clubrooms closed (Good Friday)**

**Wed, 23 Apr Midweek run**

Check calendar page of website for details.

**Fri, 25 Apr Ironman night touring assembly (P)**

**Sat, 26 Apr Ironman Hillclimb (P)**

**Sun, 27 Apr Ironman Khanacross and Motorkhana (P)**

**Fri, 2 May Noggin 'n' Natter**

**Fri, 16 May Noggin 'n' Natter and Night Observation Run (P)**

**Sat, 17 May Test and Tune at Mt Cotton**

**Sat, 24 May Midnight Saturday night to Dawn on Sunday Morning Observation Run (P)**

**Wed, 28 May Midweek run**

Check online website for full details.

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



## New members

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

|                   |                  |
|-------------------|------------------|
| Jacqueline Mutton | Raymond Mutton   |
| Mark Rouse        | Ted Sibley       |
| Jonathon Young    | Chris Ciccotelli |
| Philip Bryan      | Stephen Chadwick |
| Gloria McAndrew   | Ross McAndrew    |
| John Fresser      | David Quelch     |
| Nathan Quelch     | Aidan Pavey      |
| Christine Pavey   | Alexandra Mattea |

And we welcome back to the Club...  
Peter Graham and Brett Bull

# Bits'n'Pieces



Is it possible in an MG???? Guess who!!! Yes, the photo did come out of their archives but maybe they could be persuaded to perform a re-enactment sometime ... maybe as a feature of a Noggin 'n' Natter? Now that should bring our members flocking along to have a look .. (Ed: Shame space did not allow for a centrefold as this would have made excellent material for one .. and made identification much easier too!)

It's good to see the Octagon feature at the Clubrooms back in spick and span condition after its 'washing' by the flood.

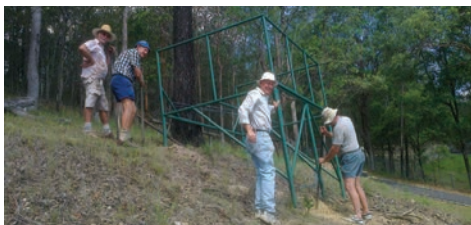
Many thanks go to the Clubroom workers, Don Webster and Max Johnson for restoring it.





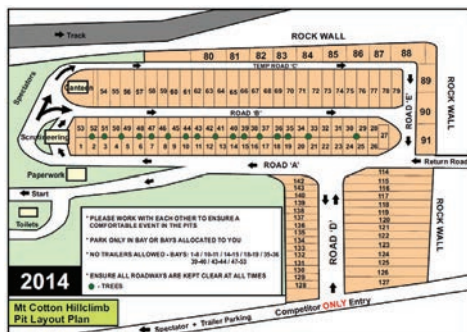
On March 2, four competitors took the initiative to organise a display of hillclimb cars at the Logan Car Show. The display proved to be very popular and also won the Best Club display trophy for our Club. Many thanks to Michael Ciccotelli, Steve Johns, Graham Arnold and Brian Kirkby for taking the initiative and time to promote the Club in this way.

Meantime, there is another group of hardworkers in the Club. This group meet at the hillclimb on almost every Wednesday. Here, four of them are shown assembling the platform in the 'tongue' area which will provide a more stable area for photographers. Pictured are L to R: Barry Smith, John Stratton, John Walker and Malcolm Spiden. The photo was taken by Ian Fettes and regular worker, Jim Heymer, was off enjoying himself on a trip to the Antarctic.



Hillclimbers who frequent the 'Entry forms and lists' page of the website were delighted to find this new version of the pit bay plan on the page just prior to the Feb hillclimb. This was created by our web mistress, Glenda Crew, from a hand drawn version supplied by pit bay allocator, Gary Goulding. Glen felt that Gary's version needed some 'enhancing' so went ahead and produced this masterpiece.

You've probably seen this cheerful little fellow around somewhere but you may be wondering where...? Maybe it's because you are one of the many who have forgotten what a wonderful resource has been made available for you in the form of the Library at the Clubrooms. If you want to know what is available there, you can find downloadable lists of what is available at the bottom of the News page on the Club website.





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# Milestones

## BIRTH NOTICE

Where has the time gone? Sahra Lake turns 21 in March. From competing in night runs before birth to flagging at the hill and elsewhere, Sahra has been involved with the club and its many members, who have made her the person she is today.

Happy birthday!

*Proud Dad, Andrew, is pictured by baby Sahra and, 21 years later, with fellow CAMS official Sahra, at Bathurst.*



## DEATH NOTICE

We have recently been advised of the death of Gordon McNicol, Club member 107, by Club founder and Member No 15, John Muller. John and Gordon competed in the Ampol Trial on 1956 in an MG TF. Gordon became a successful business man with Sunbus. Sadly, and inevitably, the reporting of the death of an early Club member is not unexpected in our 60th anniversary year.

*Gordon and John are pictured with the TF ready for, and involved in, the Ampol Trial.*





# MGCCQ History Snippets

by Bruce Ibbotson, Member No 600

## FRIDAY NIGHTS AT THE CLUBROOMS

Every Friday night the old clubrooms were open for all members to attend; those of us who were not working usually turned up just to see what was on, it could be anything.

There was a sly grog operation conducted by a couple of members which had to close when the licensing branch got wind of it.

Film nights were popular; the club had a 16mm projector and motor racing B&W films were supplied by people such as Shell, BP and Castrol. On rare occasions a poor quality colour film would turn up. All 16mm films were poor quality when I think about it. TV was the new medium, [late 1959] we thought it was great at the time so these films looked OK to us. How different TV is today.

Often a night run around the suburbs would be organised, all rather tame with things to be recorded or found such as a tram ticket of a particular value etc. The T series and MGAs were the popular cars then. MGA drivers discovered that Michelin radial ply tyres worked wonderfully in the dry but could be treacherous in the rain.

On a few occasions a car would arrive back with slight body damage after going at it too hard when it was raining. In those days there was very little traffic at night and even fewer police, so we drove as we liked even though the speed limit was 35 mph. Things changed when the Marconi Radar Systems came along, all very primitive - "Plod" sets up the Radar and his mate rolled out the telephone cable about 400m further along and as the unwary motorist went through the beam the Magneto phone would advise "Plod Junior" of the car and colour and the long arm of the law would spring into action.

A few times a year someone would organise an all night run. These were hilarious events and the things members did trying to conceal themselves from other runners [because they thought they were correct, and the others were lost] were legendary. I remember Mort Shearer (MGTF) with lights off doing a hand brake 180 on the Bruce Highway on one occasion. This was on an all night run organised by Geoff Hawley to Somerset Dam. We wrongly assumed Geoff did the survey during the day and that all the railway gates were open during the survey. We kept arriving at closed gates all around the Glass House Mountains. There were MGs going in all directions all night and only 3 runners turned up at Somerset Dam where Geoff had the BBQ going awaiting the mob to arrive.

We had all been given a little brown envelope with emergency instructions inside. If it was opened, all points were lost. The ones who did arrive had discovered they could read the destination through the envelope using high beam; they cheated, all the rest of us got hopelessly lost. I gave up after refuelling at Nambour and realising that at 3am and after 400 miles (mid winter) it was time to abandon the run.

On normal no activity nights at the Clubrooms the usual discussion was who had done what to their cars. Raising compression and fitting a semi race cam were all the go. We knew little about gas flow and combustion in those days. Members would go for test drives using well known local hills. When the MGB was introduced in 1963 Kerry Horgan got the very first car to be registered in Queensland, Nurburg White with Red trim. This car was much admired and gradually more and more MGBs arrived at the clubrooms.

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When I joined the club, I think in the early 60's, the membership was sort of divided into the upper echelon Competition group and us ordinary members. I seem to remember it was always like that in those days. The hill climb was discussed

and as we all know became Mt Cotton, one of the best Hill Climb courses in Australia. Jon McCarthy did a wonderful design to achieve this facility. Brian Tebble was the driving force behind the eventual building of Mt. Cotton.

## LATE 60s SPRINT MEETINGS AT LOWOOD

Way back in the 60's the club conducted several regular events including:-

Gymkhanas at Tingalpa on a grass field, where we learned all about low speed manoeuvres around cardboard poles, handbrake turns with a T series doing 180 degree turns in its own length, positioning our cars in all sorts of weird and wonderful configurations, both forward and backward into garages against a stop watch.

Night Navigation runs from the Wickham St. club rooms, usually around the suburbs but sometimes all night runs to places like Somerset Dam for breakfast for the few that got there. Most got lost and abandoned hope.

But for most of us the best events were the Closed Sprint Meetings first at Lowood and later on at Lakeside. I found that I still have the entrant lists for the 19 June 66 and the 26 February 67 Lowood sprints. There were driver training days as well; I can't remember if they were part of the Sprints or separate events. I well remember having Kerry Horgan as my instructor and going around Bosch he said "That's 5 out of 5 wrong; let's not make it 6 out of 6". This was in my MGB and I had never driven it flat out through corners like Bosch before, 90 mph was bloody quick to go through a corner in those days.

Some of the cars entered were interesting: John Fraser and D Glode in Dodge Phoenix, Geoff Hawley in a 3.8 Jaguar, Vince Appelby, Formula Minor, a couple of Holdens and the usual MGBs. John Fraser's Dodge Phoenix did the standing quarter in 16.57 and the flying quarter in 7.99 seconds to make fastest times. My MGB made the fastest Standing Qtr. and Flying Qtr. of the 3 MGBs running.

At one early meeting when I still had my MGTF (don't remember when) Kerry Horgan turned up in a Single Spinner FORD Custom flat head V8 which he flogged without mercy and the poor old FORD boiled its heart out, rusty water flooding out under the car which, when cooled, had another bucket of water added etc.

At the Sprint Meeting of 26 February 67 there were many more entrants than at the 19 June 66 meeting. John Fraser had seen the light and turned up in a 4.2 litre "E" Type, Bruce Bayliss had a 3.8 litre "E" Type, Ann Thompson drove her 1.5 litre Lotus 15, two Morris Minor 1098s and a Honda 606 cc. Other cars, Izusu Bellet, 2 Fiat 1500s, Cortina GT, Mini, 2 Holdens, 1500cc Ford, some 500cc racing specials, a 2.4 and a 3.4 Jaguar etc.

Only 3 MGBs entered that day, my MGB and Will Charlton's MGB plus Pip Bucknell's K3, which was badly prepared and ran like a dog all day. Ted Holliday had his MK 3 Sprite.

I was pleased to do a Flying Qtr Time of 8.67 seconds = 103.8 mph. I never believed the UK journalists claims that the standard MGB did 107 mph, using 100 octane petrol. We ran Shell Super with 33% Methyl Benzine added for sprint meetings and hill climbs. MGBs simply would not perform well on Super grade fuels even with their 8.8:1 CR. My "B" ran 9.3:1 CR so I added Methyl Benzine, 25% for normal use and 33% for competitive use.

Lowood was a WW2 RAAF Bomber air field and it really was the perfect place for racing use because, if you went off as many of us did, you disappeared into long grass with no fences or posts etc. The biggest danger was the possibility of grass catching fire before you got back onto the circuit. The huge aircraft parking areas between Mobilgas and Bosch were ideal to try out handling without the fear of running into anything. I learned what an understeering pig of a car the MGC-GT was as I was trying everything there during a driver training day. Other instructors tried to control the car with no more success than I had. Years later I found out that chassis roll was the major problem and when suitable roll bars were fitted the understeer and roll were well controlled.

Editor's note: Prior to Bruce's joining the Club there were gymkhanas held at Mt Gravatt, Waterford, Pullenvale, Aspley and Lakeside but the best remembered and the longest-used venue was Porter's Paddock at Tingalpa. Likewise, there were sprint meetings held at other venues including Strathpine but Lowood was always the most popular venue. You will find reports and photos of these in the Nostalgia pages of the Club website. You will also find the results of the first sprint meeting ever held where most competitors were in MGBs. At a quick count I can see names of at least six people in that list with whom I still have occasional contact.

