

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 1

January 2014

celebrating

60 years



celebrating 60 years

HISTORY MADE: Bill Norman created history in November when he became the first person to have broken the 40s barrier at Mt Cotton in cars in two different categories - sports car and open wheeler. This photo of Bill in action in his self-built Gekko was taken by Steve Johns.



Patron: Dick Johnson

Affiliated with
MG Car Club UK & CAMS
MGCCQ Club Phone: 07 3274 1611
MGCCQ Club Fax: 07 3325 0841

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

MANAGEMENT COMMITTEE

Name	Phone	Mobile	E-mail
PRESIDENT			
Neil Lewis	3807 6273	0417 773 425	neil.lewis@clarkslogancity.com.au
VICE-PRESIDENT			
Gary Goulding	3351 3506	0438 104 231	ggoulding@lectel.com.au
SECRETARY			
Malcolm Spiden	3266 6350		spidenm@yahoo.com.au
TREASURER			
Carly Mattea (Richard)	3325 0409	0410 310 452	moffmat@bigpond.com
Don Webster (Ann)	3374 4474	0439 526 060	donweb@bigpond.net.au
Reg Tomkinson (Jan)	3271 6262	0408 885 736	reg.tom@bigpond.com
David Robinson	3848 0221	0417 731 455	robo25@bigpond.net.au

OFFICIALS

	Name	Phone		Name	Phone
Event Secretary	Fred Sayers	3359 2623	Clubrooms	Max Johnson	3201 5836
	Annette Truscott	0407 494 867	Regalia	Meryl Miles	3892 2699
Event Sec. Asst.	David Robinson	3255 9037	Library	David Robinson	3255 9037 (w)
	Richard Mattea	3325 0409	Point Score	Ian Fettes	3803 3858
CAMS Delegate	Gary Goulding	3351 3506	Membership Sec.	Peter Rayment (Delia)	0407 693 947
(Alternative)	Ann Thomson	3378 1368	National Meeting	Noeline Johnson	0427 220 602
Chaplain	Ken Trudgian	3886 3409	Co-ordinator	nlf52@bigpond.com	
Club Captain (Comp)			Chapter Liaison	David Miles	3892 2699
Club Captain (Social)	TBA		Far Nth Old Chapter	John Fransen	0448 658 830
Special Interest Vehicle	Paul Strange	3398 1993	Wide Bay Chapter	David Carter	4125 1095
Concession Contract	pstrange@bigpond.com		Darling Downs Chapter	Gary Lawrence	4696 8314
Webmistress	Glenda Crew	3341 4397	Capricorn Chapter	Gurney Clamp	4939 4760
Octagon Team					
Editor	Elaine Hamilton	3893 2438	Mobile		
			Email		
				vprojects@internode.on.net	

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

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

The opinion of the editor, correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in clubrooms. Copyright 2013 MGCCQ.

President's Report

As another year comes to a close and a new one starts, we can take a look back at a wonderful year for the club. During the last year many challenges have been met and conquered by our members. At the start of the year we had three major events facing us and still have work to finalise.

The National Meeting ended with a great success for hard working organisers and a profit for the club.

All British Day was a success. This was our first attempt at organising the whole event and once again our dedicated band of organisers did a wonderful job in presenting such a well delivered event for all the other clubs to participate in.

The Australian Hillclimb Championship was our third major event for the year and once again as a club we managed to present what has been called the best event in memory.

As with any year there are always highs and lows to be endured. This year marks the passing of one of our longest standing club members and a stalwart of the Hillclimb in Joan Appleby. Joan will be sadly missed by all. Joan now lies at rest with her late husband Vince.

A high point for the club was the finalisation of the mortgage on the club rooms which allows us a home which we own. These facilities are open for your enjoyment on the 1st and 3rd Friday of each month so please come along and enjoy the atmosphere provided.

Our hard working committee has been involved in many discussion sessions and working groups with various government departments, the most pressing



of which has been the concessional registration working group. The outcome may affect many of our members so it is in your best interest to keep up to date with the workings of your club.

I know that by the time this goes to press Christmas will have passed and the new year will be upon us so I take this opportunity to wish all a Merry Christmas and a Happy New Year.

Keep your eyes open for the release of our 2014 calendar and competition dates and a thank you to all members who have supported our committee in the year passed and enjoyed how our events have progressed this year.

Don't forget to send your membership renewals back and take some time to think of how you can assist in the running and management of your club, after all this club is for the benefit of its members.

- Neil Lewis

MG INFORMATION

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

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

Some words from Elaine

This year is the 60th anniversary of the Club, certainly an achievement worthy of celebration. You will notice that there is acknowledgement of this on the cover and this will be on all six issues for this year. You will also notice that many of this year's events in the calendar are prefixed with MGCCQ60 in honour of the year.

You might find it strange that there is a car other than an MG on the cover, particularly in this anniversary year. You will find part of the explanation when you read Malcolm Spiden's history of the Club and discover that motorsport has been an important facet of the Club's program basically since the Club's formation. The other part of the explanation comes from the realisation of the magnitude of Bill Norman's achievement. Many people have striven for years to get under the 40s time at the hillclimb and some have come tantalisingly close. Only 22 people have achieved the goal. Of these, Bill was the first - and, so far, only - person to drive a sports car around in sub 40s. He has now built himself an openwheeler with the goal of matching that achievement and, on only his third outing in the car, succeeded at the November hillclimb.

A few years ago, Malcolm Spiden undertook detailed and documented research into the history of the Club and his article has been reprinted in this issue to give you all a reminder of the setting up of the Club. Those of you who were at the Annual Dinner when John Muller was guest speaker will remember that he was the person given the job when he worked at Howard Motors, the largest distributor of MGs in Queensland in the 1950s. As you read through the article, you will find the names of people whose contribution to the Club is commemorated through trophies annually presented in their name.

What we need now is for some of you to put pen to paper and document your own personal history of your time in the Club. All accounts, no matter how long or how short, will help to fill the gaps in the tapestry of the Club's history. Please don't be shy in coming forward and doing this even if there is only one particular event that you remember

and can write about. Having asked this of you, I have to ask it of myself as well and I promise you my own contribution before the year is over. The Rayments are my inspiration in making this request of you as they wrote their own account a few years ago and it was published in the Octagon and is still available for reading in the Nostalgia section of the website. If you go to the link to the 'A bit of this and that' page, you will find a link to 'Octagon articles of enduring interest'. You will find the Rayments article plus many other interesting articles on that page.

There are two articles reproduced here to give you an insight into possibilities for your articles. One is by Bruce McMillan (member 124) in which he concentrates on descriptions of people he knew in the Club and also on one event which has gone down into Club history! Don't miss it. The other is by Bruce Ibbotson who was one of only 6 Club members to go to Sydney for the inaugural MG Car Club of Australia National Meeting in 1970. You can find the program for the meeting and a general report of it at the National Meeting page of the Club website.

So, having looked to the content of future issues, what is in this issue for you? There are reports from events held late last year including, as promised, a very full report on the Australian Hillclimb Championships and reports on other social and competition events. The 'Bard from the Bay' returns to pen his view on the approaching Valentine's Day. There is also another article on 'Tech Talk' from Bruce Ibbotson who has found some previously unpublished but still relevant articles for you. And, once again, the reports from the Chapter reflect their importance in the Club, their vitality and their enthusiasm. An article by Steve Callaghan about historic racing in Europe has had to be held over until the next issue.

Closing date for material for the March issue is February 28. To ensure you get your copy of the March issue, you must be a financial member of the Club before February 28 so don't forget to renew your membership before then.

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 pointscoreing for Club trophies. The rules for pointscoreing 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.

Sat, Feb 1 - Club Dinner & presentation of trophies

Fri, 7 Feb - Noggin 'n' Natter.

Guest speaker is Giles Cooper with an illustrated account of his drive in his Lotus Elise from LA to the Arctic Circle in Alaska.

Sun, 9 Feb - Sunday Run

Visiting Colin Galley's Jaguar and other vehicle collection at Aspley. Meet at Pick and Pay (Coles K Mart) Centre at Aspley at 12.30pm. After viewing the collection, there will be a drive to Sandgate for Fish and Chips tea. Numbers are required. Please contact Richard Higgs either by phone 3385 5312 or by email to he.bods@bigpond.com by Friday 7 Feb. (P)

Sun, 9 Feb - Come & Try Motorkhana

At Willowbank (P)

Fri, 21 Feb - Noggin'n'Natter & Night Observation Run (P)

22/23 Feb - Mt Cotton Hillclimb series Rd 1

Wed, 26 Feb - Midweek Run

Meet at Rocks Riverside Park at 9.00-9.30am to go through Rosewood to Gatton Truck Museum/Art gallery then back through Glenore Grove to Coominya and Logan's Pocket on Wivenhoe for lunch. Organiser of the run is Bruce Mutch (3376 1384).

Fri, 7 Mar - Noggin'n'Natter

Fri, 21 Mar - Noggin'n'Natter & Night Observation Run (P)

22/23 Mar - Mt Cotton Hillclimb series Rd 2

Wed, 26 Mar - Midweek Run

Organiser is Jeff Heslewood. Watch website or weekly email for more details.

Sun, 30 Mar - Sunday 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 he.bods@bigpond.com. BYO morning tea. (P)



New members

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

Martin Carr
Lewis Gray
Craig Manson
John Orchard
James Debney
Steve Canny
Andrew Marshall
David Malone
Peter Rekers

Carol Gray
Warren Innes
Leigh Noll
Bill Watson
Peter Salmon
Ronald Atwell
Mark Rouse
Brendon Hammersley

Dates for the Year BY EVENT TYPE

All of these events are open to members including members of all Chapters. All four Chapters put on a big program of events and these are listed in the centre calendar. These are open for any members visiting their area so check their programs of events if you intend travelling throughout the year.



DAY RUNS *(all pointscoring)*

If you would like to assist by organising one of the runs please contact the Club with your offer; email mgccq@mgccq.org.au

Jan 25	Early morning run organised by Malcolm Spiden 3266 6350. Day run 1
Feb 9	Day run organised by Richard Higgs: Day run 2
Mar 30	Day run organised by Richard Higgs: Day run 3
May 11	(possible) run to McLeans Bridge at Logan: Day run 4
June 15	MGCCQ Day Run 5
July 6	MGCCQ Day Run 6
July 13	Possible Day Run to RACQ Motorfest. Please note that registration for displaying your car opens on 3rd March and closes on 13 June unless all spaces are filled.
Aug 17	Day run organised by Richard Higgs Run 7
Sept 14	MGCCQ Day Run 8
Oct 26	MGCCQ Day/Afternoon Run 9
Nov 16	MGCCQ Happy Birthday Day Run 10



MIDWEEK RUNS

Bruce Mutch is the coordinator of these runs. His email is bmutch@bigpond.com and his phone is 3376 1384. He already has volunteers to organise each of the monthly runs which are held on the 4th Wednesday of each month from Feb to Nov. Full details will be added to the online calendar as they become available throughout the year and will also be advised in the weekly email for those within easy driving distance of Brisbane.

Feb 26	Run to Gatton Truck Museum then Esk and Wivenhoe Dam (Organiser: Bruce Mutch)
Mar 26	Mt Crosby (Organiser: Jeff Heslewood)
Apr 23	Southside run (Organiser: Bruce Ibbotson)
May 28	Northside run (Organiser: Allan Tebbutt)
Jun 25	Westside run (Organiser: Greg Hannant)
Jul 23	To Darling Downs area with o/n option (Organiser: Bruce Mutch)
Aug 27	Eastside run (Organiser: Denis Thomas)
Sept 24	Northside run (Organiser: Barry Smith)
Oct 22	Westside run (Organiser: Trevor Jones)
Nov 26	Christmas run (Organiser: Trevor Mills)





HILLCLIMBS AND OTHER TRACK EVENTS

(including hire-outs at Mt Cotton) – P indicates pointscoring events for Club trophies

19 Jan	Come & Try/Test and Tune
22/23 Feb	TSA Hillclimb series Rd 1 (P)
8/9 Mar	Rd 1 State Championship Race Meeting at Morgan Park (MGCCQ) (P)
22/23 Mar	TSA Hillclimb series Rd 2 (P)
26 April	Ironman Hillclimb (P)
17 May	Test & Tune
30 May/1 June	Whites Diesel Queensland Hillclimb Championships
19/20 July	TSA Hillclimb Series Rd 3 (P)
17 Aug	Proposed Porsche 1/2 day (hire out)
6/7 Sept	TSA Hillclimb Series Rd 4 (P)
4/5 Oct	TSA Hillclimb Series Rd 5 (P)
19 Oct	Test & Tune
29/30 Nov	SA Hillclimb Series Rd 6 (P)



COMPETITIVE NAVIGATION RUNS *(all pointscoring)*

Feb 21	MGCCQ Night Observation Run 1
Mar 21	MGCCQ Night Observation Run 2
Apr 11	BSCC Night observation Run 3
Apr 25	Ironman night run; Run 4
May 16	MGCCQ Night Observation Run 5
May 24	MGCCQ Midnight Saturday night to Dawn on Sunday
	Morning Observation Run 6 IF Maryborough Sprints are on
July 18	MGCCQ Night Observation Run 7
July 26	IF Maryborough Sprints not on
	Midnight to Dawn Observation Run 6 (P)
Aug 15	MGCCQ Night Observation Run 8
Oct 10	BSCC Night Observation Run 9
Nov 21	MGCCQ Night Observation Run 10



MOTORKHANAS *(all pointscoring)*

Feb 9	Come and try motorkhana at Willowbank
Apr 27	Ironman Motorkhana (P) and Khanacross at Willowbank
May 18	HSCCQ Queensland Motorkhana Championship Rd 3 at Willowbank Driver Training Centre
July 13	HSCCQ Queensland Motorkhana Championship Rd 4 (P) in Willowbank Driver Training Centre
Nov 23	HSCCQ Motorkhana MGCCQ # 5 Willowbank Training Centre



NOGGIN 'N' NATTERS

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

OTHER

Feb 1	Club dinner and presentation of trophies
Aug 3	Concours (P)
Sept 19	Annual General Meeting
Sept 28	All British Day (P)



BEAUTY IS IN THE EYE OF THE BEHOLDER

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Short Stuff



Dear Editor,

Upon returning from the final Mid-Week Run today, I could not help reflecting upon what a fantastic year 2013 has been for the MG Car Club of Queensland, and the need to congratulate all those responsible for collectively compiling what could well be the best year ever for our club.

Despite the controversy and difficulty of the National Meeting's genesis, the steering committee's efforts produced an event in Toowoomba which arguably could be regarded as one of the best of all time. Visitors from Australia and overseas were positive in their response to a fantastic venue, superb event organisation and the beauty of the host city and its surrounds.

In addition, the resounding success of both the Queensland and Australian Hill-Climb Championships, with our Mount Cotton venue in near perfect condition, was a just reward for the committee and volunteers who worked so tirelessly.

As if our dedicated volunteer workers did not have enough on their plates, MGCC took up the challenge to arrange the RACQ "All British Day", and, as expected, did our club proud.

The Regional Chapters have grown in size and confidence, this manifested in the Darling Downs Chapter's "Great Tropical Tour" to Cairns and beyond and included contact with members from each of our chapters, along with MG enthusiasts from the Townsville area.

Now accounting for 25% of our total membership, these chapters are extending the opportunities for enthusiasts throughout Queensland to share their love of the MG marque. Congratulations to the present committee, as well as to past committees who have strived to build the foundations upon which this past year was based.

- David Miles



Hunt for TC

If anyone knows of the whereabouts of the TC with the following chassis and engine number, Car no TC/5956, Engine No XPAG 6712, I am able to put them in contact with the person willing to give them what they have described as the 'brass guarantee plate' with this information embedded in it.

The last known location of the car was in the Hunter Valley in 2007. The photo of the car is from the database on the MG Car Club of Victoria's website.

Attention MGA owners!

Are there any MGA owners interested in shipping their cars to Canada next year for the NAMGAR GT 39 in Ottawa? There is a run being organised from Vancouver (starting at Vancouver Island and organised by the Vancouver MG Club) to Ottawa, then returning on what's left of Route 66 to LA, and back up the Pacific Coast to Vancouver. The GT's are a fantastic event, with usually around 200 MGA's.

If you want anymore information, please contact Gary Lock via email lock@winshop.com.au or 07 5530 2347.

THE SNAKE THAT WANTED TO HAVE A RIDE ON A HILLCLIMB CAR

*A true story told and illustrated
by Brian Pettit*

On a beautiful day at the holding bay after the finishing line of the Noosa hillclimb on Sunday 10 Nov 2013, a large snake bounded across the road and headed for the fastest and best car of the day, the beautiful Van Diemen owned and driven by friend to all of us, Warwick Hutchinson.

As the snake boarded the car, Warwick exited as fast as he usually drives!

Warwick, being the kindly soul that he always is, did not want the snake harmed in any way so one of our braver souls carefully extracted the snake and sent it on its merry way.

The snake must have been about a metre long, give or take a wriggle or two, of green and yellow colour with a big mouth and plenty of teeth.

Of Valentine's, Maz and the old MG

I'll never be a slave to that crass commercial crap.
I haven't bought an old MG or that flash new iPad app.
I'll just love you now as I did the day before,
and as I will tomorrow, I'll love you evermore!

If it's all about anything, it's about MGs and love.
Love that makes the world go round like manna from above!
It's not about commercial crap, not about spending cash
It's not about the ring, perfume or all that balderdash!

