

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 1

January 2011



Welcome to 2011!

The highwater mark from the flood is evident in this photo taken on Friday 14 Jan by the Willesdens. Photos of the interior are on the News page of the Club website.

Patron: Dick Johnson

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

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President's Report

Just for something different, your President's report is coming from the Secretary! All of the Octagon had been prepared before the floods. Just prior to printing there was an opportunity to change the President's report and the cover but other than that all the content was prepared 'pre-flood'. Peter is now busy with the cleaning up and recovery of the Clubrooms so I have taken on the task of updating you on our situation.

On Monday 10th January at our first meeting for the year the Committee decided to donate \$1000 to the Flood Appeal not realizing that within a couple of days we would become flood victims too. Our situation would have been much more dire but for the hard work of Ian Fettes and the Robinson family in going to the Clubrooms and moving as much of our gear as they could to the mezzanine level and into the Committee room. Their efforts proved to be very valuable for the Club as the Clubrooms were inundated with water to a depth of approx 2m, the water stopping just short of the second top step to the upper level.



There is always a light moment in the middle of adversity and our light moment came in the knowledge that our workers' sign on book and pen which were located on top of a large plastic box containing Concours documents managed to ride out the flood

and remained high and dry on top of the box waiting for those who came for the cleanup to sign in.

Tony Slattery who has had experience in post-flood clean-up in 1974 led the recovery process. A call went out to find Club members who were in need of assistance at their homes and they were given priority over the Clubrooms. The Lettens and Chris Carwell and Dee Anderson welcomed the arrival of our group of helpers including Tony, Peter May, the Walkers, the Clydesdales, Dino Mattea and the Willestdens. There were other Club members that we knew had been affected but had sufficient other helpers so, while being appreciative of our offer, were able to be independent of our offers of help.

Saturday 15th Jan was the day to start on the Clubrooms and about twenty members rallied to the call. So many arrived that some were diverted to assist Chris and Dee for a second day. Others volunteered but had to be advised that we had enough helpers at that time and that travelling time in the incredible traffic jumble just

wouldn't make it feasible for them to attempt to make the journey. Some had attempted this and just couldn't get through the traffic. Others contacted us with apologies as they were already busy assisting family and friends who had been flood-affected.



Just some of the happy helpers

Our heartfelt thanks go to all these people and also to those who responded to my email requests and offered accommodation (both personal and for cars) and advice on various matters as I put out my email requests. We do understand that many of you would have had no email access during that time and are only now receiving those multiple emails. Huge thanks also to those who have given financially to assist our recovery.

One Club family has given \$1000 under the name of their preferred charity, "Be a hero Australia", as their contribution towards helping the Club. The MG Car Club of Victoria accepted donations from its members and then matched those donations with the result that \$2400 has come from them for the flood appeal. As well as this, we have received many calls and emails of good wishes from other Clubs, our Chapters and Club members. As my role during the crisis was that of contact person I am probably the only one who truly knows how large this group of people is. To every one of you, no matter how large or how small or what type of offer, we say a very big "THANK YOU".

Obviously the Clubrooms will be out of action until power has been restored. They will look rather different and will be much more basic initially whilst still being functional. One way of saying your own 'thank you' to those who are working, and will continue to work, to get them back in action is, once they are habitable again, to come along to our Noggin 'n' Natters and show our hard workers that you appreciate this wonderful asset of ours.

continued on next page...

A suggestion was made at the last Committee meeting that we should establish a "Trade Directory" of Club members and their businesses. Our experience over the past week shows that this would be a good idea as all members could benefit from knowing the expertise available through Club members. If you would like to be registered in the Directory, please email me the following information: your name, your business name and contact details, the type of service offered (very briefly) and an acknowledgement that you wish to have that information published on the Club website and in a paper directory if we choose to do that as well.

A last word: we know that there are many people more worthy of your financial support than a car club is but if there are some of you who wish to make a financial contribution towards the rebuilding/refurbishment of the Clubrooms, the Club would appreciate that support. Donations may be posted or made by direct deposit into the Club's bank account --

MG Car Club of Queensland Inc
BSB: 084 263 - A/c #: 46 493 8785

Elaine Hamilton (Hon Sec)

Some words from Elaine...

Despite the fact that the last two months should have been less 'eventful', we still have a bumper issue for you. In fact, much to my despair, I have had to hold a couple over to the next issue. However, please don't let that deter you from continuing to send in items of interest. Diversity is needed to keep the 'Octagon' from stalemating into just a series of reports of events.