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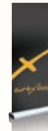
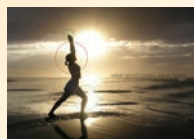
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# 2013 Annual Dinner & Presentation of Trophies

by Don Webster

Our venue for the Annual Dinner held on Saturday 1st February was Riverside Receptions at New Farm, as had been used for the previous two years. This was mainly due to the short time frame available and inexperience of the organiser (me!). Perhaps next year it could be different and I would be interested in receiving any suggestions as to the venue and type of function.

But on to the event. It was a beautiful night on the banks of the river sitting in the air conditioned comfort of the ballroom. On display we had David Farrar's concours winning RV8 and the MG6 which is on loan to the club. Our president Neil Lewis gave a short talk on the very busy and successful year that the club had enjoyed, including the National Meeting, Queensland and Australian Hillclimb Championships, and All British Day. He then proceeded to present the awards with long time member Peter Rayment explaining the significance of each trophy. As well as the club trophies, there was Top Six Challenge for performance at Mt Cotton as well as certificates for those who had broken records at the hillclimb. Of the more than 40 trophies and certificates that were presented, over half were able to be accepted by the lucky recipients.

A very significant award is THE MILES E HUNTER TROPHY FOR CENTRE ACHIEVEMENT which is presented to the Club member who has contributed greatly and selflessly to the Club's success over the past year. Committee members look around them at members at work, ask subtle questions of others and then submit nominations for this prestigious

award. Voting is then by the Club Committee. The winner was Ross Kelly who had taken on the arduous task of organizing the Concours at the 2013 National Meeting, as well as our club Concours held at Qld Uni and All British Day.

The other trophy for contribution to the club by working for and at Mt Cotton Hillclimb throughout the year is the Brian Tebble Award, and this was won by Barry Smith. This award recognises particularly outstanding efforts made by individuals who tirelessly work, sometimes behind the scenes, to ensure that the facility's magnificent grounds are always looking their best and that events function smoothly. Nominations for this award are sought from all club members before the decision is made by the Committee.

*Photos from top and L to R: David Farrar's Concours winning RV8 was on display, David Farrar with the Concours trophy, Racing Car Driver trophy was won by Alan Don, Malcolm Spiden won the McConnell Motorkhana Trophy for MGs, David Miles presented the Pre-War Trophy to Ross Kelly, The other trophy for Ross was the Miles Hunter Trophy for service to the Club, The major Club trophy, the Howard Trophy, was one of the three won by Don Webster, Barry Smith won the Brian Tebble Award for service to the hillclimb, The trophy winners 'en masse' with their trophies including John Boyce (4th in Top Six and standing 2nd from left) and Meghan Webster who accepted Ryan O'Leary's Touring Assembly Trophy for him.*



The successful trophy winners were:

**Concours**

David Farrar

**G C Reid Trials Trophy for Touring**

Assembly Driver, Brian Krieger

**Mrs E A Hunter Touring Assembly Navigator**

Ryan O'Leary

**Peter Uscinski Trophy for Marque Speed**

Allan Dansie

**MGCC Racing Drivers Trophy**

Alan Don

**MGCC Speed Trophy**

Barry J Smith

**M E Hunter Motorkhana Trophy**

Alan McConnell

**McConnell Motorkhana Trophy for MGs**

Malcolm Spiden

**Howard Trophy for Annual Competition**

Don Webster

**MG Trophy for Best MG**

Don Webster

**David Miles Perpetual Shield for Pre-War MG**

Ross Kelly

**Ladies Trophy**

Pauline Graham

**T series register**

Don Webster

**Brian Tebble Award for outstanding**

**contribution to Mt Cotton Hillclimb**

Barry J Smith

**Miles E Hunter Trophy for**

**Centre Achievement**

Ross Kelly

Hillclimb awards for Top Six and for those Club members who had broken records at Mt Cotton in 2013 were also presented.

As MG chassis numbers started from 251 (which was the factory's Abingdon phone number) so did the individual ticket numbers. For selecting the lucky ticket prizes, an octagonal shaped "chook raffle" wheel was used, which, although having some initial teething problems, was able to select the lucky winners.

Our thanks go to our photographer Alexander Wooton for his contribution to the evening.





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*A Troika of Bugatti's entering Station Corner.*

# The Grand Prix de Pau Historique

11 & 12 May 2013

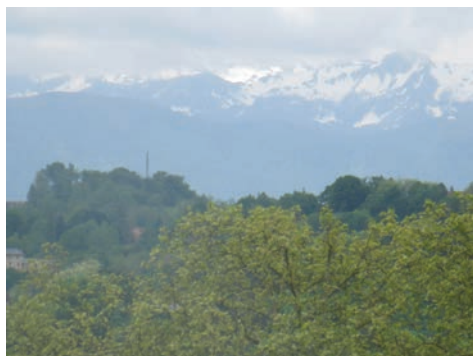
Words and Photographs by Stephen Callaghan

Pau (pronounced Poh) is located in southwestern France in the foothills of the French Pyrenees in a region known as the Pyrenees Atlantique. Pau held its first motor race in about 1901, however, it did not become a major event on the racing calendar until the 1930's when its street circuit was famous for many duels between the teams of the day such as Bugatti, Delahaye, Bentley, MG and Mercedes. Its history and heritage in motor racing therefore, are well established and second to none.

Many great drivers competed at Pau including Fangio who raced there in 1949 and 1950. During the sixties Stewart, Hill, Clarke, Brabham, Hulme and Rindt to name but a few also competed on the streets of Pau. Historically the race has always been held early in the European racing season usually around May. The Pau Historic Grand Prix has been held for about the last 12 or 13 years since about 2000.

Like Monaco, Pau is a street circuit. The city is old and beautiful with stunning views of the snow capped Pyrenees in the distance. It is a hilly place, so be prepared to do quite a bit of walking up hill and down dale to get the best of the viewing points at various areas around the track.

The circuit has not changed much since the 1930's it winds its way through the Parc Beaumont, along past the railway station and below the old viaducts of the Boulevard des Pyrenees. The circuit is difficult with some very



*The snow-capped background against which the racing at Pau takes place.*

complicated and tight corners particularly the 'Epingle du Lycee' which must be one of the tightest hairpin corners on any motor racing circuit anywhere. The total length of the circuit is about 2.8 km.

The Pau event is spread over two weekends and takes in the Historic Racing series on the first weekend with the Grand Prix de Pau on the second weekend which is modern racing cars. I was there for the Historic Racing which took place on 11 and 12 May 2013 in glorious sunshine.

Cars arrived at the track on Friday for registration and set up, so access to the pits to see the cars and talk to the drivers and pit crew was easy. As it happens two Aussies were there Don Thallon

campaigning two cars a Brabham T53 (in the pre 1966 Grand Prix cars) and a MRC 22 (in the FIA Lurani Trophy for Formula Junior cars) and John Davies campaigning Cooper T45 (in the pre 1966 Grand Prix cars). However, the bulk of the competitors are European from France and the UK with other competitors from Belgium, Italy, Germany, Switzerland, Portugal. There were also a few competitors from further afield such as Canada, The United States and Argentina with one competitor in the Sixties Endurance race from Libya driving a 1965 Ford Shelby GT 350.

Racing is divided into a variety of categories depending on vintage and classes of cars including:

Trophee Phil Hill for Sixties Endurance Cars  
Trophee Argentin for Historic GP Cars pre 1961  
Trophee de Pau for Historic GP cars pre 1966  
Trophee de Pyrenees for Historic Formula Ford  
Trophee Legende for GP cars avant – guerre (pre war cars)  
The FIA Lurani Trophy for Trophy Junior cars

This year there was also a Mini Classic which was really an Anglo – French affair with almost equal competitors from the UK and France.

The Saturday events commenced with qualifying rounds of 25 minutes each (45 minutes for the endurance racers) and full on racing for the Sixties endurance racing cars commencing in the early evening at 7.30pm. European evenings stay light until late so be prepared for very long days. Saturday racing commenced at 8.15 am and did not finish until about 8.30pm, Sunday commenced at about 8.00am and finished about 6.30pm. The beauty of Pau is that the track is near the centre of the old city so access to numerous restaurants and hotels is easy and convenient. So on Saturday you can finish watching the racing by 8.30pm and be in a local restaurant with a good bottle of claret and a great meal by 9.30pm. How good is that?

The motor racing in all events is both entertaining and competitive which makes for great spectating. However, the highlight for me had to be the Trophee Legende racing for cars that raced on this and other European circuits before the war. The Bugatti's, the Delahaye's and BMW 328's battled it out along with other



*Pre 1961 GP cars in the Pits*

marques such as HRG, Singer and Riley. Given the surroundings, these cars looked so in period motoring along the palm tree lined streets and drifting through the corners, sometimes not too successfully. The drivers raced with little care to the general welfare of themselves and in many cases their valuable cars entertaining each other and the huge crowd.

In all about 13 Bugatti's competed in this event with about 3 BMW's and 2 Delahaye's. There seemed to be much kudos to be earned by having the cars, particularly the Bugatti's covered in dust, dirt, grease and grime exactly as they would have been almost 80 years ago racing on substantially inferior roads.

The fact that these cars are still competing and racing very competitively is a testament to the build quality of the cars and the painstaking care of the current owners who compete in them. These are not show cars brought out only on sunny Sundays for a show and shine, these are serious competition cars and their drivers go out to win.

The Trophee Argentin for pre 1961 GP cars was a further spectacle of real historical racers being driven very competitively around one of the many circuits these cars were designed for. Cars such as Ferrari, Cooper Maserati, Gordini and a rare Kieft which came to some grief at the Virage de la Gare (Station Hairpin), were no less competitive than the pre war cars, they were however substantially faster and equally difficult to handle.



*Car No 91 a 1960 Cooper T53 entering the Montee Bonaparte – the short uphill straight*

These cars were not incongruous with their surroundings and looked quite at home in the period on the track. Famous names such as Fangio, Moss, Jean Behra and Trintignant to name but a few raced these types of cars with much success around this same circuit. The cars look almost toy like and very primitive compared to modern grand prix cars but in their day were capable of frightening speeds but with none of the safety equipment or devices available to today's drivers.

The Trophee de Pau attracted a range of drivers and cars from around the world including two from Australia together with UK, France, Switzerland and the United States. This race was for Historic GP cars which were raced pre 1966 and the cars are fast. As would be expected for the period Lotus and Cooper dominated the line up with a Lola Mk 3 and Brabham BT11 A thrown in for good measure.

Racing in this event was keen and very competitive with a least one major shunt at or about the chicane near the main straight, but with so much help and knowledge around the pits it was not long before any damaged cars were back running again.

One of the heavily contested races was the FIA Lurani Trophy race for Trophy Junior cars including Don Thallon from Queensland who contested this race in his 1962 MRC 22. In all there were about 33 cars in this race and it was probably one of the largest fields of cars entered at the event. It also included some very unique and rare cars including a De Tomaso Isis from 1959, together with a myriad of Lola's and Lotus's and several Elva's and Stanguellini's plus

a smattering of other one off's including two rare Bond front engined and front wheel drive race cars.

Another big line of cars that attracted a lot of attention was the Sixties Endurance Cars. These had the longest race of the event at one hour staged in two separate one hour races. As would be expected from anything in the sixties, this race included a very nice French entered 1962 MGB, together with Jaguar E types, AC Cobra's, Austin Healey's and many Porsche 911's.

Apart from a huge line up of cars there was also a wide range of drivers and nationalities. Apart from the Libyan driver previously mentioned drivers came from France, Great Britain, Belgium, Portugal, the US, Switzerland, and Argentina.