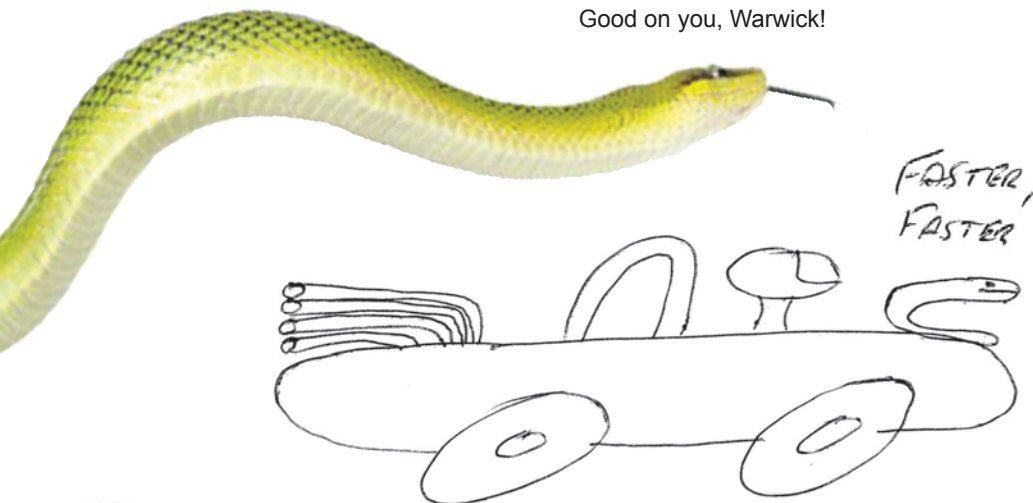
So don't cow tow to Lorna Jane or others of her ilk,
Don't succumb to forking out for that elusive Chinese silk!
Don't go splashing cash around, just buy an old MG
You won't look back, as we did not, my MG, Maz and me!

So I'll tell Maz that I love her, tell her nothing more.
I'll love her and the old MG like I've never loved before.
Valentines is just a day, so we should now concede
as Lennon said 'It's love my friend and love is all you need'!

- The Bard from the Bay

It is apparent that our friendly snake had been watching the cars with interest for a number of runs and wanted to have a go himself; however, as he was unlucky enough to be born without arms or legs, the next best thing was to have a ride with the fastest car of the day and the obvious choice was Warwick Hutchinson's.

Good on you, Warwick!





The history of motorsport in Qld and the birth of the MGCCQ

by Malcolm Spiden

Prior to the formation in 1953 of the Confederation of Australian Motor Sport (CAMS) a national body overseeing and administering motor sport in Australia, the Australian Automobile Association undertook this role through the local motoring body in each state. Until 1936, the Automobile Club of Queensland (ACQ – it was not until 5 March 1921 that King George V approved the use of the Royal prefix) ^{#1} organised motoring and motor sport events in Queensland.

On 14 April 1908 the ACQ Club Council drew up a programme of events that included the first motor gymkhana and this was held at the Brisbane Cricket Grounds on 30 May 1908. The day included judging the best turned out vehicle, a musical chairs competition for ladies, an obstacle race, a potato race, and, to finish the day, a procession from the Gabba to the Valley corner. ^{#2}

During the 1914-1918 World War, motor sporting events were a popular method of raising money for the various fighting funds. On 17 April 1915 the club (ACQ) held a hill climbing contest in Cooksley Street Hamilton. ^{#3} Further hill climbs were held, each time at One Tree Hill (Mt Coot Tha) on 27 May 1916 and 14 October 1916. These started at Gordon's farm below the gates to the Reserve and finished near the Summit of the hill, 1.6 miles altogether. By 1918 hill climbs and petrol consumption tests were regular events on the ACQ club's calendar. ^{#4}

Post 1918 competition fixtures included interstate reliability trials such as from Brisbane to Sydney, Brisbane to Rockhampton and return, Brisbane

to Grafton and Brisbane to Katoomba. Other events included fuel consumption tests, speed judging competitions, hill climbs and distance judging tests. By 1928 speed events were re-introduced at Main Beach, Southport ^{#4}. In 1933 speed events were held along South Pine Road Brendale known as "The Mad Mile" and in 1934 hill climbs at Clear Mountain. ^{#5}

Post World War Two road racing commenced at the A2 airfield at Strathpine with the first meeting on 11 August 1946 and the last on 11 October 1958 when the area was developed into housing estates and the Pine Rivers State High School. (The exact location can be found in Roger Marks' book ^{#6}).

What has this short history and long introduction to do with the MG Car Club? At noon on Monday 25 October 1954 a 45 minute meeting was held at Howards Ltd 317 Adelaide Street, Brisbane. Howards Ltd was the authorised Nuffield agent for Queensland and the Northern Rivers of New South Wales. The agenda item was the formation of an MG Car Club for Queensland.

Those who attended were George Reid, Bill Pitt, John Muller, Graeme Muller, Robert Burnett, John Gill, Philip Hickey, P Rhodes, J Barling, E Wilson, Frank Taylor and Fred Dyke. With Frank Taylor (Chairman), Fred Dyke (Secretary), Graeme Muller (Treasurer), a committee of R Burnett, John Gill, Peter Uscinski and Philip Hickey, formed the initial committee. ^{#7} A further meeting was held on Tuesday 2nd November 1954 at R. G. Groom & Co (T & G Building, Queen Street, Brisbane) when it was resolved to hold a general meeting at Howards Assembly plant Nudgee Road, Hendra on Tuesday 16 November 1954 to put forward the proposal, open a current account at Brisbane Permanent Building & Banking Society; and organize a day run to Toowoomba. ^{#8} This meeting was advertised and asked "all interested parties are invited to attend. The immediate aim of the club is to cater for social activities, gymkhanas etc and eventually to enter the competitive field." ^{#9} In between these two meetings and the planned Tuesday meeting, the 19th Australian Grand Prix was held at the Southport road circuit on Sunday 7 November 1954.



Meeting of the Club's inaugural committee - L to R: Miles Hunter, Phil Hickey, Ernie Ansell, Fred Dyke (Sec), Frank Taylor (Pres), John Muller, Sam Pollard, John Gill, Bob Burnett and Graeme Muller (Treas).

(Len Austin and Bill Weekes are also shown in the Club records as being on this committee but are not in the photo which was supplied by John Muller)



George Reid, (Sales Director of Howard Motors) presents the Howard Trophy to the Club for annual presentation for Best Allrounder to Club President, Frank Taylor. Watching (L to R) were John Muller, Graeme Muller and Fred Dyke.



J. Larsen Pty. Ltd.

ABN 72 009 706 745

(Established 1917)



Master Locksmiths and Manufacturers of Padlocks, Lock Cylinders and Key Blanks

- **Commercial & Domestic Locksmithing.**
- **Keys cut to sample or code.**
- **Master & Restricted keying systems.**
- **Safes sold, serviced & opened.**

21 Hudson Road, Albion Qld 4010, Australia

Telephone: 07 3262 7777 Facsimile: 07 3262 4855

E-mail: info@larsen.com.au

Website: <http://www.larsen.com.au>



HC 03 and 04 – First Club event was a run starting from Kemp Place in the Valley. The cars kept together on the run to provide a great photo opportunity

The Tuesday meeting saw the 7 committee members and some 30 enthusiasts meet and carry the resolution to form the club with those present becoming the foundation members or associate members where applicable. Unanimous approval was given for the day run on Sunday 28 November and a gymkhana was planned for Sunday 12 December. The formation was reported in the Courier Mail under the headline "Now we have an MG club" ^{#10} Likewise the first outing was reported in the local 'Motor Sport in Queensland' magazine which remarked "a good roll up assembled at Kemp Place about the 8 am mark, and it really looked something to see the line-up of 'G's'. Lunch was at Picnic Point Toowoomba where future activities were discussed." ^{#11} Affiliation with both the Parent Club in the U.K. and with CAMS was sought whilst the 'club was to investigate and report on a suitable timing gear for competition purposes'. ^{#12} It was not long before our club was participating in Interclub events. The first was the 'Motor Sport in Queensland First Interclub Gymkhana' held at the Mt Gravatt Showgrounds on Sunday 6 February 1955.

Standard tests of the era were to be run, namely:
 Forward Bending race (for race read test)
 Potato race
 Forward and Reverse Bending race
 Southern Cross
 Slip Rail event
 Parking Test
 Thread the Needle
 Find the car event (apparently a very popular

event of the era)

Members of our club's team included Fred Dyke (MGTF), John Gill, and Frank Taylor. Results of the eight clubs participating:

<i>Gympie Motor Sporting Car Club</i>	<i>16 points</i>
<i>Ipswich and West Moreton Auto Club</i>	<i>15</i>
<i>Beaudesert Sporting Car Club</i>	<i>13</i>
<i>Queensland Motor Sporting Club</i>	<i>7</i>
<i>Brisbane Sporting Car Club</i>	<i>7</i>
<i>Toowoomba Auto Club</i>	<i>6</i>
<i>M.G. Club (Queensland Division)</i>	<i>4</i>
<i>Brisbane Light Car Club</i>	<i>1 #13</i>

A full calendar of events for the first year of existence (1955) was promoted by the club which included navigation exercises, scavenger hunts, gymkhanas, film evenings (remember NO Television as yet), trials, petrol consumption test, socials and dance, Concours D'Elegance, hill climbs, sprints at Strathpine (the first on 26 June), as well as a visit to Nasons Automotive Workshop at 403 Adelaide Street, Brisbane. ^{#14}

A second Interclub Gymkhana was held on Monday 13 June (Queens Birthday holiday) at the Caboolture Showgrounds with the same tests as used on 6 February. The M.G. team members were Fred Dyke (MGTC), Bill Weekes (MGTF), Vince Jordan (MGTF), Ken Ebeling (MGTF), Stan Pollard (MGTC) and T Jones (MGTD) ^{#15}.

Within ten months of forming in August 1955 the

SCG PERFORMANCE

54 McKenzie Rd, Woombye, QLD 4559

*Specialising in all mechanical repairs
to MG's from MGA-MGTF and ZT*

SERVICE SPECIAL - \$150

Phone (07) 5442 2749

Anthony 0424 823 826

Email scgperformance@gmail.com

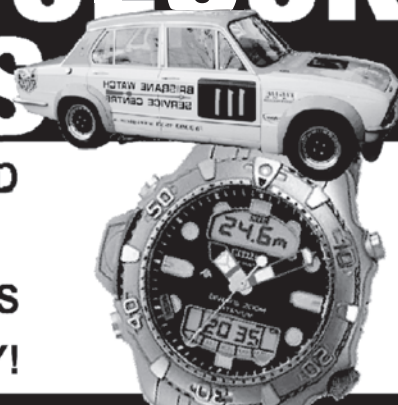
WATCH & CLOCK REPAIRS

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

**BRISBANE WATCH
SERVICE CENTRE**

Ph: 3393 1533

cnr. Leonard & Annie St, WOOLLOONGABBA



news of "M.G. club to promote road racing" was a heading in the local publication. The report stated an 8 event programme including 3 motor cycle race events was to be staged on Saturday 8 October 1955. "This will be the M.G. club's first venture into the promotion side of road racing; and it is indeed good to see them staging a meeting and thereby really doing something for the competitor".^{#16} The report of the meeting states a large crowd attended and the "first car event conducted and completed was a Open Scratch race over 5 laps (7 miles) was won by Steve Ames driving the ex- Lex Davison Alfa Romeo Tipo 8C 2900 cc P3".^{#17} For our first year, the Queensland Centre was awarded the Nuffield Trophy for the Pacific Area from The M.G.Car Club, Abingdon-on-Thames.

The programme for 1956 was just as hectic as our first year; however this included two open race meetings on 31 May and 6 October. In the summary report to A. Russell Lowry, the General Secretary of The M.G. Car Club, the then Secretary, Frank Taylor, indicated achievements of the Centre included: our centre designed and built our timing gear for our sprint meetings and lent it to and operated it for other clubs; the

centre organized and trained a team of members who acted as timekeepers and lap scorers at ALL major road race meetings; the centre organised and ran two major road race meetings. During the October meeting the first duration race in Queensland was staged (this was over a quarter hour duration and incorporated a Le Mans start). This was won by E.J.(Jim) Bertram in his Triumph TR2 who covered 11 laps within the time.^{#18}

Thus a short history of the first two years of the life of our club. This may also jog a few memories.

References

- 1 Longhurst, Robert; "A Road Well Travelled – RACQ First 100 years", Playright Publishing, Sydney, 2006 p77
- 2 Longhurst, p45
- 3 Longhurst, p70
- 4 Longhurst, p71
- 5 Wheelspin Display at Pine River Museum July 2007
- 6 Marks, Roger; "Queensland Airfields WW2 50 Years On" in Brisbane City Council Library call Number 940.544394 MAR
- 7 Minutes MG Car Club Library
- 8 Minutes MG Car Club Library
- 9 Motor Sport in Queensland November 1954 Vol 2 No 3, p30 Consolidated Publications Brisbane
- 10 Courier Mail Thursday 18 November 1954, p16
- 11 Motor Sport in Queensland December 1954, Vol 2 No 4, p31
- 12 Minutes MG Car Club Library
- 13 Motor Sport in Queensland February 1955, Vol 2 No 6, p18 & 21
- 14 Motor Sport in Queensland March 1955, Vol 2 No 7, p 4
- 15 Motor Sport in Queensland June 1955, Vol 2 No 10, p9
- 16 Motor Sport in Queensland August 1955, Vol 2 No 12, p28
- 17 Motor Sport in Queensland October 1955, Vol 3 No 2, p16
- 18 Correspondence MG Car Club Library.

artxdesign.com.au
creative studios

DESIGN | PRINT | PUBLISH | WEB

For the best prices and highest quality call us on

1300 488 717

today for service anywhere in Australia

artxdesign.com.au

A full service agency offering...

All offset printing

- Brochures
- Flyers
- Business Cards
- Magazines

Book Publishing

Graphic Design
Branding
Banners & Bunting
Trade Displays
Digital Signage
Television & Radio
Event Management
and much more...



Service, Spares & Repairs to all MG vehicles



British Car Specialist & Diagnostics

Greg Tunstall Mechanical

Unit 3
255 South Street
Cleveland Qld 4163



Ph: 07 3821 0622
Fax: 07 3821 0328

Email: mmrgregt@bigpond.net.au

www.gregtunstallmechanical.com.au



Get gripped this racing season with Octopus Grip ...

Octopus Grip is the Premium Tyre Softener developed specifically for all types of motorsports to:

- Extend the useable life of your race tyres
- Improve cold and hot tyre performance
- Reduce running costs
- Help improve overall performance and safety
- Can be used for all types of motorsport *
- Easy to apply, fast acting and virtually odourless

Octopus Grip works !!

Alan McConnell Ph: 0414 915 267
sales@octopusgrip.com
PhotoLab Pty Ltd ABN: 34 010 677 700

www.octopusgrip.com



*Please check with your category rules before using this product



Tim the Techman



MGB & MGC: WINDOW WINDER MECHANISM

by Bruce Ibbotson

Over the years the windows of our GT became very hard to wind down particularly in winter, until finally I could not wind down the driver's window when the temperature was low. Once warmed up the glass could be wound down. Then the passenger's window got much worse. The mechanisms are no longer available.

Necessity said go take a look, so off with the trim, out with the speakers etc. Then to the hard part, removing the window glass. This is not straightforward as described in the factory Workshop Manual but quite a fiddly job, but it can be done with patience. Once the glass is removed the rest is easy.

Remove the winder mechanism and mount it horizontally in a vice; fit the winder handle and feel how stiff it is in the up direction even with the spring assist but probably ok in the down direction. Inside the winder unit is some sort of slipping clutch designed to hold the window in its set position; otherwise it would gradually work its way down with movement of the car. The problem is that the grease used in manufacture 30+ years ago has congealed, cracked or just disappeared, allowing rust to develop which makes for the stiff mechanism.

Wash out the quadrant/gear mechanism with degreaser and use a scribe, small screwdriver etc. to remove as much of the scale and old lubricant as possible while winding the quadrant from end to end. When it is cleaned thoroughly allow it to dry in the sun; then fill the gears etc. with 'moly' grease and work the mechanism back and forth until it feels smooth and free. Work in more 'moly' grease and go through the routine again then reinstall the unit in the door, check that all feels normal then reinstall the glass.

If the glass sealing rubber strip is hard, perished or cracked replace it before reinstalling the winder and glass. To do this drill out the pop rivets; do it carefully to save damaging the paint inside the door skin, remove the chrome strip, replace the rubber and refit. Check the end of the original rubber for position to the "B" pillar and cut the new one to the same length then pop rivet the strip back into the door. Good luck with refitting the window glass it can lead to a lot of trial and error, classic good British design!

Dear Tim the Techman,
My husband has been working on his MG he bought seven years ago but it is never fixed. He's always at the shop buying tools but he says certain tools don't fit or don't work just right.

He has been very patient but all his efforts have amounted to nothing. What should we do?

Mini Gasser.

Dear Mini Gasser,
I am sorry to hear that all his work has amounted to nothing. However, there is a certain tool that I think would get good results quickly. It's called a chainsaw.
Tim the Techman.

Dear Tim the Techman,
Here we go again - the new rego sticker.

Every time I get a new one, I can never peel it off properly. And as for directions, they have a hand pointing down to nowhere. Did I drop something? Anyway, I try patiently but it always looks like my Labrador chewed it. What can I do?

Methuselah Gutenberg.

Dear Methuselah,
I know exactly what you mean. I have the worst trouble trying to peel it off in one piece. I even asked the mechanics at Greg Tunstall Mechanical but they just laughed at me.

Cut it out with scissors and use some gaffer tape to keep it stuck.

Anyway, next year we won't have windscreen rego stickers.

Tim the Techman.

celebrating 60 years

The following was sent to us by Bruce McMillan, Member 142 and first published in 2005. It makes interesting reading particularly now that some of us are more familiar with some of the people mentioned.