Don't fail to read John Campbell's hilarious and self-deprecating account of his first outing in his new sports car nor Stephen Callaghan's indepth report of his visit to Goodwood.

Also included are, of course, reports on social and competition events from the end of last year along with final results of the Tighe Cams hillclimb series.

To (hopefully) encourage more of you to try for Club trophies, the rules for the trophies are included for your information. You may be surprised if you check out the pointscores on the website, at just how many points you unknowingly accumulated just by supporting our events

and going on day runs or to working bees. These trophies aren't just for our 'competitive' members; there is something for everyone. Consult the calendar and look for the important P which indicates the pointscore events.

The year's calendar is included, as usual, as the centre liftout. There are still some events to be included depending on decision-making yet to be made. These events are Ironman weekend, night navigation runs, motorkhanas and the possible regeneration of the Interclub Competition events.

There's a busy schedule ahead with, hopefully, something for everyone. Remember, to get the most out of your membership, get involved!

Closing date for material for the March Octagon is the end of February.

Best wishes
Elaine

SOCIAL NEWS

From John Tait, Club Captain (Social)

Welcome to 2011. We hope that you will be able to get along to the clubrooms or to one of the many weekend and midweek runs to enjoy looking at MGs, meeting other MG enthusiasts or driving your car.

At this stage, entertainment for the "first Friday" social evenings at the clubrooms for each month is still a work in progress. First up will be the Tighe Cams trophy presentation on Friday 4 February.

We are keen to keep running with displays of MGs and are lucky to have Bernie and Charmaine kindly agreeing to display their Concours, and often used, MGB GT V8 on 4 March. We welcome interest from anyone who would like to bring their MG (or MGs) along during the year and tell us all about the car(s). Please contact John Tait if you can help.

There will be a couple of trivia nights when the weather cools off a little. Hopefully, we will also have some of our advertisers and sponsors come along and give us a run down on their services and/or products. Keep up to date by checking the club website calendar and checking event updates emailed by Elaine.

We trust you will enjoy your MG Club year socially. Volunteers to organise runs and clubrooms social activities are very welcome. Please contact John Tait by phone or email if you would like to help.

Notice Board

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

Thurs 27 Jan

Our first midweek run for 2011. Please note that this run is being held on Thursday to avoid confliction with the Australia Day public holiday. This will be a drive around the southern and eastern outskirts of Brisbane and Mt Cotton. This run is suitable for all MGs. Stopping in the cool of the bayside areas for morning tea and lunch. Meet at Logan River Parklands UBD Map 264 A12. Enter the parking area from Blackbird St. Please arrive by about 8:45am for departure at 9:15am sharp. Come even earlier if you wish for BYO breakfast: plenty of parking, covered picnic tables and BBQs. Morning tea is BYO at Cabbage Tree Point. Shops with food and cold drinks nearby. Lunch - Redland Bay Hotel or BYO in the nearby park. Shops with food and drinks nearby. Contact John Tait on 3376 1216.

Sat 29 Jan

Annual dinner and presentation of trophies at The Pavilion, Albion. RSVP 21 Jan.

Fri 4 Feb

This Noggin 'n' Natter will be devoted to the Presentation of trophies for the 2010 Tighe Cams Series. Please come along to help in congratulating those involved in this series.

Sun 6 Feb

A fairly short late afternoon run around the north side for Fish & Chips at Scarborough. This run is ideal for all vintages of MG cars. Meeting place is Gully Car Park 2 at Bunyaville State Forest Park. UBD Map 118

L9. Entry to the park is off Old Northern Rd about 500 metres north of Collins St. After entry, follow the signs to the Gully car parking area. Meet at 4:30pm for 5:00pm departure. Fish & Chips at Morgan's Seafood take-away or another restaurant of your choice. Contact John Tait on 3376 1216.

Sat/Sun 19/20 Feb

Round 1 of the Tighe Cams Hillclimb series at Mt Cotton hillclimb

Wed 23 Feb

Midweek run through the lush Lockyer Valley. Meet at Rocks Riverside Park, Counihan Rd, Seventeen Mile Rocks. UBD Map 198 D3. Enter Counihan Rd from Seventeen Mile Rocks Rd. The run is 130 km of generally flat terrain and the finish point is an 80 km drive to the Brisbane CBD. Meet at 9:00am for 9:30 am departure. Morning Tea BYO at Rosewood. Shops nearby with food and drinks. Lunch BYO at Logan Inlet, Lake Wivenhoe. Contact John Tait on 3376 1216.