Numerous battles for the lead took place between the AC Cobra's, E Types and Porsche's but the MGB held its own against stiff competition from Triumph, Alfa Romeo and an Austin Healey Sprite. Sebring the MG did well in



*In the pits at driver change over the French entered 1960 Austin Healey Sprite Sebring*



*The French entered 1962 MGB leading the Alfa and Porsche into Station Corner*

the event finishing where several other cars did not due to mechanical failure.

Off the track in the 'Parc Beaumont' many of the European car clubs set out displays of their cars. This area is teaming with both traditional and rare historic cars and many rare makes of car. Time spent in this area is not wasted and is reminiscent of the Goodwood Revival car park.

Overall The Grand Prix de Pau Historique event was a great spectacle of rare and exotic cars both on and off the track. It is held in a great location and provides a chance to see some first class European historic racing.

So if you happen to be in Europe in the vicinity of Pau during May then this event is a must see. Full details can be obtained from the Pau Grand Prix website and tickets can be purchased on line for a reasonable cost.

An alternative is to put your own historic car into a container and ship it over and join some of the other Australians who do this sort of thing each year.

# A Visitors View of Collingrove

Stephen Callaghan

It all started with a phone call to Peter Altman the Club President of the Sporting Car Club of South Australia. I was in Adelaide for a few days and could I come to club as it had a general meeting on 2 October. Absolutely, was the response you would be most welcome, and made welcome I certainly was.

After the first 15 minutes as luck would have it, I was directed to the table of the Hillclimb Group. Much talk about various hillclimbs ensued, and once they knew my interests I was invited to Collingrove the following weekend, for what would be the last event of the season – The Nissan and Datsun Hillclimb.

Plans were made; emails and telephone numbers were exchanged. On the appointed day – Saturday 12 October, the GPS was primed and I turned up at David Turners house at the appointed time; even the weather, which had been terrible all week was favorable. Bit of late get-away due to a recalcitrant

Essex motor in David's pristine Ford V6 Capri so a quick change of car (my VW Golf hire car) and we were off. After about 1 ¼ hrs driving through some very spectacular and twisty country roads we arrived at Collingrove with the Nissan and Datsun car club event well underway.

My first impressions of Collingrove were of open spaces and a sea of long green grass in a well arranged rural setting. So while there may be longer, wider, more technically difficult or challenging hillclimbs in Australia, none could match the location, the fabulous environment and the stunning beauty of Collingrove. It's not easy either. It may be set amongst the lush grasslands and vine embellished wineries of the Barossa, but it consists of a purpose built, very steep climb up 750m of narrow bitumen with several blind corners and technically difficult turns, steep ascents with most of the track as near as dammit all uphill and with more cambers than a military vehicle



training course. However, it seems to have ample areas of run off if you do get into trouble

Apart from the competition, the day was also set down for a barbeque for officials, so while it was competitive for the Nissan & Datsun club competitors there was a relaxed atmosphere with the club members, whom I had met a week or so earlier.

The line up to the start-line was well organized with few of the problems of some other hillclimbs and there was plenty of space to spread out in the pit areas. Facilities for competitors and spectators were very good with lots of viewing points around the track if you were happy to do some steep climbing.

Lunch was provided courtesy of the officials and then an opportunity for a passenger ride which is not the norm at most hillclimbs. What a great idea! My opportunity came in the form of a rally prepared Mitsubishi Sigma belonging to local driver and Bugatti builder Danny Larsen. I asked him to take it easy cause 'I was not such a good passenger' to which he replied 'that's good, cause I'm not such a good driver.' Was this really a good idea I thought to myself!!

So helmet and belts on, a quick warm up to the very well organized start line and suddenly we were off. The

acceleration and slope of the track flicked my head back against the roll bar. The car was quick and very well planted, the engine and gear box worked hard under the stress of the climb. With Danny throwing it into each corner with what appeared to be little or no breaking, I was surprised it held the road so well; it felt like it was on rails. The blind corners were disconcerting for a passenger and the ever changing cambers unsettling. Almost, in no time at all it was all over we had crossed the finish line. I wondered what it would be like in the wet and the words treacherous and slippery immediately came to mind.

Awesome!! was my comment to Danny, a word I rarely use given my age, but it seemed so appropriate in the situation. I wished it could have lasted for much longer but I think Danny might have been in a hurry! The drive back to the pits on the back road was very civilized. A walk later in the day demonstrated exactly how steep and narrow the track is.

Many thanks to the club and its members for the great hospitality and making the enormous effort to make an interstate visitor welcome at both the club and at Collingrove.

One of life's opportunities and a great motoring experience.

# Australian Day Eve Breakfast Run

by Malcolm Spiden

The breakfast run scheduled for 2013 which did not occur due to quite a large volume of water being deposited on the Greater Brisbane area from far above, was revived for Saturday 25 January 2014.

Meeting point was Mowbray Park car park along the Humbug Reach of the Brisbane River. From the park it was a short journey over the Story Bridge down through Fortitude Valley, Newstead, along the banks of the Hamilton Reach of the Brisbane River to join the Southern Cross Way/Gateway Motorway before exiting to the Moreton Bay Tourist Drive. The tourist drive passes by the Deagon Sports ground, Sandgate Rail Station, those fishing trawlers in Cabbage Tree Creek, Sandgate Yacht Club, Sandgate Golf Club then goes on to Moora

Those observing were...

|                            |              |
|----------------------------|--------------|
| Barry and Carolyn Smith    | MGBGT        |
| Russell and Jenny Geraghty | MGBGT        |
| Allan and Joyce Tebbutt    | Audi         |
| Wendy and Errol Hoger      | MGB          |
| Ross Kelly                 | Aston Martin |
| Peter Gannon               | MGB          |
| Sharon Ritchey and Jenny   | MGB          |
| Don and Ann Webster        | MGTD         |
| Malcolm Spiden             | MGB          |

Park where we parked at the Shorncliffe Pier.

With the incoming tide the breakfasters could view the water rather than the mud flats, as well as watch those exerting energy running or cycling along the foreshore walkway.

## February Day Run

by Richard Higgs; photos by Richard Higgs and David Miles

A cloudy and overcast day saw 11 MGs and 1 Volvo gather together at the Coles Hypermarket Aspley for our short run to see Colin Galleys collection of Jaguars and other vehicles. Parking for our cars was at the next door neighbour's who had a paddock at the rear of his house. From here we walked to Colin's and were ushered into the air conditioned showroom by Steve Wicks, his manager who looks after all the cars.

Pride of place was a reconstructed Jaguar SS 100, built on the premises over a period of six months. There were plenty of Jags of all models on display including a rare XK 150S and a mark 9 which had

just completed a rally for the Endeavour Foundation.

Under the main showroom is another one with "work in progress" vehicles and included a selection of Jags, Triumph Stag, TR4, TR4A and an Austin Champ. Over all a very interesting collection, Jags, Jensens, Alvis Triumphs but no MGs. Must do something about that !!

After the visit we all moved off in convoy to Sandgate for Fish and Chips at Fish on Flinders where everybody had a meal of their own choice from the menu.



# Participants were...

Richard Higgs

Barry Smith

Cyril and Marie Bennett

Neil & Joanne McCorkindale

John Ciccello

Aubrey Ross

David Miles

Owen McNeill

Bernie & Charmaine Pereira

Don Webster

Alan and Joyce Tebbutt

Jeff Turner

MGA red

MGBGT white

MG TF green

MG TF red

MGB green

MGA red

MG Magnette grey

MGBT red

MG TD silver

MG TD green

MGB blue

Volvo 142S white



# Mid Week Run

text and photos by Bruce Mutch

26/2/2014 -- QLD MOTOR MUSEUM, GATTON , QLD

On a beautiful Summer's morning the MGCCQ Mid Week Club left The Rocks Riverside Park with 34 Members and friends in 24 cars including 14 MGs. We made our way on to the Centenary Freeway (M5) and then toured through Springfield , Ripley, Yamanto to the Cunningham Highway. The new development at Ripley will have 60,000 new houses built.

We turned off at Amberley RAAF Airbase as a number of the new Giant C17 jet air transports floated in to land. On the way to Rosewood, the group were shown the Ebenezer Coal Mine, the mountain of overburden heaped up, and the "reclaimed" grassland now grazing cattle and compared this to virgin country adjoining it. There was little comparison of the resurrected country to the original country and this is happening through the coal and CSGas areas of Qld and NSW.

We then proceeded in to the Lockyer Valley which is now the Salad Bow of SE Qld . The folks were shown the comparison between the ridge country and the highly fertile alluvial black soil flats which have developed through flooding with over the years. With irrigation these alluvial flats can grow anything.

We then went on to The Qld Transport Museum at Gatton established by Cyril and Curley Anderson of Western Transport in Toowoomba and now has a recycling series of vintage transport units from all over Australia. They are resplendent in their "as new" paint and chrome and look wonderful. The ladies viewed the other attractions and then we were off to Logan's Inlet on the Wivenhoe Dam for lunch at Serenity Point. A wonderful sojourn. On the way, at Coominya, the folks were shown the Coominya Meatworks purchased in 2006 from a consortium of Qld graziers who proposed to build six meatworks throughout

Participants were:

|                          |                   |
|--------------------------|-------------------|
| Aubrey Ross              | MGA Red           |
| Dee Andersen             | Peugeot           |
| Denis Thomas             |                   |
| & Walter Van Desser      | MGB BRG           |
| Bruce Mutch              | Forester          |
| Paul Wilson              | Mazda 626         |
| Don Webster              | MG TD             |
| Mike Bennett             | MGB GT            |
| John & Pat Walker        | MGB GT V8 Red     |
| Bruce & Tip Ibbotson     | BMW               |
| Colin Fox and John       | Land Rover        |
| Shawn Rankin             | MGB GT            |
| Milos Miladinovic        | MGB Mk I          |
| Alan & Joyce Tebbutt     | MGB Blue          |
| Dennis & Dianna Kelly    | MX5 BRG           |
| Greg & Rhonda Hannant    | MGB White         |
| Barry Lutwyche           | MGB Red           |
| Jeff & Rosemary Turner   | Volvo 142S        |
| Geoff & Glennis Anderson | Jeep              |
| David Miles              | MG Magnette Green |
| Kerry and Dane Horgan    | Merc Benz         |
| Jeff & Pat Heslewood     | WRX Blue          |
| Jan Burke                | MGB Red           |
| Terry Jones              | MG TC             |
| Brian Purvis             | MG TF             |

Qld to save themselves money. They found out that it isn't like that and each lost \$600-700,000 before selling the only meatworks built and now produces boned out 93% cl beef patties for Macca's. The WWF are trying to get these patties included in their "sustainable beef" and one wonders why as 93% CLbeef comes from boners. Just one of the discussion points which helps folks to pick out the trees from the forest. All in all a wonderful drive for the Midweek club. Hope you liked it. Safety Fast Charlie Brown

PS...I asked the club about the purchase of more Hand Held UHF radios and was advised that for \$48 we could each purchase our own. If we do that I can charge your unit between runs. Then one can hear the travelling commentary instead of standing in the sun . SF CB



Photos from top: Some of the cars, Peace and serenity at morning tea, A sailing boat adds to the tranquility, Just a few of the participants, the rest of the cars and (below) what they went to see.... historic trucks and plenty of them.