MEMORIES

Some notes about myself. I was Secretary during Miles Hunter's Presidency. My cars were an Austin Healey, a TF, a rebuilt TC, and MG B, Alfa Guilietta (married and had a family), Cortina wagon (2 litre), Mazda 626, and Mazda SP20. Before I could afford 4 wheels, I had an Ariel de luxe 500 cc, and a Triumph 650 Thunderbird. At racing, the MG Car Club always provided timing and lap scoring teams for Lowood.

Club identities - as far as I can remember. Sam and Peter Pollard. Peter, a pharmaceutical chemist, raced a modified Austin Healey, a distinctive red in colour, until he beat the local constabulary home one night, got into his pyjamas and answered the front door when they called ten minutes later. He sold his car next day, being a Saturday, and the new owner was harassed by the constabulary until they found out that the car had changed hands. Sam, the elder brother, was a vehicular accident insurances assessor. He would take some piece of TC machinery into the kitchen at night and work on it there much to his wife's consternation. The Roots supercharger was a favorite for this treatment.

Tom Ross, a quiet unassuming chap, drove and raced a TR2 consistently. Lowood was his venue, great guy and a natural mechanic.

Miles Hunter, a Mexican - he came from south of the border - involved with cars pre-war in NSW, one of the original gentlemen - squire -, his wife "Nessie" known affectionately to the membership as "Mrs.

Pres" and their daughter Nan "Dooley".

Greg Newton, who was immaculate in the preparation of his TF for concours events.

John Muller - a sales rep for Howards and later BMC; he could sell frigs to Eskimos and was a staunch supporter of the MG car club.

Bill Gearing with pedigree bulldog mascot "Chummily". It was crowded in the TC at times.

"Charlie" McNicol, Michelin tyre distributor/businessman, drove a TF with a straight through exhaust system but disguised it for road use by putting a fish-tail attachment on the pipe until the gymkhana venue was reached where it was removed.

Ian Hamilton who introduced me to this famous marque, MG, had a TF when we first met. Eventually he found an Alfa straight 8, twin supercharged, that was believed to have been raced pre 1939 by Prince Biers of Thailand. He found it in a farmyard near Brisbane. He married and sold it. Some years later, a similar vehicle sold in the USA for 1+ million. When Ian fired up that motor it sounded like a great big bucket of well-oiled nuts and bolts.

Many others were fans of the "Goons" which was the popular radio programme during those pre TV times, Ralph "Little Jim" Davis (deceased), Bill Thomas (deceased), Brian Tebble (deceased).

Others who were around at the time but not

Club members, included Lionel Ayres who raced a TC successfully at Club events. His mechanic Dudley Anderson had a passion and magic touch with MG engines.

David Stewart's "Whitney Special" rebuilt from a crashed Mark V Jag sported a Ferrari body he fashioned with the help of club members, Ian Hamilton, Bob Richards and myself along with others.

A couple of happenings that I do recall:

"Busted" The night the Licensing Squad raided the Wickham St. premises and "pinched" Graham Perkins - duty barman - and myself as senior Club official there. Background - either the Q'land Racing Driver's Club or the Brisbane Sports Car Club, had premises up the road from our rooms; whichever it was had a bar, refrigerator, keg and bottle sales unlicensed. The local hotel a block or so away, from which our Club purchased our supplies from over the counter, lodged a complaint with the Licensing Branch. The Club purchases were two dozen bottles of beer a time, the sale of which to the members was at a slightly marked up price which helped pay for the rent.

This particular Friday night, about 9 - 10 o'clock, this young chap, a non-club member, came in and wanted to buy a beer. Graham was behind the counter; Charlie McNicol was talking to him when this person arrived and started to "waffle" about cars in general and MGs in particular and wanted to buy Charlie a drink. He eventually did and paid for it with a ten-shilling note. That was the purpose of the exercise, to get that note into the till. Then the others who were waiting outside - about whom we did not know - could raid the premises. The upshot of it was that Graham and I were summoned for selling liquor from unlicensed premises. We duly faced court where Alex Frelegas, a good friend of John Muller's, defended us; he was a solicitor who was the honorary Greek Counselor for Brisbane. We pleaded guilty and Alex gave us good character references. The result was a 50 pound fine each, which the

membership chipped in and paid. Just as well the "raiding" officers did not go onto the back porch where there was something like 20 dozen empties instead of the two dozen trading stock for that night. Naturally the Club up the road that should have been raided profited from our misfortune but closed their bar for some period of time. Needless to say so did the MG Car Club of Qld.

It must be remembered in those days, to not get charged with drink driving, you had to walk a chalk line without falling over. No radar for speeding either; two plain clothed police at the side of the road, the first one flagged the second who was seated a measured furlong away who timed the car with a hand held stopwatch. Certainly not a means of collecting revenue.

Naturally the Club up the road that should have been raided profited from our misfortune but closed their bar for some period of time. Needless to say so did the MG Car Club of Qld.

The other event, which is clear in memory, occurred during one of the Easter pilgrimages to Mt Panorama. As usual, the normal preparations for the run took place at Hamilton's Nundah residence. Heads off the TF and Austin Healey, valves ground and seated, new distributor points, timing checked, carbies overhauled, tyres, tubes belts etc. checked and spares assembled.

Thursday night before Good Friday, Tom Ross TR2 with driving beam installed (most important), Graham Perkins TF, Ian Hamilton TF, and yours truly Austin Healey set off travelling via Cunningham's Gap, hoods down naturally. Had a narrow miss driving through the Gap passing a bus going up a hill. Hamilton went first, I followed. Half way past the bus Ian yells, "go back" - hoods down -; too late I was already committed and followed through. A car coming down the hill missed by a couple of lengths. On these trips it was necessary

to drive beyond Guyra before thinking about stopping for the night.

This was achieved and much more. At Tamworth it was veer right for the Oxley highway. Somewhere between Tamworth and Gunnedah the heavens opened up and, until it stopped, driving was impossible. After an enforced rest the cavalcade continued until, just south of Dubbo, the Perkin's TF broke the compression ring in no. 3 cylinder. We found out later on that no preparation work had been done on the car. Tom with "flame thrower" and towline began the haul to Bathurst.

We arrived sometime after practice had started on Good Friday. Having selected a site on the mountain with a relatively flat piece of dirt, the TF was raised, the sump dropped and damage assessed. Tom being the only true mechanic amongst us decided that a set of 30 thou oversized rings would get the car back to Queensland. These were duly purchased and installed, the engine tuned all in time for the Saturday afternoon's sport. Somehow, we - with the exception of Graham - were back in Brisbane on Tuesday to go to work. Graham, having to run his motor in, arrived much latter. Those were "heady" days.

Such are the thoughts of an old MG driver who has on his desk at the moment, a model TC on one corner and a Harley "Sportster" 1980 vintage on the other. The TC is there because I rebuilt one from the chassis up from a wreck. L H. Shaw owned it. That was my way to learn about cars. The Harley's there because my son has one that needs some work doing on it.

Happy motoring.



celebrating **60** years

Dedication of Mt Cotton Hillclimb wall at the clubrooms

At the presentation of trophies night for the 2013 Hillclimb series, time was devoted to the unveiling of a plaque dedicating the rear wall of the clubrooms to the promotion and history of Mt Cotton Hillclimb.

Ever since the purchase of the clubrooms, this had been the desire of John Davies. With John's strong history of achievement and commitment to both the Club in general and the hillclimb in particular, the wall was dedicated to him. A plaque of dedication was unveiled by his widow, Diane, with many members of the family in attendance for the important occasion.



First MG National Meeting - 1970

by Bruce Ibbotson MGCCQ Member #600

Long, long ago a few members decided to drive to Sydney to compete in the first ever MG Car Clubs National meeting. The following members attended: Rod Hiley - TA, Peter Rayment - TC, Ross Horton - TR4, Jon McCarthy - MGB, Will Charlton - MGB, Bruce Ibbotson - MGC-GT. There were 3 competitive events at this meeting, Concours D'Elegance; Amaroo Hill Climb and Amaroo ¼ mile oval dirt circuit. The opening event on Friday night was a BBQ at the home of the President's father@ \$2-00 per head.

Saturday was the Concours held in the grounds of Vacluse House. Rod Hiley, Will Charlton and I entered this one for which the entry fee was \$1 per vehicle. Nobody outside of Brisbane had ever seen an MGC or C-GT and there was a lot of interest as the other attendees did not know there was a "C" in Australia. Saturday Night was a Dinner Dance held in the "George Bass" room of the Chevron Hotel, Macleay St., Potts Point. Ticket cost was \$4-00 per head which included the dinner with drinks to be paid for by the attendees.

On Sunday the Hill Climb and the Dirt Short Circuit were run concurrently.

Entrants for both the Hill Climb and the dirt short circuit event were: Peter Rayment, Will Charlton, Jon McCarthy, Ross Horton and Bruce Ibbotson. Entry fees were \$2-00 per vehicle per event. We all had a low cost National Meeting which was totally enjoyable and we looked forward to the next one planned for Melbourne which never eventuated. Work commitments prevented me from attending any future ones for many decades.

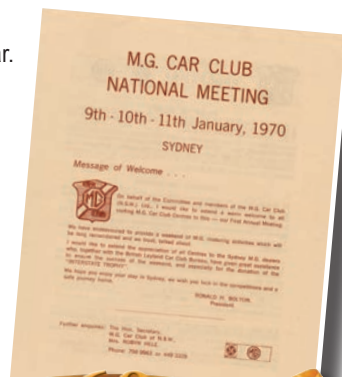
Will Charlton, Jon McCarthy and I drove down as a group and stayed in a low cost Motel way out in the western suburbs at Lidcombe. As was usual in NSW, at that time, there were constant road works with detours formed with sandy loam sort of material and it was raining through most of these, so 3 very dirty cars arrived at the Motel with the loam set like cement all over the wheels, under the wings and chassis. The Motel had

a garden hose without a nozzle and about as much pressure as from a rain water tank so we tried as best we could to clean our cars for the Concours. I think Jon decided not to enter as a result.

On Friday night we drove our cars to the President's father's home somewhere in the North Eastern suburbs with lots of one way streets to get across from Lidcombe to the NE suburbs. At about 1 o'clock in the morning getting back to Lidcombe was a real night navigation exercise using other one way streets. I squeezed Big Will and Jon into the MGC-GT for the drive into the Chevron on Saturday night. This turned out to be a full on drag race with the Hot Holden Utes and other mad traffic light to traffic light street racers all along Parramatta Rd. I was urged to keep up with them. [The police at this time didn't bother with the Parramatta road speed limit of 35 mph; they just wanted the traffic to flow but once you turned off Parramatta Road the Police booked everybody for exceeding the limit as they always have in NSW.] On arrival at the Chevron the temperature gauge was off the clock and the poor "C" was boiling. I thought that if you lived in Sydney you would need to replace your clutch every year. In those days Taxis had flame cut channel iron as front bumpers so you gave way to Taxis and they could do whatever they liked in Sydney.

I found out all about what a terrible handling car the factory C-GT was first on the dirt circuit where it steered like a council grader, wheels turned in and the car going straight ahead. Ross Horton's TR4 killed the "C" by many seconds.

The "C" is no gymkhana car. At the hill climb I was leading the over 2 litre class but on the final run Ross took a full second off my time.



November Midweek Run

by Bruce Ibbotson; photos by Malcolm Campbell

Another fine warm day for the first run of the 12th year of Mid-Week runs. It's hard to believe the first trial midweek run was in November 2002 and was the result of a conversation with David Miles, when Tip and I went down to the Mt Cotton hill climb somewhere around the middle of 2002.

I decided to rejoin the Qld club to start midweek runs as that was the reason we joined the Gold Coast club in 1995, when we found that they had been doing midweek runs for a couple of years. Why drive with all the clowns, 4WDs etc during weekends when you can have the roads and parks to yourselves midweek.

For the most recent midweek run, 35 people in 19 cars including 10 MGs arrived at Spring Lake Park for morning tea before we started the straight through run to the Redland Bay Golf Club for our Christmas lunch.

This was an exercise [last year] to go from Springfield Lakes to Redland Bay without going on a major highway. I have never surveyed a more difficult run ever. I got constantly lost during the survey and John Tait kindly resurveyed the planned run on the following Sunday to check the

Participants and friends...

Bruce & Tip Ibbotson	BMW Silver
Dennis & Diana Kelly	MX5 Green
Warwick & Norma Gilbert	MGBRV8 W' Green
Aubrey Ross & Alan Tebbutt	MGA Red
Greg & Rhonda Hannant	MGB White
Ian & Karen Feddes	
& Di Davies	MG Magnette
Kerry & Dane Horgan	Chevy White
Jeff & Pat Heslewood	WRX Blue
Bruce Mutch	Forester White
Gary Lawrence & Rod Cavernalis	MGBGT
John & Trish Cranley	
& W.A. Bercrombie	Bentley R Silver
Martyn & Gail Browne	Hyundai I 30 Silver
David & Meryl Miles	MG Magnette Green
Barry Lutwyche	MGB Red
Trevor & Joy Jones	MGB Red
Patrick & Desley Collins	MGBGT White
Malcolm Campbell & Kathy Burford	MX5
Paul Wilson	Mazda 6 White
Barry Smith	MGB GT White
Apologies V & E Hamilton , Ross Brunckhorst	

instructions for me. As everybody enjoyed the venue and lunch, we simply repeated the run this year.

To my amazement I found that this time I actually knew the way without the instructions, I only had to read the street/



road names. We plan to do this run again for Christmas in 2015. Next year will be a run to lunch on the north side.

Those members who did not go last year found this run linking all sorts of main roads to be interesting and enjoyable.

We arrived at the club right on time at 11-45 for lunch which was held on the covered outside deck overlooking the links with cooling breezes coming from the bay. A few more people joined us for lunch.

Hope to see you all next year for more interesting midweek, traffic free days.



November Day Run

Report and photos by Elaine Hamilton

Twenty one cars and 34 people took part in the November day run despite the weather bureau's forecast of rain and possible storms. A major part of the attraction was certainly the destination - the MG collection of Ken Wasley.

After a festive morning tea at the Clubrooms supplied by the run organisers, the group followed the scenic route rather than the motorway to get from Rocklea to Yatala. The meandering drive through the Redlands and then the sugar farms of the Norwell area seemed to be enjoyed by all participants, many of whom declared that they had never previously been on some of the roads.

Ken was a most hospitable host even clambering onto his mezzanine to record the participants in amongst his car collection which had everyone both wide-eyed and full of questions. A picnic lunch under the shelter of a couple of the car ports cunningly reserved for us by Ken was enjoyed by all including those who made the

Participants were

Vern & Elaine Hamilton
Quinton & Janet Woolmer
Geoff & Glennis Anderson
& Jeff Turner
Andrew & Susan Willesden
Daryl Hughes
John & Glen Boyce
Errol & Wendy Hoger
Pam & Ian Pengelly
Kerry Horgan
Dennis & Diana Kelly
Paul and Kerry Strange
David Miles
Don Webster & Bernie Pereira
Paul & Gail Wilson
Tony & Debbie Slattery
Greg & Rhonda Hannant
Andrew Lake
Jan Burke
Barry Lutwyche
Ken Wasley

MG GT
MGB

Jeep
MGB
MGF 160
MGF
MGBL
MGB GT
Corvette
MX5
Forester
Magnetite
MG TD
Mazda
MG Y Tourer
MGB
MGF
MGB
MGB
MG ZT



short journey up the highway to avail themselves of a Yatala Pie - or two - for lunch.

Our thanks to Ken for making this outing possible. A difficulty with organising a weekend run is finding a good venue where space for all the cars and picnic facilities are guaranteed of being available. Ken's venue 'fitted the bill' admirably.

As a result of the run, a similar offer has been made as the lunch spot for a weekend run in 2014. Watch for more details to come.



(Previous page) The run participants amongst Ken's MG collection. (From top of page) Happy get together at the Clubrooms for morning tea. More MGs outside the clubrooms than are normally seen there. On the run. A matching pair - Barry Lutwyche and Jan Burke with their identical MGs. Lunchtime and... even more MGs outside Ken's storehouse.

RV8

CARS AUSTRALIA



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

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

STUART & SALLY RATCLIFF 9682-6655

COWIE PERFORMANCE ENGINEERING

Specialising in motorsport

Cylinder heads.

Phone Alex Cowie

3208 5539

11 Brennan St, Slacks Creek 4127

CHAPTER Chatter

CAPRICORN CHAPTER

by Gurney T Clamp and Phil White

FUN FLIGHT – Rockhampton Airport, 10th November 2013 *by Phil White*

Late advice from the Rockhampton Aero Club created a few initial problems in the few days leading up to the event. Gurney Clamp was away in NSW and no one knew how to obtain a CAMS approval for the day. However, Elaine Hamilton quickly came to the rescue and provided the forms and information and within only a matter of hours CAMS supplied the approval.

Many thanks must go to the members who gave up their Sunday to provide complimentary rides for disadvantaged children from organisations such as Ronald McDonald House, Camp Quality and the Starlight Foundation. Members involved were Stuart Clark, Ian Wilhelmsen, Harry Haug, Garth and Lesley Barnes, Dave and Anna Tempest and Phil White. Dave Tempest was an especially busy man as, being a Commercial Pilot, he spent most of his time flying the Aero Club aircraft providing flights for the children and their parents. The most popular car award of course went to Stuart Clark and his immaculate 48 TC.

The Singapore Armed Forces operate out of the Rockhampton Airport at this time each year and once again supported the event by providing two aircraft for the kids to climb through and look at. A Chinook helicopter and Apache attack helicopters were very popular, even with some of the adult MG drivers!!!!