Fri 4 Mar

Noggin 'n' Natter at the clubrooms from around 6:30pm. Bernie and Charmaine Pereira will be displaying their beautiful, award winning MGB GT V8. Come along for a close look at this rather rare MG and hear the story of its re-birth. Food available and the bar will be operating.

Sun 20 Mar

Day run. Details TBA.
Contact John Tait on 3376 1216.

Wed 23 Mar

Midweek run. Details TBA.
Contact John Tait on 3376 1216.

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

Membership

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

Laurence Doyle
Don Glover
Patrick Nicholson
Anthony Phelan
Virginia Wilson

Timothy Barwick
Kevin Brown
Robbie Galloway
Kevren Hay
John O'Dell

Lawrence Ryan
Chris Scott
William Watson
Douglas Anable
Kevin Jaques

Christopher Moore
John Moore
Lawrence Murphy

BARRY SOANES

24/6/56 - 11/10/10

It is with sadness that I inform the members of the MG CAR CLUB of the passing of a friend, Barry Soanes aka Big Barry (MGCCQLD #3134).

Barry was born to proud parents Anne and Ted. Growing up in Littleworth near Wheatley in the UK enjoying the wide open spaces of living in the countryside, this was the start of the freedom that Barry always enjoyed. He spent his education firstly at Wheatley Primary and then on to Shotover Secondary School. Barry always stayed at the top level without ever pushing himself, a true Barry trademark. Barry was also a keen Rugby player at school and club level.

Barry's greatest passion was motorbikes. Summers were spent watching the TT racers on the Isle of Man and touring the Alps with the motorcycle club, giving Barry a thirst for travel.

In the early eighties Barry planned the trip of a lifetime. He decided to ride his BMW bike to Australia, travelling through Europe, Iran, Iraq, India, Pakistan, Asia and eventually flying with his bike from Indonesia to Darwin. After spending some time in Australia he realised it was a country that suited his outlook on life. Upon his return to England he successfully applied for emigration to Australia and spent the next 17 years in Brisbane. When Barry arrived in Australia he did not come alone, his

blue MGB came along for the adventure as well. I met Barry in 1985 when we worked together, and an enduring friendship was enjoyed over the 17 years Barry remained in Australia and after his final return to England.

As much as he loved Australia and had made it his home, in 2002 he returned to Oxford to be with his parents again. He always kept his Australian passport current and I am sure it was his wish to return to Australia one day to stay.

Anyone fortunate enough to know Barry knew a man with a big kind heart, a lovely man who always thought with a sense of fun and enjoyment and who had a fulfilled life.

Barry will be sadly missed, but not forgotten.

Written by Barry Evans and the Soanes Family.



In Appreciation Awards

Following lunch at Forest Hill, which concluded the Darling Downs Chapter's final day run for the year, it was my privilege to present plaques on behalf of the club to Trevor Watkins and Rick Neville.

It was Trevor who first expressed the idea of forming a Chapter of the MG Car Club of Queensland for the Darling Downs area, having been very much aware of the (then) recent formation of the Wide Bay Chapter. As inaugural Chapter Coordinator Trevor worked very hard to establish what has become a very successful and active group of MG enthusiasts, and also found time to arrange the excellent tours for which Darling Downs Chapter has become famous for, as well as their mid-week lunch sojourns.

I also presented a similar plaque to retiring Chapter Coordinator Rick Neville, who has continued to maintain the Chapter in his very professional and enthusiastic manner. Regrettably, Rick and Sharon will be leaving Toowoomba next year to be closer to family in Newcastle, so our loss will be very much the Newcastle club's gain. I am sure Rick and Sharon will enjoy the novelty of a whole new area to explore in their MG.

Rick and Trevor have both enjoyed the support of their wives (Sharon and Dell), and, along with the support and respect of the Chapter Membership, have played an important role in the continuing success of the Queensland club. I, on behalf of the committee and all members, thank them and wish them and their families all the very best for their future.

David Miles (Chapter Liaison Officer)



2013 National Meeting Logo Competition

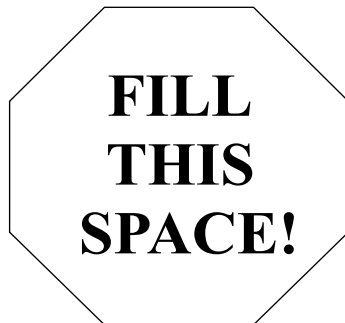
Our Club is hosting the 2013 MG Car Clubs of Australia National Meeting at Goondiwindi over the Easter weekend in 2013.