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# MGCCQ 2014 Calendar for Jan - June

Affiliated with the Confederation of Australian Motorsports

GPO 1847, Brisbane Q 4001

P = pointscoring event



**DATE Promoter POINTS EVENT**

| APRIL |           |   |                                                                                                                                          |
|-------|-----------|---|------------------------------------------------------------------------------------------------------------------------------------------|
| 4     | Friday    |   | Noggin and Natter with Guest Speaker                                                                                                     |
|       |           |   | FNQ Chapter Highland Tavern Run                                                                                                          |
| 6     | Sunday    |   | WBC (Bundy Crew) - Early morning run. Contact the Simmonds                                                                               |
|       |           |   | DD Chapter Mid week run for Lunch contact Ron Gillis                                                                                     |
| 11    | Friday    | P | BSCC Night observation Run # 3 (P)                                                                                                       |
| 13    | Sunday    |   | Wide Bay Chapter Early Morning Run Scenic Drive, M/T at Brooweena, lunch at Hideaway Pub Tiaro, contact Shields bring M/t and wallets ## |
| 18    | Friday    |   | GOOD FRIDAY Ballina GCMGCC Alternate MG Meeting no motorkhana or speed events bring wallets                                              |
|       |           |   | Capricorn Chapter with Wide Bay Chapter members not at Balina - 3 or 4 Day Tour to Bundaberg contact Allan Dansie 4152 5886              |
| 19    | Saturday  |   | EASTER SATURDAY Ballina GCMGCC Alternate MG Meeting -Concours                                                                            |
|       |           |   | Capricorn and Wide Bay Chapter members - Visit Hinkler Museum, Bundy Rum Distillery, Bagarra                                             |
| 20    | Sunday    |   | EASTER SUNDAY Ballina GCMGCC Alternate MG Meeting - Touring Assembly to Bryon Hinterland, Rally d'Summerland Part 1                      |
|       |           |   | Capricorn and Wide Bay Chapter members including Bundy Crew - Combined Tour Goodies @ Toogoom approx 120 kms                             |
|       |           |   | Wide Bay Chapter Early Morning Run Lunch at Goodies, Toogoom contact Martins bring wallets ##                                            |
|       |           |   | FNQ Chapter                                                                                                                              |
| 21    | Monday    |   | EASTER MONDAY Balina GCMGCC Alternate MG Meeting - Touring Assembly to Ballina/Lismore Hinterland, Rally d'Summerland Part 2             |
|       |           |   | Capricorn and Wide Bay Chapter members - return home                                                                                     |
| 23    | Wednesday |   | Mid Week Run 3                                                                                                                           |
| 25    | Friday    | P | ANZAC DAY/MGCCQ60 IRONMAN Night Touring Assembly 4 (P)                                                                                   |
| 26    | Saturday  | P | MGCCQ60 IRONMAN Hillclimb Mt Cotton (P)                                                                                                  |
| 27    | Sunday    | P | MGCCQ60 IRONMAN Khanacross and Motorkhana #2 (P - Motorkhana only) at Willowbank Driver Training Centre                                  |
|       |           |   | DD Chapter Day Run contact Gary Lawrence                                                                                                 |
| 30    | Wednesday |   | Wide Bay Chapter Early Morning Run Coffee then lunch at Carrier's Arms Maryborough contact Normans bring wallets ##                      |
|       |           |   | WBC - Bundaberg Crew run                                                                                                                 |
| MAY   |           |   |                                                                                                                                          |
| 2     | Friday    |   | Noggin and Natter with Guest Speaker                                                                                                     |
|       |           |   | DD Chapter Toowoomba Airport David Hack Day contact Gary Lawrence                                                                        |
|       |           |   | WBC (Bundy Crew) - Early morning run to Childers Winery for lunch. Contact the Dawsons                                                   |
| 7     | Wednesday |   | DD Chapter Mid week run for Lunch contact Ron Gillis 7 & 8 May                                                                           |
|       |           |   | Wide Bay Chapter Early Morning Run Coffee Run Sexie Coffee contact Carters bring wallets                                                 |
| 8     | Thursday  |   | DD Chapter Mid week run for Lunch contact Ron Gillis 7 & 8 May                                                                           |
| 16    | Friday    | P | MGCCQ60 Night Observation Run 5 (P)/Noggin and Natter                                                                                    |
| 17    | Saturday  |   | Mt Cotton Test and Tune                                                                                                                  |
|       |           |   | Wide Bay Chapter Long Weekend Away, MacLeans Bridge at Logan Campus Griffith University contact Overton bring wallets                    |

|             |             |   |                                                                                                                                        |
|-------------|-------------|---|----------------------------------------------------------------------------------------------------------------------------------------|
| 18          | Sunday      | P | HSCCQ Queensland Motorkhana Championship Rd 3 (P) at Willowbank Driver Training Centre/BSCC Social Fun Run                             |
|             |             |   | Capricorn Chapter - Tannum Sands Tour - Awonga Dam with lunch at Tannum Sands Hotel                                                    |
|             |             | P | MacLeans Bridge at Logan Campus of Griffith University (P)                                                                             |
|             |             |   | Wide Bay Chapter Long Weekend Away, MacLeans Bridge at Logan Campus Griffith University contact Overton bring wallets                  |
|             |             |   | Wide Bay Chapter Early Morning Run M/T Lunch Theebine Hotel contact Elsons bring M/T and wallets # #                                   |
|             |             |   | FNQ Chapter Misson Beach Picnic Run                                                                                                    |
| 24          | Saturday    |   | Working bee at Mt Cotton                                                                                                               |
|             |             |   | Capricorn Chapter - Raglan - "Old Station" Fly-In - Invitation to display cars                                                         |
|             |             |   | WBC (Bundy Crew) - Early morning run to 1770 Cpat Cook Festival. Contact the O'Donoghues                                               |
| 25          | Sunday      |   | Capricorn Chapter "Ride In An Oldie" at Rockhampton - Yesterday's Vehicles Today Parade - Charity event for CHRS All Car Clubs invited |
|             |             |   | DD Chapter Day run from Warwick contact Bob Marsh                                                                                      |
| 28          | Wednesday   |   | Mid Week Run 4                                                                                                                         |
|             |             |   | Wide Bay Chapter Early Morning Run Anniversary Coffee Run contact Martins bring wallets # #                                            |
| 29          | Thursday    |   | WBC (Bundy crew) - Early morning run to Bundaberg Show Day. Contact the Beckmans                                                       |
| 30          | Friday      |   | Whites Diesel Queensland Hillclimb practice                                                                                            |
| 31          | Saturday    |   | Whites Diesel Queensland Hillclimb Official Practice /WDSCC Sprint Series B Rd 2                                                       |
| <b>JUNE</b> |             |   |                                                                                                                                        |
| 1           | Sunday      |   | Whites Diesel Queensland Hillclimb Championships /WDSCC Sprint Series B Rd 2                                                           |
|             |             |   | Wide Bay Chapter Early Morning Run M/T at Rainbow Beach Surf Club contact Carters bring M/T and wallets                                |
| 6           | Friday      |   | Noggin and Natter with Guest Speaker                                                                                                   |
| 7           | Saturday    |   | Grafton Hillclimb/ HSCCQ Lockrose Khanacross 3 weekend/MG Challenge at Mallala and Collingrove                                         |
|             |             |   | Capricorn Chapter - Tour to Mackay and Sarina                                                                                          |
| 7,8,9       | Sar/Sun/Mon |   | WBC (Bundy Crew) - Long trip away to Biggenden Campover. Contact the Duncans                                                           |
| 8           | Sunday      |   | Queen's Birthday/Grafton Hillclimb/HSCCQ Lockrose Khanacross 3 weekend/MG Challenge at Mallala and Collingrove                         |
|             |             |   | Capricorn Chapter - Blacks Beach -Visit Finch Hatton Gorge, Eungala and Broken Rivers - Meet with All English Car Club                 |
|             |             |   | FNQ Chapter                                                                                                                            |
| 9           | Monday      |   | Capricorn Chapter - Mackay/Sarina/Blacks Beach Tour -Return Home                                                                       |
| 11          | Wednesday   |   | DD Chapter Mid week run for Lunch contact Ron Gillis                                                                                   |
|             |             |   | Wide Bay Chapters Early Morning Run Mystery Coffee Run contact Carters bring wallets # #                                               |
| 14          | Saturday    |   | FNQ Chapter All British Day weekend                                                                                                    |
| 15          | Sunday      | P | MGCCQ60 Day Run 5 (P)                                                                                                                  |
|             |             |   | FNQ Chapter All British Day weekend                                                                                                    |
| 21          | Saturday    |   | FNQ Chapter - Australian Classic Rally                                                                                                 |
|             |             |   | WBC (Bundy crew) - Early morning run to Mt Perry races. Contact the Dansies                                                            |
| 22          | Sunday      |   | IROQ Sunshine Coast Imbil/WDSCC Sprint Series A Rd2/V8 at Darwin Hidden Valley                                                         |
|             |             |   | Capricorn Chapter - Mt Morgan and Dululu Tour - Morning Tea at Dam No 7, Lunch at Dululu Hotel. Join with Central Qld Jag Club         |
|             |             |   | Wide Bay Chapter (including Bundy Crew) Early Morning Run M/T BBQ lunch at Monduran Dam contact Shields bring M/T and BBQ              |
|             |             |   | FNQ Chapter - Australian Classic Rally                                                                                                 |

|               |           |   |                                                                                                                                                    |
|---------------|-----------|---|----------------------------------------------------------------------------------------------------------------------------------------------------|
| 25            | Wednesday |   | Mid Week Run 5                                                                                                                                     |
| 28            | Saturday  | P | CAMS State Race Meeting Rd 2 (WDSCC) (P)                                                                                                           |
| 29            | Sunday    | P | CAMS State Race Meeting Rd 2 (WDSCC) (P)/HSCCQ Khanacross 4 at Willowbank Driver Training Centre                                                   |
|               |           |   | DD Chapter Day run from Toowoomba contact Gary Lawrence                                                                                            |
|               |           |   | FNQ Chapter Inter Club Sports Day                                                                                                                  |
| <b>JULY</b>   |           |   |                                                                                                                                                    |
| 4             | Friday    |   | Noggin and Natter                                                                                                                                  |
| 6             | Sunday    | P | MGCCQ60 Day Run 6 (P)/V8 in Townsville                                                                                                             |
|               |           |   | WBC (Bundy crew) - Early morning run for lunch at Tirroan Pub                                                                                      |
| 8             | Wednesday |   | DD Chapter Mid week run for Lunch contact Ron Gillis                                                                                               |
| 12            | Saturday  |   | Working bee at Mt Cotton                                                                                                                           |
| 13            | Sunday    | P | HSCCQ Queensland Motorkhana Championship Rd 4 (P) in Willowbank Driver Training Centre/poss RACQ Motorfest poss Day Run #7 to Motorfest (P)        |
|               |           |   | FNQ Chapter Garradunga Hotel Lunch Run                                                                                                             |
| 18            | Friday    |   | Noggin and Natter                                                                                                                                  |
| 19            | Saturday  | P | MGCCQ60 TSA Mt Cotton Hillclimb Rd 3 (P)                                                                                                           |
| 20            | Sunday    | P | MGCCQ60 TSA Mt Cotton Hillclimb Rd 3 (P)                                                                                                           |
|               |           |   | Capricorn Chapter - Many Peaks Tour - Lunch at Many Peaks Hotel, Meet with Ulysses Motor Cycle Club                                                |
|               |           |   | WBC (Bundy crew) - Early morning run                                                                                                               |
| 23            | Wednesday |   | Mid Week Run 6                                                                                                                                     |
| 26            | Saturday  | P | Cord Noosa Beach Hillclimb/Midnight to Dawn Observation Run 6 (P)                                                                                  |
| 27            | Sunday    |   | Cord Noosa Beach hillclimb                                                                                                                         |
|               |           |   | DD Chapter Day Run from Warwick contact Bob Marsh                                                                                                  |
| <b>AUGUST</b> |           |   |                                                                                                                                                    |
| 1             | Friday    |   | Pre Concours Noggin and Natter                                                                                                                     |
| 2             | Saturday  |   | MG Concours preparation                                                                                                                            |
| 3             | Sunday    | P | MGCCQ60 Annual Club Display and Concours at Uni of Queensland St Lucia (P)/V8 Races at Queensland Raceway/GCTMC Border Rangers Rally at Urbenville |
|               |           |   | WBC (Bundy crew) - Early morning run to Muddy Waters, Maryborough. Contact the Southgates                                                          |
| 10            | Sunday    |   | BSCC Social Fun Run                                                                                                                                |
|               |           |   | FNQ Chapter Cairns Swap Meet Car, Bike and Truck Show                                                                                              |
| 13            | Wednesday |   | Working Bees                                                                                                                                       |
| 15            | Friday    | P | MGCCQ60 Night Observation Run 8 (P)                                                                                                                |
| 16            | Saturday  | P | CAMS State Race Meeting Rd 3 (QRDA) (P)                                                                                                            |
| 17            | Sunday    | P | MGCCQ60 Day Run 7 contact Richard Higgs (P)/CAMS State Race Meeting Rd 3 (QRDA) (P)/Porsche at Mt Cotton (possible)                                |
|               |           |   | FNQ Chapter Warbird Wings and Classic Cars Airshow                                                                                                 |
|               |           |   | Capricorn Chapter - Biloela Tour - Morning Tea at Calliope, Lunch at Biloela Club, Afternoon Tea at Mt Morgan                                      |



Working bees are held every Wednesday at the hillclimb plus others as per the calendar and on Wednesdays as needed at the clubrooms. Contact Malcolm Spiden re hillclimb and Max Johnson re clubroom working bees.