Capricorn Coast - Breakfast, 17th November 2013 *by Phil White*

An early morning start for the Rocky members commenced in pleasant conditions but with the forecast of rain later in the day. Ian Wilhelmsen, Phil White, Dave and Anna Tempest, Daryl and Joy Penridge, Terry Dwyer and Anne, John and Margaret Horton and Garth and Lesley Barnes gathered at the Kershaw Gardens in North Rockhampton. The group headed off just after 7.00am for the 40 km drive to Yeppoon on the Capricorn Coast. Ian W led the gathering of MGs to Beaman Park in Yeppoon via a last minute scenic route, taking in Neils Road and Adelaide Park Road.

On hand to meet the Rocky members were Rodger Warne, Tom O'Dea, Gary and Julie Kunst, Phil and Margaret Henry, Rosco James, Jenny Hill with her Mum, Rosemary, Stuart and Ada Clark, Ian Carleton, Kevin Brown and Jim and Sandra Armstrong. A short drive then for the



Stuart Clarks 1948 MG TC, Singapore Armed Forces helicopters - Chinook and Apache and SAF Apache Attack helicopter.

seventeen cars, 14 MGs, a TR4, an MX5 and 1 'Everyday' car from the main street of Yeppoon to the Keppel Bay Sailing Club on the beachfront created a bit of attention from the locals. A very relaxing breakfast, overlooking a very calm Keppel Bay, was enjoyed by everyone. The junior members of the KBSC were rigging their Sabot sailing boats alongside the clubhouse with the eternal hope of just a little bit of wind, which eventually arrived.

Following breakfast the decision was made to head to Roslyn Bay for a coffee and cake whilst the good weather lasted. The drive took the group slightly back inland on the Tanby Road to Kinka Beach and then a short drive back along the beaches to Roslyn Bay. The Keppel Bay Marina was a lot more popular with the locals and there was an initial problem gaining enough seating. The weather by very late morning was looking a little on the stormy side and most members took the opportunity to head for home on a dry track. This certainly proved a very smart move by the Rocky members, as a very wild thunderstorm commenced in the far northern suburbs of Rockhampton around 2.00pm and along with hail, dumped 51mm of rain in the area.

Two poker runs were held on the day. Garth Barnes won the Rocky group, a bottle of

Goundry Shiraz and Rodger Warne the Coastal group, a Taylors Promised Land Chardonnay

Christmas get together *by Gurney T Clamp*

Members Ian & Rosemary Carleton, Gurney & Gloria Clamp, Stuart & Ada Clark, Terry Dwyer & Ann Burbridge, Rosco James, Harry Haug, Jenny & Mum Ro Ryan, Phil & Margaret Henry, Robert & Yvonne Holbeck, Brian & Christine Mc Kendry, Tom & Kathy O'Dea, Daryl & Joy Penridge, Brian & Glenis Russell, Phil White and Ian Wilhelmsen were greeted by good weather conditions as they arrived at the junction of Yeppoon and Artillery roads, all keen and ready for the night's events and for the short tour to the North Rockhampton Bowls Club for this year's Chapter Christmas function and awards night. It was quickly realized that the planned trip to Rockhampton would not be a suitable one due to the amount of road works being carried out on the Bruce Highway. A couple of suggestions were made with members deciding to go Rockhampton which resulted in the group taking a route that took us into Rocky via a new route that was enjoyed by all.

On arrival at the club we found Garth & Lesley Barnes, Ada Clark and Pam White doing the finishing touches to the Christmas decorations in the room. Kevin Brown, Peter & Tracey Breed,



Cars lined up at the Keppel Bay Sailing Club for breakfast, Members enjoying smoko at the Keppel Bay Marina, Roslyn Bay and Keppel Bay Marina smoko.

MGCCQ 2014 Calendar for Jan - June

Affiliated with the Confederation of Australian Motorsports

GPO 1847, Brisbane Q 4001

P = pointsoring event



DATE Promoter POINTS EVENT

JANUARY			
8	Wednesday		Working Bee at Mt Cotton
8	Wednesday		Wide Bay Chapter - Early Morning Run Your Choice 7 am or 8 am Point Vernon, contact Paul Overton, bring wallet
12	Sunday		Far North Qld Chapter day run
15	Wednesday		Working Bee at Mt Cotton
17	Friday		CAMS EVENING OF CHAMPIONS at RIVERSIDE/ MG Clubrooms re-open
19	Sunday		MGCCQ60 Mt Cotton Come & Try and Test & Tune
19	Sunday		Capricorn Chapter Mt Archer Tour - Afternoon BBQ
19	Sunday		Wide Bay Chapter Twilight Run more Fish and Chips at the Pier contact Martins bring wallet and chairs
22	Wednesday		Working Bee at Mt Cotton
25	Saturday	P	MGCCQ60 Australia Day Breakfast Run 1 from Mowbray Park to Shorncliffe (P) contact Malcolm Spiden
26	Sunday		Wide Bay Chapter Twilight Run Legacy House bring wallets and chairs
26	Sunday		Darling Downs Chapter - Breakfast run from Toowoomba (possible to be confirmed) Contact Gary Lawrence
29	Wednesday		Working Bee at Mt Cotton
FEBRUARY			
1	Saturday		MGCCQ60 Presentation Night at Riverside
2	Sunday		CAMS Officials' Training Expo at Norwell for all officials and those who want know more information
5	Wednesday		Working Bee at Mt Cotton
5	Wednesday		Wide Bay Chapter Early Morning Run Coffee Run Pavilion contact Shields bring wallets; numbers needed
7	Friday		Noggin and Natter or Guest Speaker
8	Saturday		Bathurst 12 hour
9	Sunday	P	HSCCQ Come and try Motorkhana at Willowbank Driver Training Centre (P) /Bathurst 12 hour
9	Sunday	P	MGCCQ60 Day Run 2 to Jaguar collection contact Richard Higgs (P)
9	Sunday		Far North Qld Chapter day run
12	Wednesday		Working Bee at Mt Cotton
12	Wednesday		Darling Downs Chapter - Mid week run for lunch: contact Ron Gillis
15	Saturday		HRCC TTT Morgan Park/Working Bee at Mt Cotton
16	Sunday		HRCC TTT Sprints Morgan Park/BSCC Social Fun Run
16	Sunday		Capricorn Chapter - Breakfast at Rockhampton Botanical Gardens Café - Tour Bouldercombe/Kabra
19	Wednesday		Working Bee at Mt Cotton
21	Friday	P	MGCCQ60 Night Observation Run 1 (P) and Noggin and Natter
22	Saturday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 1 (P)
23	Sunday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 1 (P)
23	Sunday		Wide Bay Chapter Twilight Run for BBQ at Burrum Heads Lions Park contact Martins bring everything

23	Sunday		Darling Downs Chapter - Breakfast run from Toowoomba : Contact Gary Lawrence
26	Wednesday		Mid Week Run 1 organised by Bruce Mutch
MARCH			
1	Saturday		WDSCC Sprint Series A Rd 1
2	Sunday		WDSCC Sprint Series A Rd 1
5	Wednesday		Working Bee at Mt Cotton
7	Friday		Noggin and Natter or Guest Speaker
8	Saturday	P	CAMS Race Meeting Rd 1 MGCCQ60 (P) Morgan Park
9	Sunday	P	CAMS Race Meeting Rd 1 MGCCQ60 (P) Morgan Park/HSCCQ Khanacross at Willowbank Driving Training Centre
9	Sunday		Wide Bay Chapter Early Morning Run M/T at Childers Lunch at Woodgate Bowls Club contact Carters bring M/T & wallets; numbers needed
9	Sunday		Far North Qld Chapter day run
12	Wednesday		Working Bee at Mt Cotton
12	Wednesday		Darling Downs Chapter - midweek run for lunch: contact Ron Gillis
15	Saturday		Australian Grand Prix Melbourne/Gatton Street Sprints
16	Sunday		Australian Grand Prix Melbourne/Gatton Street Sprints
16	Sunday		Capricorn Chapter - Byfield Tour - Visit Raspberry Creek and Lunch at Byfield Store
19	Wednesday		Working Bee at Mt Cotton
19	Wednesday		Wide Bay Chapter Early Morning Run M/T at Arkarra Gardens contact Wilsons bring wallets; numbers needed
21	Friday	P	MGCCQ60 Night Observation Run 2 (P) and Noggin and Natter
22	Saturday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 2 (P) /Queensland Motorkhana Championship Rd 1 Rockhampton
23	Sunday	P	MGCCQ60 TSA Mt Cotton Hillclimb Rd 2 (P) /Queensland Motorkhana Championship Rd 2 Rockhampton
23	Sunday		Darling Downs Chapter Day run from Warwick. Contact Bob Marsh
26	Wednesday		Mid Week Run organised by Jeff Heslewood
28	Friday		Wide Bay Chapter Long Trip Away to Toowoomba/Darling Downs contact Shields bring wallets; numbers needed
29	Saturday		WDSCC Sprint Series B Rd 1
29	Saturday		Wide Bay Chapter Long Trip Away to Toowoomba/Darling Downs contact Shields bring wallets; numbers needed
30	Sunday	P	MGCCQ60 Day Run 3 contact Richard Higgs (P)/WDSCC Sprint Series B Rd 1
30	Sunday		Wide Bay Chapter Long Trip Away to Toowoomba/Darling Downs contact Shields bring wallets; numbers needed
APRIL			
2	Wednesday		Working Bee at Mt Cotton
4	Friday		Noggin and Natter or Guest Speaker
5	Saturday		HRCC Autumn Races at Morgan Park
6	Sunday		HRCC Autumn Races at Morgan Park
9	Wednesday		Working Bee at Mt Cotton
9	Wednesday		Darling Downs Chapter midweek run for lunch. Contact Ron Gillis
11	Friday		BSCC Night observation Run # 3 (P)
12	Saturday		Sydney to London Marathon Rally starts in Sydney to finish 11 May in London
13	Sunday		Wide Bay Chapter Early Morning Run M/T at Brooweena Lunch at Hideaway Pun Tiaro contact Shields bring M/T and wallets; numbers needed

16	Wednesday		Working Bee at Mt Cotton
18	Friday		GOOD FRIDAY Ballina GCMGCC Alternate MG Meeting no motorkhana or speed events bring wallets
18	Friday		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
19	Saturday		Capricorn and Wide Bay Chapter members - Visit Hinkler Museum, Bundy Rum Distillery, Bagarra
20	Sunday		EASTER SUNDAY Ballina GCMGCC Alternate MG Meeting - Tour Day 1
20	Sunday		Capricorn and Wide Bay Chapter members - Combined Tour Goodies @ Toogoom approx 120 kms
20	Sunday		Far North Qld Chapter day run
21	Monday		Wide Bay Chapter Early Morning Run Lunch at Goodies, Toogoom contact Martins bring wallets; numbers needed
21	Monday		EASTER MONDAY Ballina GCMGCC Alternate MG Meeting - Tour Day 2
22	Tuesday		Capricorn and Wide Bay Chapter members - return home
23	Wednesday		Mid Week Run organised by Bruce Ibbotson
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
27	Sunday		Darling Downs Chapter Day run: Contact Gary Lawrence
30	Wednesday		Working Bee at Mt Cotton
30	Wednesday		Wide Bay Chapter Early Morning Run Coffee then lunch at Carrier's Arms Maryborough contact Normans bring wallets; numbers needed
MAY			
2	Friday		Noggin and Natter or Guest Speaker
3	Saturday		WDSCC Sprint Series A Rd 2
4	Sunday		WDSCC Sprint Series A Rd 2
4	Sunday		Darling Downs Chapter -- David Hack Day at Toowoomba Airport. Contact Gary Lawrence
7	Wednesday		Working Bee at Mt Cotton
7	Wednesday		Wide Bay Chapter Early Morning Run Coffee Run Sexie Coffee contact Carters bring wallets
8&9	Wed/Th		Darling Downs Chapter midweek overnight run. Contact Ron Gillis
10	Saturday		Oakey Street Spints
11	Sunday	P	Mothers Day/Oakey Street Sprints/(poss) McLeans Bridge at Logan day run 4 (P)
14	Wednesday		Working Bee at Mt Cotton
16	Friday	P	MGCCQ60 Night Observation Run 5 (P)/Noggin and Natter
17	Saturday		Mt Cotton Test and Tune 2 weeks before QHC
18	Sunday	P	HSCCQ Queensland Motorkhana Championship Rd 3 (P) at Willowbank Driver Training Centre/BSCC Social Fun Run
18	Sunday		Capricorn Chapter - Tannum Sands Tour - Awonga Dam with lunch at Tannum Sands Hotel
18	Sunday		Wide Bay Chapter Early Morning Run M/T Lunch Theebine Hotel contact Elsons bring M/T and wallets; numbers needed
18	Sunday		Far North Qld Chapter day run
21	Wednesday		Working Bee at Mt Cotton
24	Saturday	P	Working bee at Mt Cotton/MGCCQ60 Midnight Saturday night to Dawn on Sunday Morning Observation Run 6 (P) if Maryborough Sprints are on
24	Saturday		Capricorn Chapter - Raglan - "Old Station" Fly-In - Invitation to display cars

25	Sunday		Capricorn Chapter "Ride In An Oldie" at Rockhampton - Yesterday's Vehicles Today Parade - Charity event for CHRS All Clubs invited
25	Sunday		Darling Downs Chapter Day run from Warwick. Contact Bob Marsh
28	Wednesday		Mid Week Run organised by Alan Tebbutt
28	Wednesday		Wide Bay Chapter Early Morning Run Anniversary Coffee Run contact Martins bring wallets; numbers needed
30	Friday		Whites Diesel Queensland Hillclimb practice
31	Saturday		Whites Diesel Queensland Hillclimb Official Practice /WDSCC Sprint Series B Rd 2
JUNE			
1	Sunday		Whites Diesel Queensland Hillclimb Championships /WDSCC Sprint Series B Rd 2
1	Sunday		Wide Bay Chapter Early Morning Run M/T at Rainbow Beach Surf Club contact Carters bring M/T and wallets
4	Wednesday		Working Bee at Mt Cotton
6	Friday		Noggin and Natter or Guest Speaker
7	Saturday		Queens Birthday/Grafton Hillclimb/ HSCCQ Lockrose Khanacross 3 weekend/MG Challenge SA vs VIC at Mallala and Collingrove
7	Saturday		Capricorn Chapter - Tour to Mackay and Sarina
8	Sunday		Queen's Birthday/Grafton Hillclimb/HSCCQ Lockrose Khanacross 3 weekend/MG Challenge SA vs VIC at Mallala and Collingrove
8	Sunday		Capricorn Chapter - Blacks Beach -Visit Finch Hatton Gorge, Eungala and Broken Rivers - Meet with All English Car Club
8	Sunday		Far North Qld Chapter day run
9	Monday		Capricorn Chapter - Mackay/Sarina/Blacks Beach Tour -Return Home
11	Wednesday		Working Bee at Mt Cotton
11	Wednesday		Wide Bay Chapters Early Morning Run Mystery Coffee Run contact Carters bring wallets; numbers needed
11	Wednesday		Darling Downs Chapter midweek run for lunch. Contact Ron Gillis
15	Sunday	P	MGCCQ60 Day Run 5 (P)
18	Wednesday		Working Bee at Mt Cotton
20	Friday		IROQ Sunshine Coast Imbil
21/22	Sat/Sun		Far North Qld Chapter - Australia Classic
21	Saturday		IROQ Sunshine Coast Imbil/WDSCC Sprint Series A Rd 2/V8 at Darwin Hidden Valley
22	Sunday		IROQ Sunshine Coast Imbil/WDSCC Sprint Series A Rd2/V8 at Darwin Hidden Valley
22	Sunday		Capricorn Chapter - Mt Morgan and Dululu Tour - Morning Tea at Dam No 7, Lunch at Dululu Hotel. Join with Central QLD Jag Club
22	Sunday		Wide Bay Chapter Early Morning Run M/T BBQ lunch at Monduran Dam contact Shields bring M/T and BBQ
25	Wednesday		Mid Week Run organised by Greg Hannant
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
29	Sunday		Far North Qld Chapter - Inter Club Sports Day
29	Sunday		Darling Downs Chapter Day run from Toowoomba. Contact Gary Lawrence

More details and information on our website

mgccq.org.au

Robbie & Gary Galloway, Sue King, Trevor Anderson & Glenis Benson and Don Madden all arrived shortly after.

The night began with a welcome address by Gurney Clamp followed by a photo power point presentation on the highlights of 2013 after which the meal was served starting with Prawn Cocktails. This was followed by a smorgasbord dinner followed by Plum pudding and custard for desert during which the members got to view a rolling photo display of all the events that took place in 2013.

Gurney presented certificates of appreciation to Ian Wilhelmsen for his Mystery Tour design and to Phil & Pam White, Stuart & Ada Clark for welcoming Chapter members into their home for morning tea prior to touring to events throughout the year.

Voting Scrutineers Jenny Hill, Ro Ryan and Jo Emmert announced the winner of the Janelle Thomasson perpetual trophy for 2013 which was presented to Ian Wilhelmsen by Margaret Thomasson, with Don Madden winning the inaugural MG Broken MG award.

After all members received a copy of the 2014 program, Phil White, on behalf of events committee of Ian Wilhelmsen and Terry Dwyer, gave a brief outline of what they had planned for us all in 2014 which included a number of new destinations while the popular ones were not forgotten.

Before closing Gurney announced the successes of member Jo Emmert's daughter Katie Emmert in the Trans-Tasman Junior Outrigger Canoe Titles Championships - Katie is the current Australian Champion in Under 14 V1 500 m, and Runner up Australian Champion in the Under 14 OC1 & OC2 500 m & OC2 6 km Marathon. Katie went on to represent Australia in the Cook Islands in November, where she won 2 x Gold medals in the Under 14 V6 500m Sprint and the 2km V6 Marathon. She also won Silver in the Under 14 V1 500 m Sprint and Bronze in the Under 16 4 km Marathon. Mum, Jo Emmert, stated that Katie is aiming to make the Australian representative team to go to the 2014 World Championships to be held in Rio.