One of the first things to organize is a logo for the event. In order to find the best one possible, we are asking input from all Club members by having a competition, the prize being the pride of seeing your design being displayed far and wide over the next two or so years plus possibly something more tangible (wait and see!).

Requirements are as follows:

1. Simplicity of design
(for ease of reproduction).
2. A limit of two colours, with a 3rd colour contrasting background
3. Octagonal in shape
4. Inclusion of the MG letters
5. The year (2013) must be incorporated into it
6. The venue (Goondiwindi) must be incorporated into it

To find examples of previous logos, go to the National Meeting page of our website and you will see the one used



for Adelaide (2010), or have a look at the National Meeting Poster Collection in the Clubrooms.

By searching the internet for 'MG National meeting Newcastle' you will find the one for Newcastle 2011. There is also a link from our website.

Your artwork does not have to be perfect as a concept drawing will do as we will engage a graphic artist to prepare the final artwork for reproduction.

Closing date is the end of March 2011; email your entries to vprojects@uq.net.au or post your entries to the Club.

For Sale / Wanted

FOR SALE

1962 Mk II Austin Healey Sprite. Gas shock conversion. \$9800.
Phone 0423 774 174



–Falcon XD steering box giveaway
–Tailshaft for Datsun 12 -giveaway
Contact Vern Hamilton 3893 2438

FOR SALE

MGB Roadster, white, 1976. Original condition but needs some body work. Drives well. \$8,500. Phone (07 5499 9716,

WANTED

Fibreglass hardtops for MGA and MGB.
Phone Eric: 07 5483 5441

WANTED

The Club is seeking posters from the following National Meetings to complete its collection. Could you let Tony Slattery know if you have any of the following please? His contact email is racedesign@optusnet.com.au.



FOR SALE

MG Pendant - 9ct gold. Diameter - 2.5cm in diameter. Rare and absolutely exquisite, the photo doesn't do it justice as it was very hard to photograph!! Made to commemorate the 50th anniversary of the MG TC in 1995 and is a replica of the TC steering wheel.

As I no longer have an MG I would like to see someone who does, wearing it. Selling Price: \$350.00
Contact: Glenda Crew Phone: 0411 451154
Email: glen@powerup.com.au

FOR SALE

–Steering rack for Triumph 2500 T/C - \$20
–VW cylinder barrels (4), unused, 86mm - \$25 for the 4

1970 - Sydney	1971 - Melbourne	1972 - Adelaide
1973 - Oran Park	1975 - Adelaide	1976 - Hobart
1977 - Katoomba	1978 - Perth	1979 - Ballarat
1980 - Gold Coast	1981 - Glenelg	1982 - Canberra
1983 - Geelong	1984 - Hobart	1986 - Adelaide
1987 - Perth	1989 - Shepparton	1991 - Nowra

Tony would also like to build up a collection of Dash Plaques for the Club but have only 2006 to 2010 so far (5 years out of 41) so please contact him if you can help out with those.

Bits & Pieces



Going to Newcastle or thinking of going to Newcastle for the 2011 National Meeting? Bulletin No 2 is now available on the National Meeting page of our website. If you don't have internet access and wish to receive a hard copy of it, please contact our coordinator for the event, Desley Collins



At the drivers' briefing at the final round of the Tighe Cams series, retiring Canteen Convenor, Pat Walker, was presented with a thank you gift. This was an appropriate time for the presentation as many of those who have benefited from her hard work over many years were keen to show their appreciation.

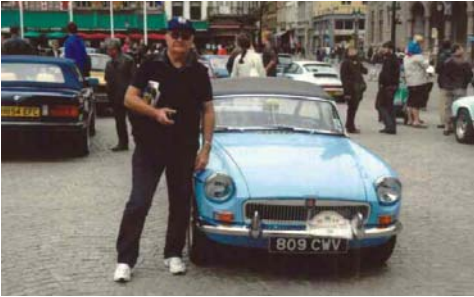


En route to the December hill climb a certain Ford 'Surfing Woodie' with a Holden motor had stalled at the crossroads at Old Cleveland and New Cleveland roads. Fortunately two regulars en route to Mt Cotton arrived to provide assistance. As there was some rain at the time a tow over a short distance to some shelter of a nearby servo did seem appropriate. With one vehicle in front to provide the tow assistance with the second travelling behind for security, off they ventured. Without the engine operating meant that the power braking capacity of the said rescued vehicle was very limited.