More details and information  
on our website  
[mgccq.org.au](http://mgccq.org.au)



# MG CAR CLUB OF QUEENSLAND INC

Affiliated with the Confederation of Australian Motor Sports ABN 17 363 680 667

Postal Address: GP01847, Brisbane, Q1d, 4001

## 2014 New Membership Application

The Membership Secretary  
MG Car Club of Qld Inc.  
GPO Box 1847, Brisbane Q1d 4001

Membership Secretary  
Peter Rayment  
Ph: 0407 693 947

Name in Full: \_\_\_\_\_ (PLEASE PRINT CLEARLY)

Residential Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Postal Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Occupation: \_\_\_\_\_ Company: \_\_\_\_\_

Phone (W): \_\_\_\_\_ (H): \_\_\_\_\_

(Mob): \_\_\_\_\_ (Email): \_\_\_\_\_

Previous Member Yes/No (If yes, please advise Membership No. if possible): \_\_\_\_\_

Date of Birth : \_\_\_\_\_

### Particulars of Vehicle(s)

Manufacturer: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Registration No: \_\_\_\_\_ Engine No: \_\_\_\_\_ Capacity: \_\_\_\_\_

I, the undersigned, hereby apply for membership in the MG Car Club of Queensland Inc. This application is subject to the acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club.

Dated: \_\_\_\_\_ Signed: \_\_\_\_\_

**\$80.00 - Annual Membership**

**\$13.00 - Name Badge** (incl postage)

**\$ 2.00 - Windscreen Sticker** (incl post.)

**\$33.00 - Grille Badge** (Plus \$10 P/H)

**\$15.00 - Club Keyring** (Plus \$10 P/H)

**\$60.00 - Country Membership** (outside 160km radius of Brisbane)

**\$30.00 - Club T-Shirt** (Plus \$10 P/H). Please circle  
Size -- S, M, L, XL, XXL and colour -- sand/maroon

**\$ 8.80 - Cloth Badge (80 mm diameter)**

**\$15.00 - Club Cap** (Plus \$10 P/H)

Print name required on badge: \_\_\_\_\_

SUBTOTAL: \$ \_\_\_\_\_ TOTAL: \$ \_\_\_\_\_

Proposed by: \_\_\_\_\_ Seconded by: \_\_\_\_\_

Attached please find      Cheque      Cash

|                                         |                      |                            |                      |                      |
|-----------------------------------------|----------------------|----------------------------|----------------------|----------------------|
| MGCCQ 2014<br>Membership                |                      | <b>CREDIT CARD PAYMENT</b> |                      | Amount \$ _____      |
| Credit Card:                            | Mastercard           | Visa                       |                      |                      |
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# CHAPTER Chatter

## CAPRICORN CHAPTER

by Gurney T Clamp

### RUN TO MT ARCHER, 19 Jan

It was Sunday 19th January and members who had not seen each other since the Christmas party greeted each other in the usual Australian way with the compliments of the season when they all came together at either Beaman Park in Yeppoon, P.C.Y.C. or at the Frenchville car park, both in North Rockhampton.

Mysteriously at 5.00 p.m. they came together at Frenchville primary school where all 16 cars made up of MGs, a Triumph and a Mazda MX 5 and one 4 wheel drive headed up Rockhampton's Mt. Archer leaving behind the hot temperatures of Rockhampton. Gordon Kelsey led the group in his beautiful 1954 MG TF with everyone experiencing the cool change on the way to the top while passing a lot of men and women either walking up or down the mountain.

On arrival we were greeted by Gary and Robbie

Galloway, Robert and Yvonne Holbeck and David and Anne Tempest. Then everyone's interests were on finding a spot to sit and a place for their BBQ items before enjoying a glass of wine or beer and the usual pre-dinner chat before starting to cook dinner on the council provided BBQs. Some wisely brought their portable BBQ. As in previous years as the sun begun to sink in the west members started to look for a light jacket to keep out the Mt. Archer beautiful cool climate.

Members who attended were: Jim Armstrong MG B GT V8, and Sandra Armstrong with their 2 grandchildren on board their 4 wheel drive, Ian & Rosemary Carleton MG B, Gurney & Gloria Clamp MG B, Lisa-Marie Dean & Chris Spencer MG F, Jenny Hill Triumph TR 4, Phil & Margaret Henry MG F, Don Madden MG A., Tom & Cathy O'Dea MG B, Stuart & Ada Clark MG B GT, Terry Dwyer & Anne Burbridge MG B, Robbie & Gary Galloway MG B Automatic, Harry Haug MG B., Robert & Yvonne Holbeck MG B, John & Margaret Horton MG B, Rosco James Mazda MX 5, Brian & Christine Mc Kendry MG B, Gordon Kelsey and daughter in law Subi Kelsey MG T., David & Anna Tempest MG B, Phil White MG B and Ian Wilhelmsen MG B.



## **BREAKY @ BOTANICAL GARDENS - 16 Feb**

Coastal members, Jim & Sandra Armstrong, Ian & Rosemary Carleton, Gurney & Gloria Clamp, Phil Henry, Jenny Hill with her mum Rosemary, Don Madden, Trevor Anderson, Lisa Marie Dean & Chris Spencer all got out of bed as the sun was rising over Keppel Island in readiness for the meeting at Beaman Park before they headed off to Rockhampton's Fitzroy River car park to meet the central members Stuart & Ada Clark, Terry Dwyer & Anne Burbidge, Jo & Katie Emmert, Harry Haug, John & Margaret Horton, Rosco James, Brian & Christine Mc Hendry, Daryl & Joy Penridge, Dave Tempest & his son John, Phil White and Ian Wilhelmsen, before departing to the Rockhampton Botanical Gardens for breakfast.

Gurney gave a brief explanation of the "Ride in an Oldie" charity run on 25th May 2014 and Phil Henry gave a brief explanation on where the main Roads Departments were at with ongoing works on the Range road and the possibility of the MG car club being invited to participate in the official re-opening of the Range Road.

On arrival at the Botanical Gardens we were met by Biloea's Brian & Glenis Russell. After breakfast, Ian Wilhelmsen was announced the

winner of the Rockhampton's poker Run with a full hand of three 2's and a pair of 6's with Ian & Rosemary Carleton winning the Coastal bottle of wine with two pair 7's & Jacks'.

Gurney presented Phil White with a certificate for the outstanding presentation of smoko he and Pam had prepared in 2013 for all who went on the Mack Truck tour. Gurney also announced that Stuart & Ada Clark are preparing a fund raising day for Katie Emmert to assist her in her bid to compete overseas in the outrigger world titles.

Following breakfast the group headed for Bouldercombe via the Gracemere overpass and Poison Creek road. It was not long before everyone headed off to the Royal Hotel for a refreshing drink and chat before heading home. Gurney Clamp has recorded the second registration in the "Broken MG" award after it was reported by Jenny that his brake lights were not working, Buggar.

Apologies were received from:., Roger Warne & Phyllis Davies, Pam White, Gordon & Robyn Kelsey, Bob & Yvonne Holbeck, Peter & Tracey Breed, Tom & Kathy O'Dea, Margaret Henry.



# CHAPTER Chatter

## DARLING DOWNS CHAPTER

by Gary Lawrence

So what happened to the first two months of 2014?

It seems like yesterday that we were doing our end of 2013 social activities.

Our Coordinator and Conveners, Gary Lawrence, Bob Marsh and Ron Gillis remain the same as for 2013.

As usual, January was a quiet month on the Chapter front with many of our members away on annual leave or otherwise occupied with family and other social activities. February has seen us back into the swing of our mid-week and monthly runs.

Our 2014 calendar has been developed. Mid-month lunch and end of month social runs dominate along with an overnight run to Hervey Bay in May and a week-long tour in early September which will probably be around the northern rivers area of NSW.

We will also be participating in car displays at the David Hack Day in early May and

the Toowoomba Carnival of Flowers in late September. Both of these will give us the opportunity to promote the MG marque.

### Lunch Run 12 February

What a great turnout of 18 members for our first activity for 2014. Our venue, Club Glenvale, is a very sociable place to meet, and the food is plentiful. We all tucked in with relish.

There was quite a bit of 'catching up' seeing we hadn't been together since before Christmas. There was a good representation from both Toowoomba and Warwick, and it was great to see David, Val and Kerry from Brisbane.

We also welcomed Bill to his first of many Club functions.

Participants: Phil & Marilyn O'Brien; Guy & Pam West; Ron & Judy Gillis; Carmel Wallace; Bill Watson; Gary & Janis Lawrence; Helen Goodfellow; Kerry & Val Horgan; Brian & June Phillips; Bob & Mavis Marsh; David Miles.





### Monthly Run 23 February

The ever popular Plainlands Hotel on the Warrego Highway east of Toowoomba was the venue for breakfast on our first monthly run for 2014.

By their very nature, breakfast runs demand an early start to the day. As a result the Toowoomba and Warwick contingents started the run at local venues, meeting up part way through the run at the intersection of Gatton Clifton and Gatton Helidon roads.

For the Toowoomba group, the first part of the run took us down the Toowoomba escarpment via Flagstone Ck, Blanchview, Spa Water and Back Flagstone Ck roads into Helidon for a short comfort stop.

It never ceases to amaze me how a 'short stop' quickly turns into an opportunity for further

socialising and storytelling. Then again I guess, apart from the pleasure we get from piloting our MGs through winding country roads, socialising is one of the key things we all continue to enjoy. After meeting up with the Warwick group, and another 'short stop', we headed off through Gatton, Forest Hill and Laidley to our breakfast venue.

We had a great rollup for this run with 25 participants.

Les and Brenda Richards in their Triumph TR2 joined us on their first Chapter run as well as guests Brian & Wendy Reynolds from Bargarra.

Participants: Ron & Judy Gillis, Lester & Rhonda Brosnan, Ben Cain, Brian & June Phillips, Les & Brenda Richards, Jim Carstens, Tony & Leigh Wright, Bill Watson, Bob & Mavis Marsh, Greg & Beth Newey, Guy & Pam West, Shayne & Diane Baker, Brian & Wendy Reynolds, Gary & Janis Lawrence





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# CHAPTER Chatter

## FAR NORTH QLD CHAPTER

by Cherie Fransen

**12 January** -- *First get together for 2014 and Graham's Awesome 'man' shed!*

First meeting for 2014 was a success. After everyone had enjoyed the festivities of Christmas and the New Year it was time for us all to more or less to put our heads together on what we wanted from the Chapter this coming year and to compile a Calendar of events/runs for our growing group.