Gurney then went on to thank all for attending and wished everyone a very Merry Christmas and Happy New Year while looking forward to seeing them all in 2014.

On departure from the Bowls Club Phil White has made the first entry for the 2014 MG Broken MG award after finding he had a flat tyre waiting for him in the club car park. Thanks to all who assisted Phil in replacing the wheel.



The group with Gurney at centre, Gurney, Phil, Terry and Ian, Katie & Jo, Ian & Margaret and the large crowd in attendance

CHAPTER Chatter

DARLING DOWNS CHAPTER

by Gary Lawrence

As the end of year approached with the usual frenetic activity we all seem to experience around this time of year, our MG activities slowed down. A mid-week lunch run and breakfast run for end of month were the total of activities for November. Having said that, both of these were enjoyable events with our breakfast run attracting the largest number of participants for the year.

2013 has been an interesting year with the usual and enjoyable lunch and end of month runs, an overnight run to Mooloolaba, The Great Northern Tour and the Short September Tour all well supported. As well as these, a number of the DD Chapter members have been involved in MGCCQ activities in and around Brisbane. This combination of events provides the members with the opportunity to be involved at a level that suits their personal needs.

The past couple of years have seen a number

of our activities having to undergo last minute changes due to extreme rain events. While good rain is always welcome, fingers are crossed that 2014 does not bring a repeat of the past 3 years. A calendar of events similar to 2013 has been developed for 2014. This will come with the usual challenges of mapping out and organising events that continue to attract current members as well provide an avenue to attract new members into the MGCCQ.

All the best to fellow members across the state for a successful 2014.

Lunch Run 16 November 2013

For the lunch run in November we gathered at the Rudd's Pub at Nobby. We have been there several times and as usual we enjoyed both the hospitality and food. The Pub has just been awarded The Best Bush Pub in Queensland and Best Pub Accommodation Awards by the Hotel Association for 2013. It is unusual for one establishment to win two categories, so the proprietor is very proud. None of us realised



that there was any accommodation available, but there are three B&B style cottages out the back so, if you have any visitors wishing for a stay in the country, keep these in mind.

It was great to see Brian and June arrive in their beautifully restored Morris 8 utility. I think every car enthusiast can understand the pride in the completed restoration.

After lunch rather nasty storm clouds were gathering so we were all a bit apprehensive about driving back to Toowoomba/Warwick. When a few rather large spots of rain began to fall we all decided to get going sooner rather than later.

As this was the last lunch run for 2013 we wish you a Merry Christmas and Very Happy New Year. We appreciate the 'regulars' who turned up each month, and look forward to seeing you all again in 2014.

Participants: Ron and Judy Gillis; Bob and Mavis Marsh, Greg and Beth Newey; Helen Goodfellow and Del Jensen; Brian and June Phillips; Janis Lawrence, Phil and Marilyn O'Brien.

Monthly Run 24 November 2013

A beautiful and balmy morning greeted us as we embarked on our last monthly run for 2013, with the Warwick and Toowoomba contingents

meeting at Loraine's Café in Allora for breakfast.

Rain on the previous day had threatened to bring on a late change of plans however the gods were kind and our run went ahead as scheduled...well almost !!

Rather than head straight down the New England Highway to Allora, the Toowoomba group gathered on the southern outskirts of the city for a 'follow the leader' run through Greenmount, Nobby and Clifton. This countryside has some stunning scenery and 'good MG roads' providing the opportunity to hone cornering skills on the tighter curves. Some of these roads were the route for the 2013 Nationals Observation Run. For that event Greenmount was the morning tea venue.

The first almost...the planned route along all bitumen, although narrow at times, country roads offered a pleasant lead up to breakfast. Imagine the consternation when a few kilometres of gravel suddenly appeared. Seems a slight 'navigational mis-alignment' in Clifton took us off on a few different roads. The rain from the previous day had created a few bog holes which tested our driving skills again as we tried to avoid dropping highly polished chrome wire wheels into the murky muddy water. Apart from a few mud splatters and the odd expletive we survived unscathed arriving at Allora on time, meeting up with the Warwick group.



With 29 participants this was our largest run for the 2013, with a variety of MG marque including a TC, a TF, BGTs, a CGT, MGA, B roadsters and a few moderns including Phil and Marilyn O'Brien's new pride and joy, a Toyota 86.

Loraines Café in Allora is an excellent venue with good food; however, I think our larger than usual numbers stretched the kitchen a tad. However this provided us with the opportunity for plenty of social time and story telling.

The second almost...we had planned to do a post breakfast run to Leslie Dam and then into Warwick finishing on the banks of the Condamine River for coffee. The large number of MGs presented a photo opportunity too good to miss, so we made the unanimous decision to do a group shoot. Kev Johns 'volunteered' the quiet Allora street in front his house as the ideal venue for a Le Mans line up to capture the moment.

The later finish at breakfast and impromptu photo shoot put paid to the planned run.

A few participants opted for a shorter run into Warwick via Deuchar to the planned coffee stop amongst the gum trees on the banks of the Condamine.

Overall, we had a great day out with the opportunity to indulge in the social aspect of our club as well as enjoy the MG driving experience.

Participants: Rob and Narelle Fraser, Bob and Mavis Marsh, Ron and Judy Gillis, Brian and June Phillips, Phil and Marilyn O'Brien, Kev and Sylvia Johns, Tony and Leigh Wright, Guy and Pam West, Graham and Lyn Cope, Greg and Beth Newey, Jim Carstens, Fay and Rob Wickham, Denis and Imelda Logan, Ben Cain, Delia Morey, Lester and Rhonda Brosnan, Gary and Janis Lawrence.



CHAPTER Chatter

FAR NORTH QLD CHAPTER

by John and Cherie Fransen

Bramston Beach/Mountain View Hotel Run, 17 Nov 2013

Participants - John and Cherie Fransen/Red MG Midget, Tony Basham/Green MGPA, Joseph Jacobs/Blue and white Austin Healey 3000, Ken Freeburn and Julia/Green MX5, Annette and John Collet/White MGA, Cynthia and Robyn/Silver MX5, Brendan and June Hammersley/White MGB, Tony Boland/Green MGTD, Alan and Griffan Wallish/Red MGTD, good number this morning.

Starting to get warmer in North Queensland but not too hot to drop the roof and go on a MG run. Sunscreen and hats are always a must, but other than that, lovely day in the north, so it was a southbound drive organised for today. Meeting point was Hungry Jack's car park at Westcourt, 8:30am for a 9 o'clock departure, with the itinerary being a drive to Bramston Beach Café and then onto the Mountain View Hotel for lunch, not a full day planned this weekend. Also we might have to compete for a spot at Bramston, as the local Restorers Club of which some are also members of the MG club, had their end of year get together, so our paths may cross.

Southward along the Bruce Highway found us stopping to regroup at Fishery Falls, just to make sure the group was still altogether, before we turned on Bramston Beach Road, driving the winding country road towards the Beach suburb.

Too hot for most to have a coffee or tea, it seemed most chose cold beverages for the morning chat at the Café, discussing what we all had planned for the fast approaching festive season.

Once ready to move on, we stopped briefly by the beach park to interact with the Restorers Club

members, as all their shiny pride and joys were gathered by the water overlooking the sparkling waves.

Northward bound we drove back along the mighty 'Bruce' turning left at the base of the Gillies Highway on to Little Mulgrave stopping at the Mountain View Hotel which has a good choice of lunch options and we choose to sit on the back deck overlooking the running river below to eat.

Overall, mechanically an uneventful day, which is always a bonus, however was a nice relaxing morning into midday, great Spring day.

Would like to take this opportunity to welcome our newest Members to the Chapter, Brendan and June Hammersley, with their recently purchased MGB from south Queensland. We hope that you enjoy what we have planned for the coming months and have many years of pleasure driving your little car.



Brooklands Books

ESSENTIAL MANUALS/HANDBOOKS and PARTS CATALOGUES for ALL MG OWNERS and DRIVERS

- MG GENERAL BOOKS
- PARTS CATALOGUES
- OWNERS HANDBOOKS
- RESTORATION/PERFORMANCE
- WORKSHOP MANUALS

Excellent range of manuals-parts catalogues-handbooks etc. held for Jaguar-Triumph-Rover

MG

A-MG29GP	MG GOLD PORTFOLIO 1929-39	\$33.95
A-MGC36GP	MG TA & TC GOLD PORTFOLIO 1936-49	\$33.95
A-MGD49GP	MG TD & TF GOLD PORTFOLIO 1949-55	\$33.95
A-MGA55GP	MG MGA & TWIN CAM GOLD PORTFOLIO 1955-62	\$33.95
A-MGAM61GP	MG MIDGET GOLD PORTFOLIO 1961-79	\$33.95
A-MGB62	MG MGB ROADSTERS 1962-80	\$23.90
A-MGB62GP	MG MGB, MGC & V8 GOLD PORTFOLIO 1962-80	\$33.95
A-MGV8X1	MGC & MGB GT V8 LIMITED EDITION	\$23.90
A-MGFPP	MGC & TF PERFORMANCE PORTFOLIO 1995-2005	\$29.90
A-MGRT49	ROAD & TRACK ON MG SPORTS CARS 1949-61	\$23.90
A-MGRT62	ROAD & TRACK ON MG SPORTS CARS 1962-80	\$23.90

RESTORATION / PERFORMANCE

A-MGSMR	RESTORING SPRITES & MIDGETS - ENTHUSIAST'S GUIDE	\$39.95
A-MGBPC	PRACTICAL CLASSICS ON MGB RESTORATION	\$23.90
A-MGAMPC	PRACTICAL CLASSICS ON MIDGET & SPRITE RESTORATION	\$23.90
A-MGTR	MG T SERIES RESTORATION GUIDE	\$37.50
A-MGAR	MGA RESTORATION GUIDE (SOFTCOVER)	\$37.50
A-MGAR/HC	MGA RESTORATION GUIDE (HARDCOVER)	\$37.50

WORKSHOP MANUALS

B-MG21WH	MG MIDGET TC INSTRUCTION MANUAL	\$34.90
B-MG25WP	M TYPE TO TF1500 TUNING & MAINTENANCE BY BLOWER	\$89.90
B-MG225WH	MG MIDGET TD & TF	AKD580A \$47.50
B-MG31WH	MG MGA 1500, 1600 & MK 2 S/C	AKD600D \$47.50
B-MG32WH	MG MGA 1500, 1600 & MK 2 H/C	AKD600D \$55.00
B-MG41WB	MG MGA TWIN CAM	AKD926B \$39.95
B-MG42GBWH	MG MGA & MGB & GT 1955-68 (G/BOX)	OWM955 \$19.95
B-A20WH	MG MIDGET MK1, 2 & 3 AND SPRITE	AKD4021 \$49.90
B-MG49WH	MG MIDGET 1500	AKD4071B \$47.50
B-MG58GBWH	MG SPRITE & MIDGET 1, 2 & 3, 1500 (G/BOX)	OWN745 \$19.95
B-MG64WH	MG MGB & MGB GT	AKD3259 & AKD4957 \$59.50
B-MG66WH	MG MGB GT V8 SUPPLEMENT	AKD8468 \$25.95
B-MG68GBWH	MG MGB & GT 1968-81 (G/BOX)	OWM935 \$19.95
B-MG88WH	MG MGC	AKD7133/2 \$39.95

PARTS CATALOGUES

B-MG30PH	MG MGA 1500 S/C	AKD1055 \$49.95
B-MG305PH	MG MGA 1500 H/C	AKD1055 \$55.00
B-MG69PH	MGB TOURER & GT - SEPT. 76on	AKD0037 \$33.95

OWNERS' HANDBOOKS

B-MG265HH	MG MIDGET TD	AKD658A \$15.95
B-MG26HH	MG MIDGET TF & TF 1500	AKD598G \$15.95
B-MG300HH	MG MGA 1500	AKD3229 \$15.95
B-MG39HH	MG MGA 1600	AKD1172C \$15.95
B-MG40HH	MG MGA 1600 MK 2	AKD1958A \$15.95
B-MG42HB	MG MGA TWIN CAM	AKD879 \$15.95
B-MG43HB	MG MGA TWIN CAM 3 RD EDITION	AKD879B \$15.95
B-MG36HH	MG MIDGET MK 3 (GB 1967-74)	AKD7596 \$15.95
B-MG60HH	MG MIDGET MK 3 (PUB 78)	AKM3229 \$15.95
B-MG64HH	MG MIDGET MK 3 (US 1967-72)	AKD7883 \$15.95
B-MG61HH	MG MIDGET MK 3 (US 76)	AKM3436 \$15.95
B-MG62HH	MG MIDGET MK 3 (US 79)	AKM4386 \$15.95
B-MG73HH	MG MGB TOURER (PUB 65)	AKD3900C \$15.95
B-MG74HH	MG MGB TOURER & GT (PUB 69)	AKD3900J \$15.95
B-MG76HH	MG MGB TOURER & GT (PUB 74)	AKD7598 \$15.95
B-MG77HH	MG MGB TOURER & GT (PUB 76)	AKM3661 \$15.95
B-MG78HH	MG MGB GT V8	AKD8423 \$15.95
B-MG793HH	MG MGB TOURER & GT (US 68)	AKD7059B \$15.95
B-MG795HH	MG MGB TOURER & GT (US 71)	AKD7881 \$15.95
B-MG797HH	MG MGB TOURER & GT (US 73)	AKD8155 \$15.95
B-MG799HH	MG MGB TOURER (US 75)	AKM3286 \$15.95
B-MG85HH	MG MGB (US 79)	AKM8098 \$15.95
B-MG82HH	MG MGB TOURER & GT TUNING (PUB 76)	CAKD4034L \$15.95
B-MG84HH	MG MGB 1800 TUNING	AKD4034 \$15.95
B-MG90HH	MG MGC	AKD4887B \$15.95

Available from automotive book outlets or direct from Australian Agents for Brooklands Books...

RENNIKS PUBLICATIONS PTY LTD

Incorporating: Brooklands Books, Ellery Repair Manuals

Unit 3 37-39 Green Street Banksmeadow NSW 2019 Australia

Tel: (02) 9695 7055 Fax: (02) 9695 7355 Email: info@renniks.com Website: www.renniks.com



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.



CHAPTER Chatter

WIDE BAY CHAPTER

by Darrell Martin

With the run down to Christmas all has been quiet in our Chapter, some runs being cancelled and others added. This then, is a short, quick snapshot of what happened. So, where do I start?

Perhaps with...

It was a dark and stormy night... followed by a hot and blustery day. But that didn't deter the Wide Bay group from starting this period off with a hugely successful Melbourne Cup Day. Hosted by John the Jockey (John Carroll) almost 40 people fronted to try their luck at the sweeps and to fill themselves with the mountains of food on offer. There were some early starters including shady Brian (the Spiv) Norman, hopeful Tony (Mug Punter) Gubbins, Ray (Mr Elegance) Sires, and the irrepressible terrific t-shirt tuxedoed twins, Dave Roberts and David Carter. And if you thought that group was beautiful you should have seen the ladies! Fascinators absolutely everywhere, black ones, red ones, orange ones, green ones...

A huge "Thank you" to John and Annie, our hosts, and to those who organised the day, sorted the sweeps, found the food, lent the tents, came with coolers, supplied the sound, hurried the horses and entered the event.

The breezes continued on 9 November when a few of the Bundy crew headed out for Fish n Chips ... almost a ritual at this time of year in the Wide Bay Chapter. The eleven members, led by the red MGF of Howard and Glenda Simmonds, headed out from Quay Street for a 45 minute run via the Rum Factory (!) precinct, along the side of the Burnett River then on to Bargara via the Mon Repos Road. This was also the chance for Mark Roberts to blow the cobwebs from his newly acquired RV8! The Johnstons, Gables, Prassers, Roberts and Ian Games were quick to setup and arrange refreshments before demolishing their orders of fish and chips. At this time of year it was windy (as last year) but the crew still had a great time and lots of conversation before heading home. An easy job as one member remarked that MGs don't drop oil, they simply mark their territory and leave a trail home!

South in Hervey Bay we must have smelt the food for the next day we also decided that Fish'n'Chips was the order of the day. This time 15 cars fronted for the short drive along the Esplanade before setting up opposite the jetty entrance. And what a mixed bag...6 MGs including a YT, an A, 3 Bs and an F, accompanied by a Land Rover, a Torana, an MX5, a Eunos, that much admired and coveted Fairlady, a Ford Capri, the rather maidenly Toyota Crown and, to top it all off, a Jaguar XJS



convertible. A relaxing time, watching the sun slowly disappear, the successful people with fishing rods strolling past and the tourists looking on enviously. As always, noisy, fun, good food and tall tales! And at these functions there are always a few comments that people groan at... like one would be restorer who refuses to drink water because it's dangerous...as he said, it's a colourless liquid that goes black when you put your hands in it!

On a different note, one thing that we try to do is support a range of causes that need help. And so, despite the threat of rain, 7 cars from the Bundy crew joined the Early Holden Club's 17 November run to raise money for the Australian Sugar Cane Railway which suffered extensive damage in the January Bundaberg floods.

The run was well attended with 34 cars including the Bundy contingent of the Dansies, Beckmans, Hearn, Prassers, Games/Griggs, Southgates and our new members Jacki and Leigh Noll.

First stop was morning tea at Sharon Gorge Nature Park where the fleet of cars took up all available space. Next stop was the Lions Park at Moore Park Beach where the Early Holden Club provided everyone with an ice cream (very enjoyable in the heat of the day). Finally, the convoy went to the Botanic Gardens where a sausage sizzle was put on by the Holden group to assist with the fund raising.