With a tow rope secured, off ventured the first saviour only to be nearly tailgated by the rescued. Again a takeoff with the tow rope safely delivering the front sway bar (without vehicle) to the servo whilst the second saviour was required to push the stranded woodie to safety. Here the offending distributor points were attended to thus enabling all to arrive in time for the drivers' briefing. Odd things occur during wet conditions.



Some of the Bundy group put thoughts of floods aside to celebrate the arrival of 2011 at the Lighthouse Hotel Burnett Heads New Years Eve toga party



Ever alert Gary Lawrence took these photos in the town square of Brugge in Belgium when he and Dawn were travelling in Europe in August to September this year. They just happened to come across this display by accident. The rally and display was called the "Rodenbach" and there were car clubs from near and far including the British MG car club.



This discriminating Santa chose Simon Watt's much loved 1968 Midget to arrive in style to do his deliveries to the Watt household at Christmas!

Club member 18 year old Damian Ward won a place in the Rotax Max Challenge World Final at La Conca in Italy last November 2010. Competing in the Rotax DD2 category Damian qualified 9th out of 72. In the first heat he came 7th, 2nd in the second heat after leading all the way till the last corner when he was pipped on the post, then won his third heat. In the final after a splendid show he crashed heavily when his kart jumped out of gear.

Overall 2010 was a successful year for Damian. As well as his karting successes, he started hillclimbing in the HatmaT8-Yamaha and although he only competed in 3 meetings because of his karting commitments, his best time of 44.52 secs. was the best time ever recorded in this car. Damian is committed to a busy 2011, continuing in karts, competing in Formula Ford in the Victorian State Championship (funds permitting) and doing as many hillclimbs in the Hatma as he can possibly fit in.



With the prospect of a very wet hillclimb on Dec 5, Roy Davis came prepared with goggles and snorkel but it was Terry Johns who decided that the drivers' briefing would more likely be a divers' briefing and went prepared, much to the amusement of Clerk of Course, Mary Caplet.

Some Post Trip News

From Ross Kelly And Dino Mattea

After our hectic overseas travels it was a relief to be home to a more relaxed lifestyle but I had forgotten the regular events for August and September.

The Leyburn Sprints attracts a wide field of cars with competitors coming from afar afield as New South Wales and Victoria. It was a pleasure seeing MG stalwarts Peter Gostelow and Jeff Newey making the long trip and driving their 1949 MG TC special and MGB respectively over the weekend. Peter Kerr, a regular competitor for many years, was there with the MG NA and, with my MG NB, they were the only Pre-War MG cars at the event. The relaxed country atmosphere, the newly resurfaced track and the eight runs for the Saturday and Sunday made for a great event organized by the HRCC Qld. The two Pre-War MGs certainly made a great sight and sound on the grid in front of the local pub.

A regular event for all car enthusiasts is Speed on Tweed at Murwillimbah in Northern NSW, a picturesque setting in the local show ground. A challenging course around the streets and the enthusiastic support of the locals makes this event a must do on the yearly calendar. The Montlhery Midget always creates interest wherever it goes especially when its specifications are described to the Holden and Ford aficionados, OHC, cross flow head, supercharger, oil reservoir to top up the sump, brakes and shock absorbers adjustable from the drivers seat during the race. They are further demoralized when shown a list of MG records from the 1930's suitably translated into kph of what can be achieved from 746cc and 1100cc engines in comparison to five litre V eights.

Wakefield Park HSRCA Historics beckoned the weekend after Speed on Tweed; it was easy to fill the seats in the Land Cruiser with Norm Goodall, Dan Casey and George Diggles making the trip from Brisbane. Picking up Jeff Newey in Newcastle made for a cozy trip onto Goulburn arriving in time to secure a space in the tent for the featured marque of the weekend.

The NB was entered for the regularity event which at one stage I thought had slipped back in time to a Roman Chariot Race when a Austin Seven neatly

removed eight spokes from the offside rear wheel necessitating early retirement from that event.

The line of TCs from square-riggers to monopostr kept George and Jeff dribbling all weekend. John Lackey's excellent MG TA Tomlinson special competed during the weekend and in the display area was Stuart Schofield's very desirable MG L type complete with a supercharger that would look great on any three litre car; so should move the L along at great rate of knots.