Tucking into yummy cakes and coffee, generously supplied by Pauline and Graham Hepburn at their place, we discussed what locations and dates we thought might suit the foreseeable future. Lots of good ideas were offered, enough to put together a reasonable list and we can adjust it as necessary as we go, should any new local or even State run events surface. It was a lovely morning, with some intermittent rain, which was great for just sitting on the back verandah overlooking the yard and having a catch up after the holiday season, chatting.

Once a rough plan for the year had developed, the men disappeared downstairs eager to inspect Graham's Bug Eye Sprite up on the hoist in his purpose built shed (see pic). Secretly we think most of the males attended to take advantage of a bit of 'guy' time in Graham's remarkable shed, as they were all pretty much glazed over on arrival that morning, needless to say some of the women were also suitably impressed!

All in all a great turnout and start to our year, and we finished the day with a short ride down the road to enjoy a bite of lunch at the Mt Sheridan Tavern.

Participants – Graham and Pauline Hepburn, John and Cherie Fransen, Steve and Maureen

Girardi, Tony Boland, Annette and John Collet, June and Brendon Hammersley, Bob and Patty Ingram, Tony Basham and Cynthia Bevan. (Insert photo 01 here with caption 'Graham's shed')

**9 February - Yorkey's Knob** (*yes that is what it's called*) **Boating Club Lunch**

Okay, so today was supposed to be the much anticipated first scheduled run of the year, the Daintree Fish and Chip run but, as the skies had opened yet again (not unusual at all for February in the Tropics), the plan was altered to just be a nice get together at one of the local beach's Boat Clubs. It started off just overcast, with a forecast for lots more and yes it did -- 'down it came' so it was acceptable that a few came in their everyday drives. So the run which had been planned for today was officially rescheduled to the 23rd and instead we enjoyed each other's company for a relaxed lunch overlooking the Marina and out over the sea wall to the horizon. It was a good turnout, with friends from other Car Clubs joining us too, good food and some music out on the undercover deck was the order of the day, although as the afternoon progressed it was necessary to shelter further under the awning as the weather got slightly 'wild' even for us experienced northerners.





For those with interest in the thought-provoking name of one of our local beaches, history states Yorkey's Knob got its name from George Lawson, a Yorkshire born Cairns based fisherman. Funny enough and more recently, a luxury hotel development wanted to upgrade the image of the area and refer to it as Yorkey's Beach; understandably after living in such an aptly named suburb the locals were not to be persuaded and so Yorkey's Knob it stayed.

Participants – Graham and Pauline Hepburn, John and Cherie Fransen, Steve and Maureen Girardi, Tony Boland, Annette and John Collet, June and Brendon Hammersley, Bob and Patty Ingram, Tony Basham, Cynthia Bevan, Harvey and Kay Williams

### **23 February - Daintree Village Fish and Chip Run** *(rescheduled and now going ahead!)*

We tried to ignore the ensuing bulging clouds overhead, so onwards it was with the plan for this Sunday's run to the Daintree; after all, we hadn't been this far North in a while. The weather looked promising as we gathered at the base of the Kuranda Range, with the green Sprite having some starting issues at home (having had a little nap in the garage for a couple of weeks) but all eventually showed, that planned to, and we were ready to go by 9.30am. Heading north on the amazing coast hugging road towards Port Douglas, the first coffee eye opening stop was at Ellis Beach Café, where we did our usual weekend wink and hello to the returning early morning Harley riders. This gem of a highway, with its wonderful views to the east, sun sparkling on the waves, - although today a hint of rolling clouds on the horizon - is always

enjoyed by every means of transport.

Ringin' ahead we booked our lunch group table at Daintree Village General Store, so we set off on an easy drive, taking time to appreciate the grassy mountains on our left and the green blue of the Pacific Ocean on our right. We were certainly living the life! Two participants, 'troopers of the group', continued travelling, unbridled by the weather and allowed the elements to do their best. Surprisingly, considering the amount of rain we experienced, at speed (keeping to the limit or course) one can actually keep quite dry in a convertible, it was explained.

On past Port Douglas and the little town of Mossman we travelled to arrive at our destination, Daintree Village. Great service with a smile from the locals and some interesting contents of burgers were ordered, including the aptly named Road Kill Burger, consisting of a bit of everything (chicken, bacon and a meat patty). The batteries recharged (of the people that is) we headed for the return run home, naturally stopping for another coffee/cold drink at Palm Cove. It was a little humid and drizzly today, but that didn't stop us having fun, taking in the beauty of where we are lucky to live, together with keeping a wary eye open for any boys in blue or little boxed cameras in the bushes.

Participants – John and Cherie Fransen (Red Midget), Tony Basham (Green PA), John Collet (White MGA), Brendan and June Hammersley (White MGB), Graham Hepburn (Red Bug Eye Sprite), Bob and Pattie Ingram (Toyota – due to the weather), Melissa Sprague (Green AH Sprite), Harvey and Kay Williams (Leyland Mini)

### **Holloways Beach BBQ Breakfast, 1 December 2013**

Participants MGCCQ - John and Cherie/Red MG Midget, Annette and John Collet/White MGA, Brendan Hammersley/White MGB, Bob and Patty Ingram/Red MGA, Graham and Pauline Hepburn/Red AH Sprite, Steven and Maureen Girardi/Red MGB, Peter Schuele/Green MGA. Club Friends - Morris Owners and Restorers- Sean and Mary/Morris Traveller Van, Bill and Yvonne/Green Jag and Pam and Brian/Gold Morris Ute.

December run was our Chapter's scheduled

Christmas get together, getting in before everyone got too busy to attend with this time of year being full of festivities. No actual drive was planned, but we had the option to discuss it that morning and then decide who might be able to go for a run, after our lazy breakfast by the beach.

Holloways Beach on the north side had been a mid year morning favourite with the Great Northern Tour folk, so we chose that again for this Sunday to celebrate Christmas and a successful year of events for the Chapter. The sun was out, the water sparkled in the rising sun and we had friends of the Club join us too, nice to see some familiar as well as new faces and vehicles today. Greetings to a return Chapter member Peter, who joined us today after a small break, we look forward to you sharing days with us next year.

So after bellies were full with a variety of breakfast fare, some decided that a drive to Port Douglas would prove to be an added bonus and a great conclusion to 2013. John, Cherie, Annette, John, Brendan, Bob and Patty had nothing else scheduled prior to lunch, so off north we drove to arrive at Port Douglas and lunch at The Tin Shed bistro, sitting right over the inlet.

That is the end of our reporting and images for 2013, we would like to wish all our fellow MG Club Members far and wide a very Merry Christmas, may the festive season be a special time shared with family and friends. All the best too for the year to come, Happy New Year and let's do it all again in 2014, we certainly enjoyed this year.



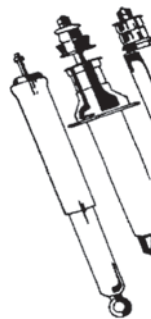
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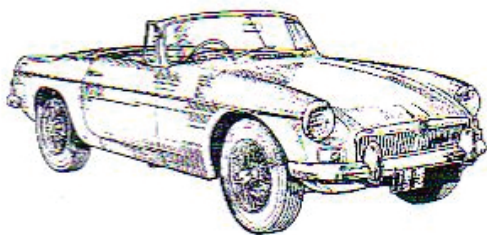
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# CHAPTER Chatter

## WIDE BAY CHAPTER

by Darrell Martin

*"Well folks, it was so much fun last year, let's do it all again!" So said the flyer for the Hervey Bay group, so we did.*

*This first run on 8 January was organised in two parts and hosted by Paul Overton (who chose to drive through the rain while the rest had their hoods up). Those brave souls who frequent the early hours of the morning assembled at 7.00am ( ... yes ... 7.00am ...) for a spirited drive around the Bay area before breakfast at Point Vernon, a pretty little spot overlooking the pristine waters.*

*They were joined at 8.00am by those who preferred (for quite legitimate reasons) a somewhat later start to their day.*

*The early risers included Sonja and David Carter, Coral and Neil Honey, Ros and John London, Tony Gubbins and, of course, Paul Overton. Joining them at the table were Marilyn West, Peter May, Joy Batchelor, Jocelyn and Peter Gardener, Lyn Hayward and David Hall.*

*Hot on their heels, on the following Sunday morning the Bundaberg crew started their year with breakfast at the local R S L Club starting at 8.00am. And this merry group had eight cars and ... wait for it ... one push bike. Attending were Judy O'Donoghue, the Dansies, Prassers, Hearn, Gables, McCollums, Simmonds's and Beckmans joined by guests Ray and Jacqui Mutton.*

*After their breakfast feast, five cars left on a run through the Bundy country side down to Elliott Heads. Here they enjoyed a late rest and friendly conversation until deciding it was time to head for home. Another great Club outing with good friends and an enjoyable drive.*

*You may notice that most of our outings involve*

*food. This was also the case on 19 January when the Hervey Bay mob got together for the ever popular run to have Fish n Chips at the Urangan Pier. As with most runs, we are never too sure just how many are going to turn up. We sat, waiting patiently, as the cars slowly gathered at our rendezvous point.*

*After the first dozen arrived (sorry, I'm not metricated) we agreed it was a good turnout. Then some more arrived ... and more ... and even a couple more. When we got to a dozen and a half (that's 18 for the younger folk out there) it was thought that was probably it. But still they came ... a total of 22 cars and 43 people (not including the grandkids). While not our Chapter's biggest turnout it was quite a mob and made a great sight driving to the Pier. I won't name everybody who attended but there were MGs of all types in abundance, two Mercedes, a Triumph TR3, a Kharmann Ghia, a Jaguar XJS C, a Peugeot 206CC, a Fiat 850, a Mini Cooper and that delightful and much coveted shiny red Datsun Fairlady.*

*Sound busy ... well January wasn't over yet.*

*On Australia Day the Bundy Crew took part in a combined clubs run to Woodgate. The run started uneventfully with everyone meeting at Alexandra Park in Quay St. for coffee and the usual early morning greetings and banter. The host club, Just Rock Bundaberg, held a raffle but regrettably no one from the Bundy Crew won anything. When it was time to leave the group were given sheets of paper with questions on them ... but no directions ... and told to follow the car in front.*

*And what happens when you come to a red light and lose sight of the car in front? You can only refer to the questions and use your ingenuity to try to find your way to your destination. Unfortunately the anonymous leader of the group of cars from the Bundy Crew thought he*

knew where the questions were leading but he missed a turn and ended up going the long way to the destination (Allan promises to do better next time!). Finally at Woodgate the group opted for a picnic lunch which was enjoyed under a shelter shed that had been held for them (thank you to Glenda and Howard Simmonds). Lunch over, everyone said their goodbyes and headed for home, tired but happy.

That very same day the Hervey Bay mob also held an Australia Day function. I must admit that there was a little nervousness as our last two Australia Day functions were well and truly washed out and there were clouds looming. This event is held in the grounds of Legacy House in Hervey Bay and gives us the opportunity to give Legacy a little help in the work they do. This year's function was an outstanding success with 49 of our members attending. A big "thank you" must go to David Miles who made the long trip to join us in the new MG6 GT and to REPCO which was generous in its help.

## The Bundy Crew



# The Hervey Bay Mob





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Thanks also to all those who worked behind the scenes ... our amazing Chefs, our ticket sellers and money collectors, our shopping team, our heavy lifters, our liaison group, our salad and sweets providers and finally to Sonja and David Carter for organising the whole shebang.