I understand that the Bundy crew were entertained by the Games/Grigg duo who demonstrated the dubious art of sharing a sausage! Unfortunately (or is that fortunately) no published photographic evidence exists of the event. (However, if the Games/Grigg duo wish to make contact, the original digital images are available at a reasonable price).

A great day was had by all and the Early Holden Club was able to raise, with everyone's help, some \$2000 to assist the Australia Sugar Cane Railway recovery.

I started this report by mentioning a "blustery" day. Well...talk about blustery! On 24 November the Hervey Bay mob gathered for a BBQ Breakfast at Burrum Heads, a small fishing village some 20km north of Hervey Bay. The

storm clouds rolled around us, the wind blew with all its might, there were white caps on the water but we prevailed, had our breakfast and chatted for hours. Which was just as well as one un-named couple did not count on our group's punctuality, missed the convoy at the Toogoom cross roads and then headed back into Hervey Bay to find it. They did finally join us though, over an hour later. A good rollup, with 16 cars and 32 hungry members attending. I should also mention, with sadness, that our Chapter's lone Ford Capri will be with us no more as Ros and John London have taken a brave decision and moved to an MGF.

All was quiet then as we prepared for our Christmas festivities on 7 December. First, the Bundy Crew celebrated at the Alloway Country Club. And what a sight it was as they walked into the Club where Kelly Southgate had done a magnificent job decorating the dining area for the Christmas dinner. With twenty three enthusiasts sitting down to a huge meal (and Kelly's trivia questions) the evening was a great success. The crew were entertained with songs from Ian Games before a surprise was announced. Santa had been and left gifts for everyone! It was a good night, the chef served a great dinner ... and all those there agreed it was HUGE! A very large "thank you" to Kelly for organising the night, to Gary Duncan our photographer and to all those who attended to make the evening a wonderful affair.

Second, the Hervey Bay mob got together at the Kondari Hotel for their Christmas dinner. With some 40 attending, it was a relaxing way to round the year off (well almost). We had lucky door prizes, lucky seat prizes, lucky ticket prizes and unlucky award prizes. Bill and Clarice Scott received an award for missing whole pages on an observation run and Paul Overton for mistakenly demonstrating how his burglar alarm worked. David Carter even received a new, very large, MG logoed whistle. Of course no Christmas dinner is complete without the bonbons and their memorable plastic dolphins, hairclips and brilliant jokes! It was perhaps a little unfortunate that the owner of a certain Datsun Fairlady was at the table where one bonbon joke asked "What do they say in Japan when it rains heavily?". It's not true of course, but the answer offered was "It's raining Datsun

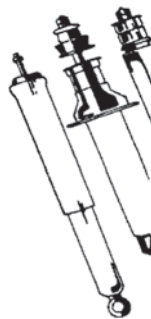
ACCURATE SUSPENSION SERVICES

Phone Ken Graham Now for an
Obligation Free Quote!
2/9 Timms Court, Woodridge Q. 4114
(07) 3808 2878

Perfect Handling Means Perfect Performance

- Competition Modification
- Computerised Wheel Alignments
- Wheel Balancing
- Corner Weighting
- Competition Springs Made to Order

Koni - Spax - Avo - Bilstein



Complete Car Sound



PH:3355 1509

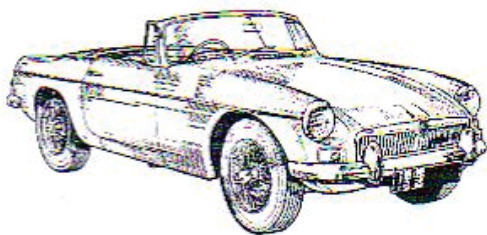
100 Pickering St Enoggera

www.completecarsound.com.au

Sales Installation Repairs

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

Concourse Spares



MGB SPARES SALE

PH/FAX 03 5248 4084

PHONE/FAX ORDERS 7 DAYS A WEEK

MGB Water Pumps (5 bearing)	\$39
Mk2 Starter Motor	\$139
MGB Heater Valve	\$25
MGB Slave Cylinder	\$39
MGB Alternator C/B	\$119

8 Janine Crt
Newcomb, Geelong
Victoria 3219

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

**FREE 54 PAGE
CATALOGUE**

Cogs !” Again, “thank you” to all who helped make the night a success, to Jocelyn Gardener for her legendary fruit cake donation, and to all who attended.

That almost finished the year, but there was one last Fish’n’Chips gathering at the Pier in Hervey Bay. As always, a good turn out of 30 hungry folk, with some cars dressed up in the Christmas spirit. There was good weather, talk, questions, banter but the award for the event of night was never, ever in doubt! I am not allowed to say whether photographic evidence exists but it was truly a sight to behold, to be amazed by and to qualify for one of next year’s awards.

Sorry...what was it ? Well...a chair collapsed backwards , the occupant going with it, rolling across the ground performing moves a contortionist would be proud of, all the while valiantly and ultimately successfully manoeuvring his drink so not a single drop was spilt! I promised Peter May I wouldn’t mention his name, so I won’t.

Now a few acknowledgments and a general “thank you”. Our Chapter relies on the experience and guidance of several people. Barbara and John Shield have been members of our Planning Group since the Chapter’s inception and are now taking a well deserved rest from it.

The Chapter would not be what it is without their efforts. There are others who also give much... Joan and Des See for our Barefoot Bowls event, others in the Planning Group, and indeed all members for their participation and support. Most importantly, our Coordinator David Carter together with Sonja have taken us through the year successfully. To everyone, THANK YOU !

And that finished it off for the year and we all went our separate ways to enjoy all that Christmas means and has to offer. I can’t wait for our next event to see what Santa brought everyone. I might even get some advice about my presents ... how do I fit the new improved muffler bearing, do those hollow spark plug leads really work and are white walled spark plugs really quieter?

Safe driving all.



fomc trophy night

by Neil Lewis



Outright winners: L to R: Ian McCollum, (6th outright and winner of the Marque sports cars up to 1600cc class), Chris Johns (5th), Rob Dignam (1st outright and winner of the Mod Prod, Inv inc Road Reg class), Barry Smith (2nd), and Paul Van Wijk (3rd outright and winner of the Formula Libre up to 750cc class). 4th Placegetter Dave Sidery was unable to attend.

This year instead of our usual 6 round hillclimb series , we elected to run a self funded series called the Friends Of Mt Cotton series over 4 rounds. This took nothing away from the intensity of competition.

On Friday 6th December we held the presentation of trophies at the club rooms. This event was well patronised by our members , with nearly a full house of people in attendance; all were well fed and watered by our ever loyal workers.

There were 3 sections to this night with the first being the dedication of a plaque honouring John Davies and his commitment to not only the hillclimb but also the club, after 20 years on committee , 2 Australian Hillclimb championships and 3 Queensland hillclimb championships. It was a pleasure to have Diane Davies and members of her family present to unveil this plaque and there was a tear in many an eye during and after this.

The second part to the night was the presentation of 3 trophies which were

not available at the conclusion of the AHC. These went to Pauline Graham , Brad Stratton and Jeffrey Graham. All were luckily in attendance to receive their awards.

This brought us to the main part of the evening with the presentation of class and outright position trophies, with such a varied array of cars in this years series it made it very interesting to see who came out on top for the year.

The top six for the series were 1. Rob Dignam 2. Barry Smith 3. Paul Van Wijk 4. Dave Sidery 5. Chris Johns and 6 Bill McCollum who came from Bundaberg for the function.

The evening was well documented by Elaine and her trusty camera who I must thank for always making herself available to capture the special moments for the club.

Some of Elaine's photos pop up in the most amazing places and really do the club a great service in promoting what our club stands for.

WINNERS OF MAJOR TROPHIES



Best racing car award and Group K class winner - Barry Smith



Best sports car award and Sports cars up to 2000cc winner - Chris Johns



Russell Crew Memorial Trophy - The trophy was presented by Russell's sister, Desley Collins, to Don Webster.



Kay Hawley presented the Kay Hawley Trophy to Pauline Graham

Dave Sidery (winner of Best sedan), Ray Pearse (winner of MGCCQ Award) and Lewis Pitt (winner of the Accurate Suspension award for Best Young Driver) were all unable to attend to accept their awards.

CLASS WINNERS WHO WERE PRESENT TO RECEIVE THEIR TROPHIES



Clubman cars - Brian Pettit



Formula Ford - Rick Miles



Formula Libre 750-1301cc - Michael Ciccotelli



Formula Libre - 1301cc and over - John Boyce

FRONTLINE

Developments

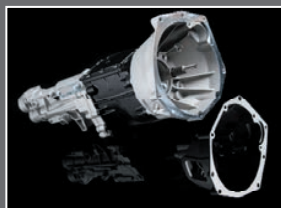


GERARD HUGHES

Fine-tuning British sports cars

Frontline Developments design and produce a world-class range of high-quality, superbly engineered suspension, brake, transmission, power steering and engine parts to enhance the driving experience of your...

MGB • GT • V8 • RV8 • Midget • Sprite • MGA • MGC



**Full workshop facilities • Suspension upgrades • Brake upgrades
5-speed gearbox conversions • Complete car builds**

MODERN CLASSIC CARS PTY LTD

The Australian home of Frontline Developments

www.modernclassiccars.com.au

Email: sales@modernclassiccars.com.au

Tel: 02 9774 2169 • Fax: 02 9774 4790 • 2A Arab Road, Padstow, NSW 2211



Group L - Don Webster



Group N up to 2000cc - Peter Gilbert



Group N 2001cc and over - Brad Stratton



Group T - Roy Davis



Imp Prod 2001cc and over - Ken Graham



Mod Prod, Inv incl road Reg - Daniel Zeimer



Mod Prod, Inv incl road reg - Don Milner



Sports cars 2001 & over - Jeffrey Graham



Sports sedans 2001cc and over - David Malone



Superkarts - Darren Billington

Mike Allen, Ray Pearse, Kork Ballington, Ross McAndrew and Dave Sidery were unable to attend to receive their trophies.

Competition Corner



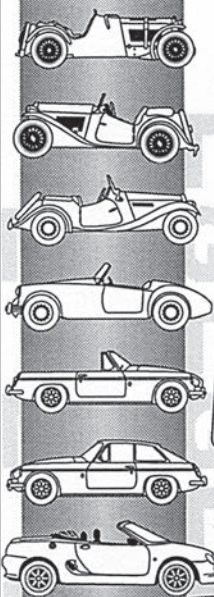
by Ace Reporter; photos by Steve Johns

LAST NIGHT OBSERVATION RUN BEFORE CHRISTMAS

Teams gathered for one final night observation run for 2013. From Collinsvale Street the path went to Moorooka past St Brendan's pre-school (established in 1929) to Gow Street where some ventured to the left and others to the right at the first roundabout depending on the number of times they had entered the intersection. Next to Yeronga, down Hyde Road to the Brisbane Corso, then Annerley Road and to some narrow streets in the Highgate Hill area. Following a quiet tour down Montague Road under the Rail Bridge, past the Cultural Centre the crews crossed the William Jolly Bridge to the Milton area. Weaving under the many rail bridges the tour brought them into the Taringa area, past the ex-residence of one of the tour runners, around Indooroopilly Shopping Centre expansion works and the Fig Tree Pocket

suburb to pass about four previous residences of another tour runner. This path lead them past The Glenleighden School over the Brisbane River to Sinnamon Park to observe the time for Sunday Mass, the pure unprocessed honey outlet, the price for Friday Happy Hour at the Oxley Bowls Club, to pass Parkvue on Oxley and to return home for some quiet discussions of the run and the year.

The 2014 calendar is being worked out when the known knowns or is that the unknown knowns dates are known or unknown. Observers were Brian Krieger/Tony Best (Barina), Amie Kriedemann/Joanne Gillespie/ Lyrissa Biggar (Nissan Dulias), Don Webster/Ryan O'Leary (MGTD), Chris McMahon/Peter Stringfellow (MGB), Russell McGuire/Margaret McGuire (VW) and Elispth Galletly/Tony Galletly (Corolla).



Safety fast!



- All British built sports cars
- We offer in-house panel and paint repairs and trimming facilities.
- Licensed motor dealers – audited trust account for resale vehicles.
- Moss authorised distributor for over 45 years.
- Huge range of 'off the self' new and used parts at competitive prices to suit all MG sports cars, pre-war to MGF – Breaking MGF's.
- Correct wire wheel balancing and factory SU test bench.
- Always a range of used MGs for sale.
- Prompt mail order a speciality.
- Same ownership for over 50 years.
- There is no substitute for experience.

Abingdon Motors

(INC. ABINGDON SPARES) A.C.N. 009 986 127

192 ANNERLEY ROAD, DUTTON PARK, BRISBANE, Q. 4102.
TELEPHONE (07) 3844 2881 FAX (07) 3844 8278



A company run by enthusiasts for enthusiasts.

Email: abingdon@mgcity.com.au
Website: www.mgcity.com.au

FRIENDS OF MT COTTON HILLCLIMB ROUND 4

At the end of an ambitious year where MGCCQ organised two National events (MG National Meeting, Australian Hillclimb Championship) two State Championship events (Queensland Hillclimb Championship, CAMS State Race Meeting), normal hillclimb events, Ironman weekend event and two display days (Annual Concours and All British Day) thus was the one final competition event for the year.

Weather was beautiful on both days with clouds building up on Sunday and the Bureau of Meteorology website predicting storms in the afternoon. This hastened an early end for the weekend so that the top six would not be held in any downpour. The predicted storm abated, however the drivers seemed to suggest they were worn out after 13 runs and decided enough was enough. There is always next year, MGCCQ60. Yes our club will reach 60 years in 2014 whilst the MG Marque records 90 years since the very first MG appeared.

REGULARITY AND HISTORIC GROUPS: In the regularity contest drivers nominate a time which they believe they can record during their run. Points are lost when they either drive faster or slower than their selected time. MGB drivers Stephen Callaghan and Flavio Paggiaro contested the Regularity class with Stephen (MGB) losing fewer points 37 to finish ahead of Flavio (MGBGT, loss 76); regularity is not as easy as it sounds. In the historic groups, Barry Smith (Ford V8 Special, Group K) recorded a best time of 54.44 seconds before ceasing after 12 runs, was he was too tired. Other Historic class winners were Don Webster (Group L, MGTD, 69.11), Peter Gilbert (Group N, Cortina, 54.64), David Robinson (Group R, Cheetah Mk6, broke his own class record from 46.23 set in 2009 to 46.20), Steve Purdy (Group S, MG Midget in a new MG record of 48.87) from Allan Dansie (MG Midget, 55.46), Roy Davis (Group T, Triumph GT6, 48.65), then Geoff Cohen (Group V in the ex Ross Rundle Elfin Malmarm) with a best time of 55.12 seconds. Geoff was having his first runs in the Elfin and was quickly into the 57/56/55 second bracket.

SEDAN CARS: Production and Invited cars up to 1600 cc class was the Toyota Corolla class with

the quicker being that of Daniel Zeimer (55.02) from Gary O'Mullane (55.44). Rob Dignam won the 2001 cc and over class in his Commodore Ute, in 49.71 from the Alfa Romeo Giuliana turbo of Peter Salmon in 53.36 secs. In Sports Sedans up to 2000 Tyson Cowie took the win in his Escort (46.98) from Daryl Morton (Morris Cooper S, 48.18), Jeffrey Bird (Morris Mini, 48.94) then Fred Sayers (Leyland Clubman GT, 54.45).

A new class for Hyundai X3 Series cars means a new class record with Ross McAndrew recording his best run on Saturday at 59.04 seconds. He then waited for the Sunday runs to reduce that mark further to 58.46, 58.45 and to 57.28 seconds.

In the Improved Production classes Scott Dean won the up to 1600 cc (Toyota Yaris, 48.31) while Dave Sidery took the 1601 to 2000 class in his VW Beetle (50.38) from David Olsen (VW Type 3, 57.97) from his relief driver, Dave Sidery, with a best time of 59.95 secs. In the other VW at the meeting Noel Dore won the Modified Production up to 2000 cc in his Beetle with a 54.59 time. **SPORTS CARS:** Wins in the Sports Cars classes went to Chris Johns (JFR Suzuki Cappuccino turbo, 48.48 – up to 2000 cc) and Jeffrey Graham (Mazda MX5, 49.33) from Stephen Riley (MGB V8 S/c, 50.11) in the 2001 and over capacity engine class. The Clubman sports class went to Brian Pettit (Westfield Clubman, 44.93) ahead of Jon Young (Caterham Super 7, 51.44). The basic design of Clubman cars must be an open 2 seater style front engine rear wheel drive with a space frame type chassis.

Marque Sports cars up to 1600 cc Adam Shipway took the win in his Mazda MX5 (51.89) with the Mazda MX5 of Bill McCollum next in 53.85. The Mazda MX 5 driven by Ray Pearse was fastest in the 1601 to 2000 cc with a time of 53.11 s with the Toyota MR2 of Robin Manning (53.30) next from Gary Pitt (Mazda MX5, 54.35), Jonathan Manning (Toyota MR2, 55.80), Andrew Lake (MGF, 56.16) then Lewis Pitt (Mazda MX5, 57.83). The large engine class went to Simon Rhodes (Triumph TR7 V8, 47.15) with Cameron Hurman next in his Mazda RX 7 with a 50.00 time.

FORMULA CARS: The Superkart class record of Carlo Chermaz set in 2008 at 44.31 was lowered

by Mark Maczek (PVP Kart) on 6 of his runs with times of 42.88, 42.65, 42.24, 41.97, 41.91 and finally a 41.44 seconds. Next in the Superkart class was Darren Billington with a best time of 45.01 secs in his Arrow K2 kart. Rick Miles took the Formula Ford in his Kookaburra F-Ford in 45.10 seconds.