A number of MGs have been changing hands recently with Col Schiller's J1 being sold to Barry Evans from MG Automotive who intends to undertake some minor repairs and then use the car regularly on the drive to work. Rod Hiley has sold K3031 the last K3 produced, to Gary Kleinschmidt, a Brisbane resident. Overseas has seen some significant sales this past week with a NB Airline Coupe selling for \$AU238 000.00, this same car sold in 2007 for what was equivalent then of \$468 000.00, a major fall in just three years. A Le Mans Works PA/PB racing car driven by Joan Richmond sold for \$128 000.00 illustrating just how much race history and provenance can add to the value of a car. Presale estimate for this car was significantly higher at \$AU180 000.00.

Restoration has been continuing on my K0411 with the rebuilt engine being installed in the car last week, I am expecting that it will be trimmed and ready for registration by the middle of February 2011. Tony Slattery has laid up his VA whilst he finishes work on his YA saloon before tackling the restoration of the VA in earnest.

Ross Kelly

Dino Mattea Reports On The Aftermath Of European Adventure.

The cars from The MG European Event of Year 2010, i.e. the J3, TD and the L, have arrived back from England. The shipping, although costly, was without mishap and it makes us wonder whether the shipping insurance was justified. There is now some urgency to get the cars back in use. There are many generally small tasks that 3,000 miles and almost every day use

for six weeks generate. None that prevented the cars from running, but tasks that at home would have been attended to promptly.

I have a list of thirteen items for the L, Ross has supercharger and fuel tank and even Ross Letten's TD that ran faultlessly has a few. Some as minor as a broken wheel spoke, and as much as a dent in the front apron of the L.

Let me assure you that the brake drum and backing plate ventilation openings, and the air scoops to both front and rear brakes do a great job of reducing brake fade. But in torrential rain we found on two occasions that these openings attract copious amounts of water, and render the brakes totally ineffective.

On one occasion I found to my embarrassment that the L tested the strength of the TD's rear bumper over rider. Hence a scar on the front apron. (Could have been worse).

Generally, while away, we had access to very efficient repair facilities. Not that we had a great deal of need. Whilst we were on the MGCC of Italy event, everything was pre-arranged and available in quick time. When we were virtually on our own, we did have to scout around, and as one would expect, Pre-War cars were not usually catered for.

But in fairness, no one ever denied us help or advice. Some that we did find were so helpful and efficient, and then when we saw their workshop and the treasures garaged in them, we were amazed.

Dino Mattea

Christmas Noggin 'n' Natter

The numbers were down a bit from last year but that didn't deter those present from enjoying their newly enhanced surroundings in the clubrooms and the wonderful Christmas atmosphere created by Pat Walker and Kerry Strange.

Club President, Peter May, played Santa Claus with the final drawing of the members' drawer for this year with the jackpot of \$100 going to Graham Moore (pictured right).

There were so many Christmas raffle prizes on offer that the raffle draw was held in two parts and with the assistance of some very willing helpers! It was good that a number of raffle winners were in attendance to collect their prizes, a couple of them having the good fortune to win more than once!



The Clydesdales, Walkers and Stranges enjoy their meal



Graham Moore took home the house jackpot



The array of prizes on offer



Peter May was assisted by Mary Christmas and three young Mattea helpers in distributing the prizes. John Knoblauch is the happy recipient of the fondue set!

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54 McKenzie Rd, Woombye, QLD 4559

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Sumner Park, Qld.

Phone:

(07) 3376 2991

CHRISTMAS RUN - 12 DECEMBER 2010

By John Tait



This was a run for all club members to attend as a Christmas and end of year final run hosted by Cyril and Marie Bennett. One very remarkable and beautiful little car on the run was Col Schiller's 1929 MG 14/40 roadster, the only one of these beauties in Australia and one of just three in the world. Col was running in the recently rebuilt engine on the car.

We started with a BYO morning tea meet at Colleges Crossing at 9:30am and drove via Mt Crosby and Brookfield to Don Webster's place. Here we had a look at the work Don has been doing to produce a four seater TD "Special". This is quite a skunk works special that should raise a few eyebrows once it hits the road.

From there we proceeded on to Cyril and Marie's house at The Gap via the recently sealed Gap Creek Road. More people joined us there for the festivities and a fabulous sausage sizzle with beautiful salads and scrumptious desserts. Unfortunately, I was restricted to just the bread and sausages due to a temporary restricted diet, but next time.....