It was a great way to round the month off with tall tales and advice on all matters automotive. I do have doubts though about the story that Moss Motors is now able to help our hapless MG restorers by supplying prepacked cans of MG wiring harness smoke!

Barely pausing for breath, the Hervey Bay Mob assembled again a week or so later on 5 February for a morning drive around the countryside before settling down for cake 'n coffee at the Pavillion. Organised and led by Barbara and John Shield 29 people in 17 assorted cars did a quick (ish) drive towards Maryborough before heading back into the Bay. Included among those who attended were Chris and Graham Scott in their tyre smoking MGTD, Liz and Bill Manns with the freshly reassembled top end in their V12 Jaguar XKS convertible, Dave Roberts in his pampered MGB, and Val and David Peaker in their Kharmann Ghia of melted rotor button fame.

Now, we all know that Chapter members will go to extraordinary lengths to make people happy. Janelle and Eric Beckman did just that to help their daughter celebrate her birthday with a 60s theme. The photographic evidence of their dedication accompanies this report ... recognise them if you can!

What next? Well in Bundaberg on 9 February the day started at 7am with a phone call saying "it's going to rain". Allan Dansies' reply to the Mercedes owner was "MGs can do it in the rain". The next phone call was about a flat battery in an MGF. While someone suggested a pump, all present knew that would not work. That family has two MGs, now both broken, so out came the plastic car to do the run. Eventually the assembled group headed off under the control of Eric Beckman (although leaving a little late as the plastic car then required fuel).

Heading north were six cars together with guests Tony and Sue Bugela. Excitement reigned

when Eric Beckman rounded a corner in his MGZR and Kelly Southgate quietly and calmly drew his attention to a rather large Kangaroo in the middle of the road. Well, perhaps the warning wasn't all that quiet, nor calm ... in fact one could say quite forcible! The ZR handled the situation with ease - a lot of brake and quick avoidance meant the roo was missed ... just. Morning tea was on the banks of Baffle Creek at Flat Rock, accompanied by a good chat about the evils of kangaroos and the great value of radios as warning devices.

Arriving at Miriamvale as planned, the merry group parked across from the Hotel where half quickly headed to the heart of town to check out the one and only dress and knick knack shop. Lunch was in the cool garden of the Hotel where a great meal was served. The return trip was via Gin Gin for afternoon tea before heading home to Bundy in the late afternoon. All agreed that it was a great day and should be repeated ... without the kangaroo!

The next scheduled run was for the Hervey Bay mob to have a BBQ at Burrum Heads. Now, we all know how hard it is to predict the weather and to make a call on whether a run should go ahead. Let's face it ... even the weather bureau has been known not to get it right 100% of the time. The wind blew hard, the rain poured down and then would clear. This happened all day in a monotonous 90 minute cycle. Eventually, with rain falling at Burrum Heads, winds gusting to 40km and our lookout posted high on a hill watching the incoming weather it was decided the venue would be unpleasant in the extreme and the run was cancelled. Of course some 20km away at the rendezvous in Hervey Bay all was serene ...

Also on that day the Bundy crew set off for an outing to Burnett heads. Fortunately the weather in their neck of the woods wasn't quite as bad and they had the traditional "good time" to close off the month.

And that is about it from the Wide Bay Chapter for this period. The postie has just been ... with luck it will be my EBay purchase of Recycled Blinker Fluid so I had better go.

Safe driving all ...

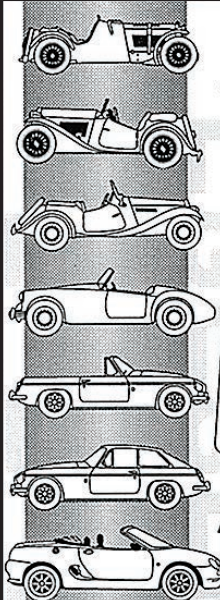
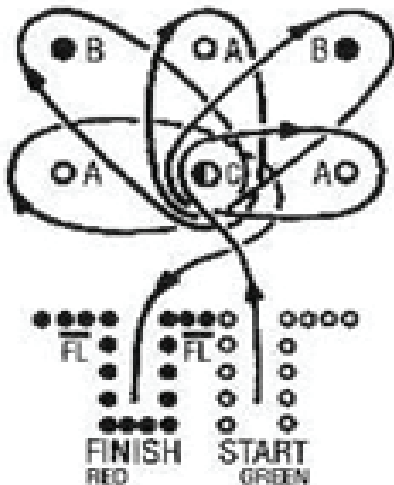
# Competition Corner



by Ace Reporter; photos by Steve Johns and Steve Ivanovich

## COME AND TRY MOTORKHANA

The first motorkhana for the new year was held at the Driver Training area at Willowbank. A good number of participants attended which included some 19 new to motorkhanas. Also pleasing was the fact that several junior drivers were accompanied by their teacher/parents guiding them through the fundamentals of car and clutch control. Juniors can commence in motorkhanas from age of 12 which is a great way to start to learn to drive, start to build skill, confidence and in a very controlled safe environment. Many of the more experienced competitors were on hand to help train and give advice to new participants. Next motorkhana for MG will be on 27 April as part of the Ironman weekend.



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## NIGHT OBSERVATION RUN

A new year and it is time to be doing some activity so what better way than a tour at night observing landmarks. A group left Collinsvale Street following a path to find the "OUT" sign, travel down Beatty Road then Watson Road to see Bus stop 56a/59, followed by the Baptist Church times and the Full Smile Dental next to the Pilates classes. On to the Algester area, using Hamish Street, through several roundabouts and traffic islands looking for the Zodiac Netball Team at the Calamvale Community College.

Next was to observe the sign for the address of the Neighbourhood Watch which had been in position for many months until this evening (could it taken by someone other than the neighbourhood watch). From bus stop 92 the path joined Beaudesert Road, through Browns

Plains suburb, past Lifestyle Fitness then a bit of a drive along Wembley Road to pass the Woodridge Rail Station where "God is Great" is observed next to the RSL Sub Branch. Tulip type instructions from took the teams down Queens Road to venture into Arch, Duke, Monarch, Crown, Windsor, Wagenveldt, Meakin, Paradise, Lake, North, Compton, Beaudesert and Learoyd.

The path home followed along Watson Road for Bus Stop 56a/59, the Flying School at Archerfield Airport and Queensland Wholesale Trucks. During the run that large storm arrived to relieve the oppressive conditions of the past few weeks, also to wet the roads but not dampen the spirits of those out on the run.

Those observing: Jennifer Jones/Cordelia Jones/ Michael Jones (Peugeot); Russell McGuire/ Margaret McGuire (VW Golf GTi); Noel Caplet/ Brant Rayment (Renault Megane); Amie Kriedemann/Larisa Biggar (Nissan Dualis); Brian Krieger/Scott Longton (Holden Barina); Michael Galletly/ Stephanie Black (Subaru). Future night runs will be on 21 March (from MG), 11 April (organised by Brisbane Sporting Car Club), and the Touring Assembly on 25 April (Ironman weekend) from Logan Bus Depot, Jutland Street, Loganlea.

## TRENCHING SERVICES AUSTRALIA/SR AUTOMOTIVE MT COTTON HILLCLIMB SERIES ROUND 1



After weeks of hot sticky days the weekend for the first round of the hillclimb series for 2014 commenced with a heavy downpour on Friday evening. The competition on Saturday was held under heavy overcast skies where the occasional watery spot could be felt. Sunday produced fine but windy conditions. Even with the overcast conditions 2 class records and an MG record were broken on Saturday followed by a class record and a MG record on Sunday.

## REGULARITY AND HISTORIC

An all MGB field contested the Regularity class with Shaun Rankin (MGBGT) losing 13 points

(points are lost where the driver's actual recorded time differs to their nominated time) with Stephen Callaghan (MGB) 31 and Flavio Paggiaro (MGBGT V8) down 32 points.

The Historic Groups went to Barry Smith (Group K, Sports and Racing Cars 1931 to 1940, Ford V8 Special). Barry had been recorded 9 runs in the 54 second bracket until his final run with his best ever time of 53.86 seconds; Group N (Touring Cars manufactured from 1958 to 1972) to Peter Gilbert (Ford Cortina GT, 54 31); Group Q (Racing and Sports Racing cars built from 1970 to 1977) to Vern Hamilton (Elfin 623, 45.66), Group

S Production Sports Cars (1941 to 1977) where Steve Purdy lowered the MG up to 1600 cc record to 49.44 seconds in his MG Midget while Group V (Formula Vee up to 1985) went to Geoff Cohen (Elfin Malmk) with a 54.22 second run.

### **SEDAN CARS**

In the Production and Invited cars up to 1600 cc Chris Ciccotelli (Honda CRX) won the class with a best time of 51.27 from Darren Zeimer (Toyota Corolla, 54.89), Gary O'Mullane (Toyota Corolla, 55.08) with Peter Rekes next in his Suzuki Swift GTi with a 57.85 time. Winners in the other engine size classes were Murray Gauld (1601 to 2000 cc, Hillman Gazelle, 54.71) and Peter Salmon (Alfa Romeo Giulietta turbo, 52.63) in the 2001 cc and over class.

Shane Merrick returned to Mt Cotton to take the Modified Production cars up to 2000 cc class in his Datsun 1200 Coupe in 47.72 with Gerry Allen (Escort, 51.71) and Noel Dore (VW Beetle, 52.88) completing the class. The larger capacity engine class went to David Jones in the DMW Suzuki Swift GTi turbo (rather than his familiar Ford Fiesta XR4) in 51.89 from Andy Smith Ford (Capri V8, 52.78) and Jonathon Jones recording a best time of 54.65 in his Nissan 1200 Ute turbo. All Wheel Drive Forced Induction was won by Stewart Reid (Audi Quattro 2.0 turbo, 46.11) ahead of Cameron Stean (Mitsubishi Lancer turbo, 49.95), Don Exton (Ford Laser turbo, 50.26) and Nathan Wagland (Nissan GTR 33, 51.39) Stewart only ran on the Saturday for he converted the Audi back to rally suspension setup for the National Capital Rally in ACT the following weekend for guest driver Ari Vatanen. Ari was

twice British Rally champion, 1981 World Rally Champion, 4 times winner of the Paris-Dakar as well as winning the Pikes Peak hillclimb.

Hyundai X3 Series saw the class record lowered on Saturday and again on Sunday. Bruce Elliott set the new record on Saturday with a 56.01 run. Bart Lucas set the new record of 55.14 on Sunday with Ross McAndrew recording a best run of 57.88 seconds. The PRC Rally cars class went to Ray Evans in his Ford Escort in 53.85 seconds. Classes in the Improved Production category went to Scott Dean (up to 1600 cc, Toyota Yaris, 48.70 secs), Dave Sidery (1601 to 2000 cc, VW Beetle, 50.61) with Ian Dalgliesh (Volkswagen Type 3, 59.15) while Piers Harrex won the 2001 cc and over class (BMW E30, 46.01) from Troy McGrogan (Mitsubishi Lancer, 53.07 secs).

Sports Sedans up to 2000 winner was Tyson Cowie (Escort, 47.00) then Jeffrey Bird (Morris Mini, 47.72 and Daryl Morton Morris Cooper S, 48.14) with Jeffrey ahead of Daryl separated by 0.21 sec on Saturday (48.98 to 49.19) and by 8th run by 0.10 sec with Daryl ahead (48.14 to 48.24) before Jeffrey recorded his 47.72 time.