The Formula Libre up to 1300 cc saw Bill Norman (Gekko) take the class record from Rod Johns set in 2010 from 39.79 to 39.45 then 38.71 secs. Next in class were Jim Milliner (OMS 2000M, 40.32), Neil Lewis (DBF 40.96), Michael Ciccotelli (Jedi Mk1, 42.42), Shaun Marshall (Empire 001, 43.43), Paul Van Wijk (Zip GP, 44.18) and Paul Masterson driving Jim Milliner's OMS 2000M for his first time to record a best time of 3 runs in 47.29. Bill Norman had recorded a sub 40 second time in his Gek sports car, now has repeated this feat in a Formula libre car with both types of cars being of his own design and construction.

Formula Libre 1301 cc and over went to Dean Tighe (Dallara Judd, 38.86) from Edward McCane (Hayward 09, 39.05) with John Boyce (Kadicha VW) in 42.29 seconds. Edward has acquired the Hayward from Australian Champion runner up Brett Hayward and recorded a sub 40 second run on Sunday to be the 22nd member of the sub 40 second club.

TOP SIX: Bill Norman won the top six shoot-out (38.86) from Edward McCane (40.33), Neil Lewis (41.15), Jim Milliner (41.23), John Boyce (44.47) and Mark Maczek (44.49).

MG AWARDS

Up to 1600 cc: Steve Purdy (MG Midget, 48.87); Group L: Don Webster (MGTD, 69.11); 1601 to 2000 cc: Andrew Lake (MGF, 56.16); 2001 cc and over: Steve Riley (MGB V8 S/c, 50.11). FTD: Bill Norman (38.71).

WHITES DIESELS 2013 AUSTRALIAN HILLCLIMB CHAMPIONSHIP

The Australian Hillclimb Championship has been held since 1938 with many famous drivers claiming the title. Previous title events had been held in Queensland in 1955 and 1961 at Prince Henry Drive in Toowoomba. MGCCQ first hosted this event at Mt Cotton in 1970 and again on some further 8 occasions. With wonderful support of our major sponsor, Whites Diesel Truck and Bus Parts, a quality field of the top hillclimb drivers in Australia was assembled for the National Title. The field include 35 Formula Libre Racing cars including the current Australian champion Tim Edmondson, Brett Hayward (dual Australian as well as multiple Queensland, Victorian and South Australian Champion and outright track record holder), and Doug Barry (current New South Wales champion). Top local contenders were Dean Tighe (current club record holder), Alan McConnell (multiple Queensland Champion), Warwick Hutchinson (multiple winner of the Leyburn Street Sprints and Noosa hillclimbs) and Rod Johns, all being members of the sub 40 second club. Some 9 drivers at this meeting had recorded a sub 40 second run and it was anticipated several more would record a sub 40 second run to join this illustrious group.

(Clockwise from top left) Geoff Cohen had a successful return to the hillclimb in the ex-Ross Rundle FV, Dean carried a reminder sign on his rear wing, the photographer helps Rick Miles put a bit more lean into negotiating the hairpin and later on Ed McCane pushed the Hayward into the Under 40s Club



Preparations for this meeting commenced at the 2012 National title weekend at Bathurst with Neil Lewis distributing information to competitors advising them of the 2013 event. Gary Goulding had produced regular bulletins to keep competitors up to date with developments for this meeting. The working groups continued their on-going maintenance so the circuit could be presented at its best.

The format of the event was for one full day allocated for official practice (Friday) with two consecutive days (Saturday and Sunday) of official runs to determine the Australian Champion. Unofficial practice for competitors was held on Thursday with the only incidents being Brian Pettit spinning his clubman in the second loop and Ainsley Fitzgerald mistaking the accelerator for the brake pedal into the hairpin for the second time with the Queensland nutshells saving the clubman from any damage. Tim Edmondson (Gould GR55B, Nicholson McLaren V8 3500 ccs) was into the 38 second bracket as was Malcolm Oastler with a 38.19 run. Brett Hayward and Greg Ackland competed only two runs each to reassure themselves their cars were in the groove with times to Brett (38.14 then 37.37) and Greg (38.45 and 37.66). Not so on Friday, as drivers became a little more serious with more action and incidents. The meeting lost Tim Edmonson who was running on some older tyres when he had an "off" in the first loop on the way back to the finish line. Likewise Troy Moffit (Nissan 180SX) in similar circumstances and Wayne Reed (Clubman) were put out of the competition. Bill Norman had his incident after the finish line and was able to repair his Gekko Formula car for Sunday. Quickest fifteen in official practice were Brett Hayward (37.31), Greg Ackland (37.39), Malcolm Oastler (38.22), Dean Tighe (38.62), Tim Edmondson (38.67), Alan McConnell (38.72), Doug Barry (38.89), Harold von Rappard (40.92), Ron Hay (41.07), Rod Johns (41.09), Garry Martin (41.24), Bill Norman (41.36), Michael Ciccotelli (41.84), Jim Milliner (42.28) and Dave Morrow (42.72). As always there are little mechanical adjustments after practice, some minor some involve a little more so such as Ron Hay needing to change the clutch plate after his third practice run.

Saturday was a warm day and no rain which pleased the drivers as well as the trackside

volunteers. Four runs on Saturday saw 13 class records including a new outright circuit record, 2 MG records plus 2 records established for new classes. The spectators also saw two new members join the sub 40 second group, Malcolm Oastler (38.45) and Dean Amos (39.84). Garry Martin's GAK Formula car had broken all the bolts holding the axles to the differential at the start of his first run of the day. Help in the form of Gary Cossor and Gary Schmit doing the lathe work enable the GAK machine to be ready for Sunday. At the conclusion of the first day of competition the top fifteen were Brett Hayward (36.46), Greg Ackland (36.79), Malcolm Oastler (36.97), Alan McConnell (38.02), Doug Barry (38.12), Dean Tighe (38.13), Warwick Hutchinson (38.50), Dean Amos (39.39), Ron Hay (39.80), Rod Johns (40.45), Neil Lewis (40.83), Jim Milliner (40.89), Dave Morrow (40.98), Harold von Rappard (41.06) and Michael Ciccotelli (41.63).

Sunday produced a warm beautiful day slightly hotter than Saturday. Four runs on Sunday gave 10 class records including a new outright record (meaning Brett Hayward's new record along with a few class records lasted only a few hours before being lowered) and a new fastest MG record. Spectators generously applauded all records which were broken and for those in outright contention.

The event was fortunate to have wonderful support in many ways from all of the class sponsors.

JOHN FRASER FLEET AND DRIVER

CONSULTANCY: Hyundai X3 Series is a new one-make category which has a class record of 53.50 seconds established by Steve Eather from Paul Hibberd in 53.61 and Gary Johnson in 54.19. The Hyundai cars for both Steve and Gary were built by them at GSR motorsport in Murwillumbah. Both Steve and Gary had competed in Speedway in the 1980s before moving to circuit racing. Paul has raced a Lotus Elise (Bathurst 2005), Formula 400 (2006), Nissan Prima and Mondeo (Supertourers) Datsun 1000 Sports Sedan and 5 Targa Tasmania events (between 2007 to 2012).

ACCURATE SUSPENSION: Great to see Scott Dean return in his 2006 Toyota Yaris and he was in fine form to take the Improved Production up to 1600 cc class record of David Homer (48.20 set

in 2002) with a 47.95 run on his first climb then 47.90 (on his 4th run) 47.67 on his 6th run only to see Brian Veal (Honda Civic) run a 47.39 on the seventh climb to take the class. Next were Steve Arlidge (PCP Suzuki Swift GTi, 50.04) and 14 year old Matthew Birks (Toyota Corolla, 52.26). Matthew had competed in motorkhana and khanacross events in 2012 and now being 14 years old is able to compete in speed events. His times from the first run on Thursday steadily improved from 61.47 seconds to his best of 52.26 seconds. In the 1601 to 2000 class only 0.01 second separated Ashley Birks (Holden Gemini , current New South Wales 2 litre hillclimb champion) with a 46.15 time and Danny Mischok (Escort, multiple winner of Improved Production 2 litre class at National and State level) in 46.16 until Ashley produced a 45.58 only 0.01 outside Danny's class record. Next in class was Dave Sidery (VW type 1, 50.25) from Andrew Norton in the ex Nev Newton Ford Cortina Mk1 in 50.52 seconds. Andrew has extensively rebuilt the car since acquiring the Cortina.

FRENCH CAR CARE: At Saturday evening Ken Graham was leading the Improved Production 2001 to 3000 cc class with a 46.12 time from Pauline Graham (46.25) then Piers Harrex (46.30). All changed on their 5th run when Piers recorded a 45.97 in his BMW E30 to win the class by 0.01 seconds from Ken Graham (Datsun 1600SSS, 45.98) and Pauline Graham (Datsun 1600SSS, 46.25). John Gilbert lowered the 3001cc and over class record (set by Michael Collins in 2003) from 46.87 to 46.86 in his Commodore. The Commodore is an ex pizza delivery car and now is being put to better use. John has a regular competitor in the National Title events since 2006 as well as the 2012 and 2013 New South Wales hillclimb series. Next in the class were Craig Hornibrook (Commodore, 48.26) and David Tutton (Torana, 48.77). David Homer established a class record in the All-Wheel Drive and Forced Induction class (a new class) with a best time of 43.64 in his DMW Suzuki Swift Evo turbo ahead of Troy Moffitt, able to substitute the Nissan with his Mitsubishi Evo, with a best run of 44.45 seconds.

THUNDERBOX TOOL BOXES: Marque Sports cars are vehicles derived from registrable two wheel drive Production Sports Cars and be from the Sports Car Recognition list. Paul Masterson

(PRB clubman) was in the lead in the Marque Sports Cars up to 1600 cc with a 44.57 sec time from Brian Pettit (Westfield Clubman, 44.85) until the 6th run when Brian captured the win with a new record of 44.41 seconds. This lowered the record from 44.54 set by Paul Masterson in 2009. In third place was Ainsley Fitzgerald (Westfield SE clubman) in 45.03 from Daryll Searle (Amaroo clubman, 46.75). Two records were broken in Marque Sports Cars (1601 to 3000 cc), the first with Michael Collins taking the class record of Jon Siddins set in 2007 from 45.60 sec to 44.57 then 44.35 and finally to 44.19 seconds in the Mazda MX5 owned by Pat and Desley Collins. The second saw the record for the fastest time by a MG at Mt Cotton (at 48.45 seconds set by Kork Ballington (MGA) at the Queensland Hillclimb Championship this year) was improved by Kork with a time of 47.99 on Saturday followed by a 47.74 time on Sunday to finish second in this class. Final place getter was Will Charlton in his Fraser Clubman with a best time of 48.43 seconds. The large engine capacity class for Marque Sports Cars (over 3 litre) also gave a new record as the 2007 mark of 45.15 set by James Austin in a Porsche GT3 gave way to the Ford Cobra RMC of Mark Crespan with a time of 44.57 then 44.35 and finally a 44.19 run. Simon Rhodes (Triumph TR7 V/8) was next with a 46.74 then John Walker (MGB GT V/8, 50.33) and Steve Torpey (Mazda RX7 turbo, 50.36).

ENVIROHEALTH CONSULTING PTY LTD: Our frequent visitor from Melbourne throughout this year, Teruo Delacroix captured the Production Sports Cars (1601 to 2000 cc) in Scorpia, his Mazda MX5. In 2006 Teruo found the MX5 in a wrecker's yard in Adelaide and rescued Scorpia from the jaws of death to transform her into a hillclimb and circuit car. Teruo lowered his own class record, set in June at the State titles in a more standard MX5, from 52.01 to 50.00 then 49.55 and 49.33 seconds. Craig Winter mixed business with sport with a dash back to Maryborough on Saturday but returned to run on Sunday to record a best run of 52.13 in his MGF. Sports Cars (Open) up to 1600 cc went to Bill McBride (BBB Clubman, 44.47) from Chris Johns (Suzuki Cappuccino turbo, 47.90). Bill had competed in rally motorsport from 1994 to 2000 before competing in hillclimbs and regularity circuit events from 2011.

COATES HIRE: Sports cars of open body style

may be highly modified cars or those of free design but with specific requirements to seat measurements, doors, windscreen, mudguards in the construction design concept whilst the engine, as with all categories except for Formula Libre, must use commercial fuel. The Sports Cars Open 1601 to 3000 cc class was won by Greg Hoinville (Elfin Clubman type 3, Supercharged, 46.76) with Alan Barlow (Austin Healey Sprite turbo) claiming second on the final climb with a 47.64 time to edge out Mark Judd (Elfin Clubman type 3 S/c, 47.75). Sports Cars over 3 litre capacity went to Jeffrey Graham in his supercharged Mazda MX5 in 49.93 seconds. Next record to go was the Formula Vee 1600 cc set in 2008 by Paul Mantiet at 47.98. An intriguing tussle between Stephen Butcher and Philip Staszczyk, both in Stinger cars, saw the record fall to 47.03, then 46.88, and finally a 46.85 to Stephen (Stinger 005) with Philip (Stinger 0141X) chasing in 47.57, 47.27, 47.15, and 46.90 times. Stephen has been building the Stinger Formula Vee cars as a hobby with some 15 cars built for locals and 2 for America. The 005 was the 5th to be constructed, the 0141X being the latest and the Stingers have a string of successes in the New South Wales hillclimb series as well as circuit wins in West Australia, South Australia and New South Wales.

BRAD KIMBERLEY CARS: Sports cars Closed are automobiles of a closed type which do not comply with requirements of any other group. This class for Sports Cars with engine capacities over 3001 cc went to Barry Hayes in the 1996 Commodore in 48.44 seconds from Neil de Pau in his Nissan Skyline R33 GTS-T with a best time of 52.02 seconds. Barry's V6 Commodore is Supercharged giving about 450 bhp through a 6 speed gearbox.

ULTIMATE POWER STEERING: Sports Sedans are cars derived from a production based car which is generally recognised as a touring car. The rules allow a considerable degree of modifications to the coachwork along as well as to the mechanical components (brakes, engines, transmission, suspension and chassis). In the up to 1600 cc class Daryl Morton took the day in his Morris Cooper S - which Daryl has developed himself - in 47.91 seconds from Jeffrey Bird Morris Mini (49.05) and Ken McAndrew (Datsun 1000, 54.71). Jeffrey's Mini was saved from rusting away about 6 years ago and lovingly restored

over 3 years with a Honda V-Tec engine and 5 speed gearbox transplanted into the body shell. Ken's Datsun 1000 was built as a Sports Sedan in Victoria in 1974 and raced up to 1999. It was changed to run with a K4 Toyota Corolla engine in 1983 by the previous owner. Ken acquired the Datsun in 2007 when he found the Datsun in a shed. The Sports Sedans 1601 to 2000 class was won by Ross Liddle in the Isuzu PF-50 with a 45.46. Ross encountered some gearbox troubles on his 3rd run on Saturday which were rectified for Sunday. Tyson Cowie was runner up in his escort with a best run of 46.86. The Isuzu was run in the 1981/82 Bathurst 1000 events under Group C regulations by Colin Spencer then sold to Lester Smerdon and later to Vern Hamilton with a conversion from a Touring car to Sports Sedan format during the mid-1980's.

ART X DESIGN: Sports Sedans cars (2001 cc and over) saw Alex Daniels (Escort turbo) win with a best run of 45.46 seconds just ahead of Mark Trenoweth (Jaguar XJS, 45.83) then Jeff Daniels (Escort turbo, 46.08) Sean Sorenson (Anglia Turbo rotary, 48.22) and John Templeton (Mitsubishi Lancer with a 13B Mazda Rotary engine in 51.94 secs). Sean Sorensen has the ex-Barry Smith/Barry Wraith/Lindon Cooper Anglia, which has been changed over the many years from original 4 cylinder to 6 cylinder Falcon to now series 4 Turbo Rotary.