This was a great finish to a very busy and successful year of social activities. I wish to give special thanks on behalf of all those attending to Cyril and Marie for their generosity and for making us all welcome to their lovely home for the occasion.

PS The owner of the rain umbrella left at function should please ring Marie or Cyril 33003915 to arrange a time to reclaim it.

RUN PARTICIPANTS - 12 DECEMBER 2010

John & Marian Tait	MGB GT	Yellow
Gary & Dawn Lawrence	MGB	Red
Allan Tebutt & Cyril Bennett	Audi	Silver
Gary & Judy Tucker	Falcon	White
Ross & Shez Letten	MGB	Blue
Tony & Debbie Slattery	MGY Tourer	Red
Scott Ramsay	MGF	Red
Alan & Caroline Robinson	MGY	Red
Col Schiller	MG 14/40	Red
Ian Fettes	MG 1100	Cream / Red
Terry & Lynn Jones	MGTC	White
Don Webster	MGTD	Cream



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TIM THE TECHMAN

Dear Tim,

My wife and I were cleaning the house last Saturday morning. We had the vacuum cleaner going and the mops working and the furniture polish on the go. I suddenly realised something and I said to my wife, "Why don't we get down and get dirty and clean the MG?" She walked away mumbling something about "dirty old thing." This surprised me because I thought she liked the MG.

Marvin Gay.

Dear Marvin,

She wasn't talking about the MG.

.....

Dear Tim the Techman,

I am afraid I just don't understand the young people these days.

We decided to take our MG for a drive and have a picnic along with our daughter and her boyfriend. He drives one of those little sporty Japanese things. It is very low to the ground and makes a lot of noise. I said to him, "We will do chicken salad. What can you do?" He said, "Donuts."

He drove well ahead of us but I could see in the distance a lot of smoke coming from his car. He drove around in circles at the same time.

Maria Giddy.

Dear Maria,

Problem?

.....

Dear Tim,

I drove my grand-daughter to University this morning. Both my daughter and son-in-law work like everyone else these days.

I decided to take my MG even though traffic these days is a bit different from the old days.

My MG is a TF 1500. I kept the original colour of black. Anyhow, some of the uni kids were giving me the thumbs up which means they think the TF is good or OK.

The part I did not understand was a couple of them were yelling out, "Curl! Curl!"

Now I don't mean to be critical of this generation and I am not critical because they are good people in the majority of cases but what does "Curl" mean?

Martin Gulliver.

Dear Martin,

I suppose you might call this a generational change. In your day, the word was "Cool". It meant that something was very good. These days they pronounce it "curl" and it means the same thing.

You should keep pronouncing it "cool" because if you said "curl" it would not be cool.

.....

Dear Tim,

Shortly after we bought our MG we bought a Labrador and we called it "MG". When we want the dog to come, I call out, "M" and then my husband calls out "G".

Our neighbour is a nice man and he sings in the local church choir. Last week, when we called the dog, our neighbour stuck his head out of the window and sang, "I'll wash you and wax you. But if some Chevy smacks you, I'll die MG." What is that all about?

Max and Gloria

Dear Max and Gloria,

Was your Labrador born in a licensed breeder's kennels or was it born free?

.....

Dear Tim,

My husband used to say he wants to die in his sleep like his grandfather and not screaming and yelling like the passengers in his car. Now he says he wants to be buried in his MG. Is this possible?

Marney Godzilla.

Dear MG,

The local garage would provide the Road Worthy Certificate for the MG. Your husband would need to get a Heaven Worthy Certificate from Jesus.

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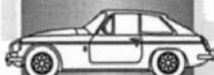
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TROPHIES



Winners for the Club's annual trophies for 2010 are listed below. The presentation of these trophies will take place at the Club's annual dinner to be held on January 29th at The Pavilion, Albion.