The 2001 cc and over saw Roger Bartlett win the class on the 9th run with a 53.07 time in his Escort turbo from Josh Quelch (NSU Prinz with a 3 litre Falcon engine, 53.15). Josh had been leading Roger on Saturday with a best run 54.31 to Roger's 56.33. Up to the 8th run Josh was ahead with a 53.15 to Roger's 53.27 until the next climb. The Falcon engine Josh has in the NSU far exceeded the 583 ccs. first used by the NSU Motorenwerke AG which produced the amazing



*Fastest time of day went to Ed McCane*



*Clockwise from above: Mark Crespian (RMC Cobra), class record breaker and leader of the series; Bart Lucas (Hyundai Excel X3), class record breaker and second in the series; Cameron Stean - most improved driver award; Steve Riley, MG record breaker, Steve Purdy, MG record breaker*



acceleration from 0 to 100 kph in 35.7 seconds.

## SPORTS CARS

Clubman Sports cars class went to Brian Pettit (Westfield, 44.93) ahead of the Caterham Super 7 clubmans of David Reynolds (48.64), Jason McGarry (recording his best time with a sub 50 second run in 49.98), and Jon Young (51.00).

Marque Sports Cars up to 1600 ccs. went to Adam Shipway (Mazda MX5, 52.13) having replaced the differential with Bill McCollum next in his Mazda MX5 in 54.63 seconds. John Price reported he was pleased to have the MGB back after an engine issue in late last year and in doing so recorded his personal best with a 50.27 run to win the 1601 to 2000 cc class from Ray Pearce (Mazda MX5, 52.02), Robin Manning (Toyota MR2, 52.38) and Jonathan Manning (Toyota MR2, 53.57). In the 2001 and over class Mark Crespan lowered the class record twice from 44.26 to 44.18 then to 44.12 to win the class from Daryll Searle (Triumph TR7 V8, 47.85) Kork Ballington (Triumph TR7 V8, 48.00), Cameron Hurman (Mazda RX7 turbo, 49.11), Steve Torpey (Mazda RX7 turbo, 50.93), and David Dumolo (Triumph TR3A, 55.40).

Sports Cars (Closed) 2001 cc and over saw Jae Collins win in his Nissan 180SX (47.37 secs) whilst the Sports Cars (Open) 2001 and over went to Steve Riley (MGB V8 S/c) who lowered his own MG class record from 49.22 to 48.96 seconds.

## FORMULA CARS

Superkarts class was won by Darren Billington

(Arrow K2, 43.73) from Steve Cloake (Stockman MR2, 47.34). Neil Lewis won the Formula Libre up to 1300 cc class in the DBF with a best run of 40.28secs from Paul Van Wijk (Zip GP, 42.55), David Quelch (Honda Black Arrow, 48.76) and Nathan Quelch (Honda Black Arrow, 53.99). In the 1301 cc and over class Warwick Hutchinson (Van Diemen RPV 02) was the quickest up to the 8th run with a best time of 39.53 secs until Edward McCane produced the fastest time of day and the class win with a 39.03 time in his Hayward 09.

## TOP SIX ELIMINATION

Warwick Hutchinson won the shoot -out in 39.94 seconds from Neil Lewis (42.00), Paul Van Wijk (42.31), Darren Billington (43.56), Vern Hamilton (45.40) and Edward McCane (DNF).

Best MG up to 1600 cc Steve Purdy (49.44); 1601 to 2000 cc John Price (50.27); 2001 cc and over Steve Riley (48.96).

Most Improved: Cameron Stean  
Fastest Time of Day: Edward McCane.

TSA/SR Automotive round 2 is on 22/23 March, with the Hillclimb stage for the 2014 Ironman Weekend on Saturday 26 April (Ironman weekend on 25/26/27 April). Since the final hillclimb in November 2013 the working bee groups have been quietly preparing the venue with work in the first loop, trimming the grass in the spectator areas, updating the signage. This has happened along with assistance from The Redland City Council through both the Land For Wildlife programme and the Koala Agreement where work has been performed around the pond area.



Barry Smith did a PB of 53.86



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# COME AND TRY/TEST AND TUNE

The Come and Try/Test and tune held earlier this year had some interesting car/driver combinations having a run. The question is...will be see them on track again?

They were (photos from left to right, clockwise: David Malone who decided to have a run in his Torana GTR XU1 which is normally driven by Brad Stratton (photo by Pete Trapnell), Peter Gilbert had his first run in the Formula Libre car he had just purchased from Brian Kirkby (photo by Pete Trapnell), This car is usually seen driven by Alan McConnell in events such as motorkhanas but he let his good friend, Terry Scharf have some runs in it on this occasion. (photo by Steve Ivanovich), Meantime, Alan McConnell, in another car switch, was seen at the wheel of the ex-Bob Haines HRC Mk 1 (photo by Steve Ivanovich).



## FRASER COAST SPRINTS

I have a somewhat unique view of motorsports from the perspectives of not only a long time and avid competitor, but also as a CAMS official, race director and event organiser and it was with all of those in mind when I planned and ran the first Fraser Coast Sprints a few years ago.

Most competitors and visitors don't see the time and effort that goes into any motorsports event, and just how much negotiation and cash is required for permits, equipment hire etc.

As the organiser of the Sprints and the man who had to spend over 1000 hours a year organising them and then put his hand in his pocket to the tune of \$70,000 per event, (\$30,000 of that was just for safety barriers!)

after much consideration I decided that when the support that was promised several years ago by Councils and others hadn't materialised, not to run it again.

A sincere thank you to those competitors who supported me since 2010, but as much as it hurts to let my pet project go, I can now go back to having more of a life with less stress, less creditors and more free time to race my cars at other peoples events.

The time, money, energy and commitment organisers give to our sport is significant to say the least, and I would encourage you all to support them in any way you can.

- Craig Winter

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# A Few Thoughts About Wheels And Tyres For MGBs

by Bruce Ibbotson, Member No 600 (written in 2005)

Last year I used a lot of time trying to find out who was fitting what rims and tyres to MGCs with very few owners giving information from actual experience, some quoting various books etc. but not first hand data.

As a result I took on a 'witch hunt' to try and obtain information from people who had done anything with their own cars. While doing this exercise I found out some useful things about what will and what will not fit.

The 'B' and 'C' are basically the same as far as body and wheel well dimensions are concerned. The 'C' has a front track 20mm (3/4") wider than the 'B', the rear is the same on both cars even with the 15 inch wheels on the 'C' so 15" can replace 14" wheels.

At an Historic Meeting at Lakeside I checked a 'C' Roadster with 185/70 tyres on standard 15"/5" wire wheels. The outside front sidewalls had distorted the turn up in the front left wheel arch and pushed out the wing slightly, so I never tried 185/70 tyres, going to 175/80's instead. Two sets of these worked well, Pirelli then Michelin.

I did a lot of measuring and ended up with 185/65 Michelin MXV-3A's which have adequate clearance everywhere with 15/5 inch wires this is after giving the car -1° Negative camber; without this the front clearance would be marginal at best and probably foul the turn up inside the wheel well. I did find a slight touch off the paint in the left front wheel arch turn up from the 175/80's. This was before setting to maximum negative camber approx. -1°.

One book says that 185/70s or 195/65s will fit the 'C' with correct ride height and with 'as new' rear springs and bushes with the need to possibly turn up the inside wheel well edges if the tyres rub.

Tom Pugsley (Canada 'C' Register) said

everybody who has tried to fit 195 section tyres found that they rubbed somewhere and that 185s were the maximum width to use, he uses 185/65s on his Roadster on 5.5" Alloy rims.

I started to observe what owners had on their MGBs and saw 195 and on a Rubber Bumper 205 section rubber, mostly 185/70 tyres on standard rims 14/4.5". The 195's were on 5.5" or 6" rims, 5" is the recommended minimum for 185 section tyres and 5.5" the minimum for 195 section tyres.

How old are your wheels? What do they look like inside, under the rubber protector band and under the tyre bead? Chrome Wire Wheels from the factory are made by Dunlop with very good quality chrome plating of considerable depth and outside can still appear very good. Next time you change tyres have a good look at the spoke nipples and the spaces between the nipples, be prepared for an unpleasant surprise. "Painted Wires" will probably have been replaced, at least once, by now.

I got this nasty surprise when I had to replace a tube and took the rim home to replace a couple of spokes. This encouraged me to look at Alloy "Centre Lock" rims seriously and this is what I found out.

Each 1/2" increase in rim width = 1/4" wider sidewall so 1/4" less margin to the turned up edge of the wheel well. This is the critical point of tyre contact. Each 10mm increase in tyre width = 1/4" wider sidewall. (1/4" per 10mm.) If your rear axle is exactly set up within the wheel wells a 185 section tyre on 5" or 5.5" rims will have sufficient side clearance for safety allowing for side loading of the springs etc. Our car has 11mm and 12mm clearance. A 195 section will only have about 6mm (1/4") clearance with 5.5" rims this is not sufficient for safety or potential fouling within the wheel well. The minimum recommended rim for 195/60 section tyres is



5.5". 6" rims are preferred. For 185/65 section tyres Minimum rim is 5" optimum is 5.5".

"Minator" Alloy Wheels (UK) are made for MGB and MGC with 5.5" rims so they have "been there done that" before. 185/65 tyres on 15/5.5 Minator rims fit very nicely on the 'C' and therefore will be the same on the 'B'. NOTE CAREFULLY: A lot of rear axles in MGBs are not fitted symmetrically in the chassis. Measure the side clearance in the wheel well turn up before thinking of changing rims or tyre size.

Some cars vary by over 12mm. One 'B' owner told me that his rear axle is 20mm off centre. The 'B' has 10mm extra clearance at the front so fouling should not be a problem. (Front Track Width on the 'B' is 4 Ft. 1&1/4". The 'C' is 4 Ft. 2" hence the 10 mm extra clearance for the B). Both cars are 4 Ft 1& 1/4" at the rear. Measure this carefully, front & rear, before doing anything.

There are many possibilities with bolt on Alloys, if you have a car with disc wheels. Carefully check that the offset is the same as your wheels.

In the 70s and 80s 14 inch wheels were a common size, now 15 inch wheels are small wheels. Current wheels are 15 or 16 inch and upward as lower and lower profile tyres become standard factory wheels.

If your wheels need replacing consider fitting 15/5.5 inch wheels with 185/65 section tyres. This will give the same rolling radius as 185/70s on 14 inch rims (same rolling radius as original tyres, same speedo reading & same ground clearance ) and give you a better choice of tyres in future years. 185/65 R15s were a popular size all thru the 90s and are still fitted to many new cars today so 185/65R15s are still a big volume seller for almost all tyre brand names. 65 section tyres are becoming standard tyres today.

Minator Centre Lock Alloy (also available as bolt on) are a copy of the famous minilites. Alloy 15/5.5 Centre Locks are about 1kg heavier than 72 spoke wires but this extra weight is all in the centre hub section. Have a look at the UK "MG Owners Club" Web Site to see details of Minator wheels.

Alloy wheels don't flex like wires. Tubeless tyres don't lose pressure like wires. Wheel wobble and shaking steering wheels become a thing of the past. Driving at 100 and 110 is pleasant just like a modern car. Handling is much improved with bigger section tyres "on the correct width rims" and steering effort is lower as there is more rubber to turn in with. It seems strange but more rubber on the ground = less slip angle required, so lighter steering. My 'C' with the Minators and 2.9:1 HR rack with a Mota-Lita 15" wheel is no heavier to steer than it was when new, with the 16.5 inch steering wheel and inadequate 165/80 section SP41s, for an 1165kg car.

So the whole point of this exercise is that if you have a 'B' give serious consideration to changing from 14 to 15 inch wheels, if wheels need replacing. Keep the old ones with sufficient tread to go to a "Show & Shine". 15/5 inch wires with 72 spokes are much better than 14/4.5 inch 60 spoke original wheels as they are much more rigid and take more torque and side loads should you still prefer wire wheels. It is easy to clean alloys, no grease, no rust, and for enthusiastic drivers no more broken spokes.



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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

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