REPCO: Historic Touring cars Group Nb class covers Touring cars built from 1958 to 1965 and up to 2000 cc engine capacity. Ken Freeburn was fastest in his Cortina (53.32 secs) from Peter Gilbert (Cortina GT, 53.33); both set their fastest time on the 6th run and were followed by the 903cc Hillman Imp of Ron Duffield with a best run of 60.18 seconds. Peter's 1963 Cortina GT was bought by his brother in Clermont in 1963 before Peter acquired it to be his daily drive for about 5 years and now is being driven mostly on some weekends. Ron advises us he started in motorsport as a pusher (other name for a starter motor) for a RALT 500 machine at Silverdale. Group Nc for Touring cars 1965 to 1972 with up to 2000 capacity was won by Kristy McAndrew (1967 Cortina Mk 1, 51.51) just ahead of Paul Shergold (in an ex-postal master 1970 Cortina Mk 2, 51.77). Brad Stratton won in 49.55 seconds the Group Nc (2001 and over) in the DJM Mechanical Torana GTR XU1, a car that has always been

MG SPARE PARTS & SERVICES PTY LTD

HERITAGE TR PARTS HERITAGE MINI PARTS

97-103 VICTORIA STREET SMITHFIELD NSW 2164

Ph:02 9609 3988 Fax: 02 9609 3955

Email: mgspareparts@gmail.com

CODE 310314	While current stocks last	Prices include GST
050279	RHR WING DOGLEG MGB RUST REPAIR BMH PA	EA \$66.00
050280	LHR WING DOGLEG MGB RUST REPAIR BMH PA	EA \$66.00
801101	SILL PANEL OUTER RH MGB BMH O.E.	EA \$159.50
801102	SILL PANEL OUTER LH MGB BMH O.E.	EA \$159.50
801502	DOOR SKIN MGB RH FULL HERITAGE BMH	EA \$198.00
801502A	DOOR SKIN MGB LH FULL HERITAGE BMH	EA \$198.00
810503	RUST REP RHF WING LWR MGB BMH GENUINE	EA \$66.00
810503A	RUST REP LHF WING LWR MGB BMH GENUINE	EA \$66.00
810504	RUST REP MOULD DOWN MGB RHF GUARD BM	EA \$132.00
810504A	RUST REP MOULD DOWN MGB LHF GUARD BMH	EA \$132.00
790403	GRILLE PANEL MIDGET LOWER BLACK	EA \$60.50
200003	RADIATOR HOSE TOP MGB MGA & BOTTOM SOM	EA \$13.53
200004	RADIATOR HOSE LWR+HEAT B>71=24cm spout	EA \$28.60
200004Z	RADIATOR HOSE LOWER MG>71=6.5 cm spout	EA \$23.10
200013	RAD HOSE LWR SPRDGT NO HEAT ALLOY PUM	EA \$20.90
200015	RAD HOSE LOWER >CROSS TUBE SPDGT X FLO	EA \$5.17
200035	RADIATOR HOSE TOP MGB R/N 9/76 ELEC FAN	EA \$8.80
200036	RADIATOR HOSE LOW MGB 75>6 USA W/HEAT	EA \$25.30
200070	OIL COOLER HOSE MGB 62>MAY68	EA \$40.15
200070SS	OIL COOLER HOSE MGB 62>MAY68 S/STEEL	EA \$56.87
200071SS	OIL COOLER HOSE MGB C/BAR SHORT MGA S/S	EA \$41.80
200072SS	OIL COOLER HOSE MGB C/BAR LONG S/STEEL	EA \$57.20
200075	OIL COOLER HOSE>ENGINE MGB R/NOSE 74>	EA \$44.00
200075SS	OIL COOLER HOSE > ENGINE MGB R/NOSE 74>	EA \$49.50
200093	HOSE OIL COOLER MGBV8 R/N FILTER>COOLE	EA \$82.50
200094	HOSE OIL COOLER MGBV8 R/N COOLER>PUMP	EA \$44.00
050105	SEAL WINDOW OUTER MGB MIDGET MINI RH	EA \$8.25
050106	SEAL WINDOW OUTER MGB MIDGET MINI LH	EA \$8.25
060087A	WINDOW INNER SCRAPER MGB RH/LH+MINI P/Q	EA \$9.57

**No trade, Owners only, 1 car set per customer.
E & OE**

MG Spare Parts & Services

PTY LTD

Ph. 02 9609 3988

www.mgspareparts.com.au



a circuit race car. Group U class covers Sports Sedans cars pre 1985 which Gary Goulding won in his Escort and commenced the day by breaking the 2012 class record set by Mark Trenoweth of 51.22 to a 48.05 time then 47.36, 46.80, 46.62 to finally 46.28 seconds. This Escort was previously owned by Past President Terry Corbett who converted the car into a Sports Sedan in 1983, was then purchased by Gary who fully restored the Escort in 2011 to Sports Sedan specifications.

BRISBANE WATCH SERVICE CENTRE: Post Vintage Thoroughbred cars built between 1931 to 1940 form Group K Historic Sports and racing cars. Ross Kelly won this group with a best time of 70.77 seconds in his 1931 MG C type Monthery Midget. The MG factory built race car is powered by a 746 cc Overhead Camshaft engine with a Centric 160 Supercharger and an ENV crash gearbox. This MG finished 3rd outright in the 1931 Brooklands Double 12 hour race (that is two 12 hour races, the first on Friday 8 May from 8 am to 8 pm, the second on Saturday 9 May, drivers included Hugh Hamilton), competed in the 1931 Ulster TT (24 September) where it set the fastest lap time, 3rd outright in 1932 JCC 1000 mile race (which took the place of the double 12 hour, again held over two 500 mile events on 3rd and 4th May) at Brooklands when driven by Norman Black. Group L covers Racing and Sports cars built between 1941 to 1960 and was won by the MGTC special of Craig Carlson in 54.77 seconds. Craig's MGTC special uses the original TC engine and chassis with a light frame and aluminium covering body. This TC has a racing history back to 1952 mainly in South Australia, had competed in the 6 hour races at Sandown Park as well as events at Oran Park.

EUREKA LANDSCAPES PTY LTD: Group O for Historic Racing and Sports Racing cars is for cars with a competition history between 1966 and 1969 and went to Fred Sayers with a best time of 50.92 seconds. Fred competed in a Morris Cooper S which was originally built in 1966 by Don Holland as a lightweight Sedan and which ran as a BMC/Leyland works car in 1968 competing as a sports car due to its lightweight condition. Group Q for Racing and Sports Racing cars (1970 to 1977) class went to Vern Hamilton in 44.42 seconds in his 1974 Elfin 623. Vern advises this Elfin is the last of the Junior Formula Elfin cars and is powered by a 1300 cc non crossflow Holbay

Ford engine.

ECM GLOBAL PARTNERS: Group R Historic Racing and Sports Racing class is for cars constructed post 1977 to the mid 1980's. Mike Gehde won this group in his Lola S2000 Sports car in 47.76 seconds from David Robinson Cheetah F2 Mk 6 racing car with a best time of 49.81 seconds before David encountered gear selection problems. Originally Mike was to run his Buchanan MGTF however some engine issues meant this could not be achieved and therefore Mike competed in his Lola.

D.A. & B. J. COTTON DESIGN: Historic Production Sports Cars (1941 to 1977) are covered by Group S and this class and a new record went to Steve Purdy (1967 MG Midget) firstly in 49.23 then 48.64, 48.57 and 48.35 seconds. Stephen Callaghan was next in 56.53 in his 1973 Alfa Romeo GTV 2000 which was built by Barry Wise to Group S specifications about 2002. Sports cars built from 1941 to 1981 with a racing history comply with Group T format which was won by Roy Davis in his 1970 Triumph GT6. Roy had broken his own class record set at the Queensland Championship this year from 48.75 to 48.51 seconds.

EARTHPRO: Historic Sports and Racing cars Group V Formula Vee racing cars to 1985 saw Alan Don (Nimbus Formula Vee) claimed the class record from Ross Rundle set in 2011 from 52.22 to a new mark of 52.01 seconds. Ross Rundle Elfin Malmarm recorded a best of 52.71. The Nimbus was built in Adelaide in 1978 and has an extensive racing history in that State before Jason Hannagan brought the car to Queensland. The Vee has been used in sprints and hillclimbs and since 2007 in historic races throughout Australia. Ross is the 14th owner of his 1971 Elfin Malmarm which has been raced in New South Wales, South Australia, Victoria, Queensland and New Zealand local circuits. The Supersports class is for open body sports cars with a front or mid-mounted engine and driving only the rear wheels. This class went to Darren Read in his Minetti ZZ1 in 42.90 seconds uses a 1298 ccs Hayabusa engine. Darren purchased the car 2 years ago from the builder after he had competed on bikes (Speedway and Dirt track events) and competed in a standard V8 Commodore before developing the Commodore to take class wins in 2010 and 2011 New South Wales Hillclimb Championships.

RENOVO AUSTRALIA

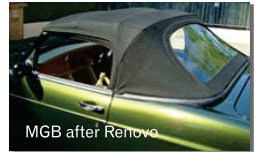


Breathe New Life into Your Convertible Top



Whether your fabric or vinyl soft-top is new or old, keep it protected from the elements and looking great with Renovo's range of convertible car care products.

10% discount for MGCCQ members on quoting promotional code 85pmdc.



www.renovoaustralia.com.au
renovo@bigpond.com

ITE VALVES

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

Automotive - Commercial - Industrial - Marine
and

LIDDLE'S CYLINDER HEAD ENGINEERING

Cylinder head repairs and reconditioning

Contact Peter on (07) 3297 5157 | PO Box 4900, Springfield Q 4300

TIGHE CAMS: Formula cars Superkarts class saw Clinton White break his own class record set in June this year from 46.49 to 43.94 then 43.91 and 43.67 to win the class in his Zapelli 02 (Kawasaki 250 ccs) kart. Darren Billington (Arrow K2 kart) had set a new record on his first run at 44.32 until Clinton began his record runs. Darren was placed second with a best run of 43.99 from Barry Kunowski (Formula 1 F2, Honda CR 250ccs) in 45.80 secs), Phil Smith (Dino Superkart, Honda 125 ccs, 46.18) and Charles Catanese (Dino Superkart, Honda 125 ccs, 50.14). Rick Miles not only won the Formula Ford 1600 class in his Kookaburra FF93 but also took the class record set by Jamie McHugh in 1991 from 45.05 to 44.96 and to 44.88 seconds. The Kookaburra was built in the late 1980's by Paul Liston in Sydney and has been owned by Rick since 2011.

WHITES DIESELS TRUCK & BUS PARTS:

Formula libre car are a single seater racing cars of free design, fuel and with an engine capacity up to 5000 ccs. The up to 750 class went to Paul Van Wijk (Zip GP, 42.89) from Kym Vonholdt in the Gladiator LC500 (46.21) which was formerly owned by Michael Ciccotelli. The formula libre 751 to 1300 class witnessed the 2009 record set by Greg Ackland at 39.22 reduced by Malcolm Oastler (who worked at Reynard as chief designer from 1985 to 1998) firstly to 38.45, 36.97, 36.91 and to 36.77 seconds in his Dallara F394 which is powered by a 1298 cc Suzuki Hayabusa to take the class win. Rod Johns was next (Norris Hawk Mk2, 40.23) with Jim Milliner (OMS 2000M, 998 ccs, 40.32), Garry Martin (GAK – Martin, 1300 cc Gen 1 Suzuki Hayabusa, 40.58), Neil Lewis (DBF, 1270 cc Suzuki, 40.83), Dave Morrow (Krygger, 1260 cc Suzuki GSX engine, 40.98), Michael Ciccotelli (placed 3rd outright in the Queensland Supersprint Championship, Jedi Mk1, 998 cc Yamaha R1, 41.40), Bill Norman in a newly built Gekko 998 cc Kawasaki (42.13), Shaun Marshall (in his 2nd hillclimb event, Empire 001, 43.08), Matt Read (Readster MTR1, 998 ccs Yamaha FZ1, 44.90) and Kevin Brazier (in the ex-Arthur Holloway Hatma, 1200 cc Suzuki Bandit, 49.49).

Notes on some cars in this class. Malcolm Oastler's Dallara is a 1994 tub to which he had built the remainder to weighs 315 kg and produces 217 bhp from the Suzuki engine. Rod Johns' Norris Hawk is powered by a 1294 cc

Marshall Suzuki GSX and was built in 1993 by Bill Norris. Both Bill Norris and Rod Johns have recorded sub 40 second times in this same car and at present are the only two drivers to achieve this mark. Garry Martin owns, designed and built his car (wheels, wings, body chassis and floor) all made in the shed at Warrandyte Victoria. It has a chrome moly chassis with inboard disc brakes and Quaife differential. Neil Lewis drove the DBF (built by John Davies, Dennis Backhouse, Ian Fettes in 1985) in which John Davies won 2 Australian and 3 Queensland Hillclimb Championship titles. Another self-manufactured special is the Krygger of Dave Morrow which uses a handmade spaceframe powered by a Suzuki GSX engine with gearbox and using a chain drive through a VW differential and axles. Dave has an extensive history with circuit racing at the 12 hour race at the Surfers Paradise circuit (1969-1970 era), Bathurst and rally experience with the Holden Dealer Team Gemini and then Escorts. The Jedi of Michael Ciccotelli was built in 1985 being chassis number 002 of approximately 200 and is the first customer car. Originally it had a GP 4 cylinder 2 stroke engine but now runs with a Yamaha R1 power. Bill Norman's Gekko is the 4th in the series of cars he has constructed and is a single seater version of his GEK sports car. Bill's first Formula Libre car is powered by a 1 litre engine producing 180 bhp, with air suspension at both front and rear.

Formula libre 1301 to 2000 class was anticipated to provide the victor for the Championship. A new class record of 36.46 was set on Saturday by Brett Hayward (Hayward 09) from his record (36.51) set in June only to be taken by Greg Ackland (Ackland GA8) with a 36.22. Next in class were Alan McConnell (Van Diemen RF 87, 37.86) and Harold von Rappard (Dallara Hayabusa).

Notes on some cars in this class. The Hayward 09 was built in 2009 by Brett Hayward with construction of chrome moly alloy construction with carbon fibre wings giving 335 kg in weight and is powered by a 1596 cc Suzuki Hayabusa engine giving 260 bhp. Alan McConnell's Van Diemen was converted from a 1987 Formula Ford to a hillclimb formula libre about 10 years ago. It is powered by a Suzuki EFE engine running on methanol fuel. Harrold von Rappard Dallara is a 1992 F392 full carbonfibre tub which has been used in Europe in Italian F3 events under

Ravarotto racing (Giancarlo Fischichella, one of the drivers) then competed in Greece and the United Kingdom. The Dallara was converted by Terry Davis of TKD engineering for hillclimbs before being brought to Australia.

Formula libre 2001 and over class went to Doug Barry (Lola T8750, 37.59) who was running 3rd in class until his 4th climb then grabbed the class lead never to relinquish it. Dean Tighe (Dallara Judd V8, 38.02) was next from Warwick Hutchinson (Van Diemen, 38.47), Dean Amos (Gould GR37, Judd V8, 38.53), Ron Hay (Synergy Dallara, 38.78), John Boyce (Kaditcha VW, 42.01), Darren Duffield (RPV 01-B, 42.61) with David Cross (Bowin Hay P6, 44.00).

Notes on some cars in this class. Doug Barry's Lola T8750 is a 1987 chassis using Buick motorsport 4.5 litre V6 from the American Lights series. Warwick Hutchinson's Van Diemen RF 92, RPV is Warwick's 2nd racing car which was converted from Formula Ford specifications into hillclimb formula libre in 2008 and uses a 13B Rotary turbo engine. Dean Amos's Gould was built in UK by Gould engineering in 1997, had won the 1998 to 2000 British Championship with David Grace before being imported into Australia in 2010. Ron Hay used a Dallara chassis from Japan in 2011 which is matched with Synergy V8 engine built in New Zealand and modified to enable the engine to be used as a stress member. The Kaditcha of John Boyce was built by Barry Lock in 1980 for Formula 2 but during the construction period the racing rules changed which would take away any power to weight advantage. John purchased the Kaditcha in 1987 and it is powered by a base 1600 cc VW engine bored to 2388 cc which proved to be very competitive in late 1980s to early 1990s. Darren Duffield's RPV01 was the first car built by Warwick Hutchinson in 1998 also powered by a 13B Mazda Rotary turbo engine. It has undergone a 3 year rebuild and now has a Renault gearbox. David Cross's Bowin Hay with a Leyland P76 engine is the ex-Garry McFadyen in which Garry won the 1990 Australian Hillclimb Title at Collingrove.

Top fifteen were Greg Ackland (36.22), Brett Hayward (36.45), Malcolm Oastler (36.77), Doug Barry (37.59), Alan McConnell (37.86), Dean Tighe (38.02), Warwick Hutchinson (38.47), Dean Amos (38.53), Ron Hay (38.78), Rod Johns

(40.23), Jim Milliner (40.35), Garry Martin (40.58), Neil Lewis (40.83), Harold von Rappard (40.87) and Dave Morrow (40.98).

The acceleration up the hills, speed through the loops and the braking capabilities of car with driver especially of the Formula libre cars was breathtaking. We saw the different strengths from the various combinations of chassis (whether racing production or self-engineered) powered by a variety of engine types (motorcycle, stock block, racing engine) and this is the appeal of this form of the sport. Unlike circuit racing where drivers have continuous laps to produce their best times here drivers must start without the advantage of heated tyres and brakes.

MG AWARDS

Fastest MG up to 1600 cc: Steve Purdy

Fastest MG 1601 to 2000 cc: Kork Ballington

Fastest MG 2001 cc and over: John Walker

PERPETUAL AWARDS

TASMAN BUILDING SOCIETY PERPETUAL TROPHY for Fastest Time of Day: Greg Ackland

GLYN SCOTT SPORTS CAR TROPHY for the

Fastest Sports Car: Darren Read

PAUL AITKEN TROPHY for Best Average Time set by a Motorcycle Powered Car: Brett Hayward

VINCE APPLEBY TROPHY for Fastest Time Set by a Sedan: David Homer

MARTIN TIGHE TROPHY for Fastest Time set by a formula Ford: Rick Miles

JOHN ENGLISH Trophy for the Fastest Time set by a Queenslander: Alan McConnell

HAMILTON TROPHY for Best Performance

by a Historic Vehicle: Gary Goulding

ACCURATE SUSPENSION for Top Total Time:

Brett Hayward

CAMS AUSTRALIAN HILLCLIMB CHAMPION:

Greg Ackland

The Australian Hillclimb Championship for 2014 will be held on 1-2 November and promoted by MGCC Newcastle on their Ringwood Park circuit which has been extended to about 1 km in length. New pits, new track and new records.

MG AUTOMOTIVE

Sports Car Specialists

FOR ALL YOUR SERVICE REPAIRS & SPARE PARTS FOR YOUR MG

*With 33 years experience in the MG game
call Barry for personal service*

- Full Workshop Facilities • RWC Inspection Station
- Large Range of Spare Parts in stock
- Mail Order • Licenced Motor Dealer
- Paint & Panel inc Insurance work
- Diagnostic Scan Tool for MGF & MGTF
- Suspension Pump MGF

SPECIALS
FOR MG CAR CLUB
MEMBERS

Oil Filter MGF	\$9.90
Air Filter MGF	\$16.90
Air Filter MGTF	\$19.50
Fuel Filter MGF	\$19.80
HT Lead Set (5 Leads) MGF	\$49.50
Spark Plug Platinum (each)	\$15.95
Suspension Pump Up	\$66.00

Prices valid this issue or until current stocks run out

3889 9652

Email: mgautomotive@gmail.com

Unit 3/20 Kenworth Place Brendale Q 4500

MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

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

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

Race Meetings