- **G C Reid Trials Trophy For Night Run Driver**
- **Mrs E Hunter Trophy For Touring Assembly Navigator**
- **The M E Hunter Motorkhana Trophy**
- **Viscount Nuffield Speed Trophy**

- **Concours (trophy Donated By Denis Geary)**
- **The Howard Trophy For Best All Rounder**
- **Peter Uscinski Trophy For Marque Speed**
- **Ladies Trophy**
- **Best T-type**
- **Best Mg**
- **Mcconnell Motorkhana Trophy For MG's**
- **Racing Drivers Trophy**
- **David Robinson Trophy For Junior Motorkhana**
- **Non-point Scoring Trophies - Awarded By Vote**
- **The Miles E Hunter Trophy For Centre Achievement**
- **Brian Tebble Award**

Brant Rayment

Selena Rayment
Brant Rayment
Roy Davis,
Cyril Bennett
John Boyce
Ken Wilson
Brant Rayment
Roy Davis
Carly Mattea
Cyril Bennett
Malcolm Spiden
Brant Rayment
Warren Tegg
Vikki Hastings

Richard Mattea
John Knoblauch

Special congratulations to Brant Rayment, a multiple trophy winner, who this year also takes out the major award, the Howard Trophy for Best All Rounder, for the first time.

The rules for pointscoreing for the above trophies are reproduced for you below. Please familiarize yourselves with them. They are also available on the News page of the website where scores throughout the year are constantly updated.

It is probably worth pointing out that there are no special events just for points for the trophies for Pre-War (The David Miles Shield) and for T type MGs (the T Series Register Trophy); points for these trophies are accrued by taking part in any Club event which is noted as point scoring on the Club calendar.

Probably because some of our more prominent Pre-War MGs were doing an extended run through Europe, there was no one eligible for that trophy 'at home' this year. Any queries re Pointscoreing and the rules should be direct to our pointscorer, Ian Fettes.

MG CAR CLUB OF QLD INC POINT SCORE RULES for 2011

Listed below are details of our Club's various Perpetual Trophies including eligibility requirements for each.

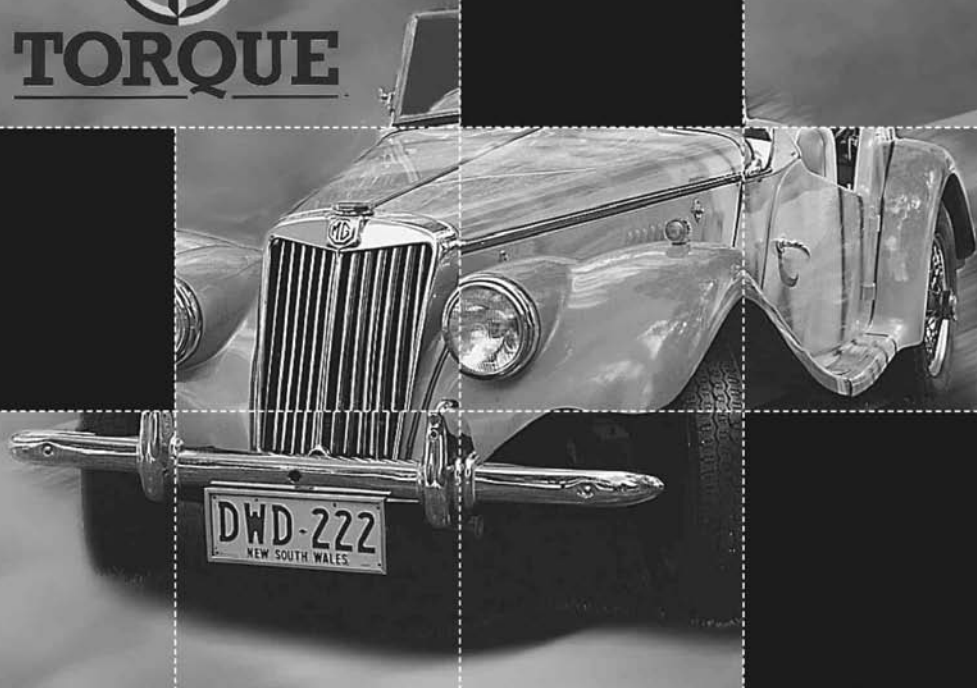
CLOSED TOURING ASSEMBLIES (GC REID TRIALS TROPHY FOR NIGHT RUN DRIVER and THE MRS E A HUNTER TROPHY FOR TOURING ASSEMBLY NAVIGATOR)

Points are allocated to both Driver and Navigator on the basis of outright position. For scoring refer Table A below. The setters, if they are financial members, shall score 1st position points, limited to one event per year.

*****Points gained are transferred to the...Best All Round , T Type, Pre-War, MG, Ladies Award (where applicable)

THE M E HUNTER MOTORKHANA TROPHY

Points are given for any Club Motorkhanas held during the year plus any other nominated events. Classes are as per Queensland Motorkhana Code which can be found on



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the CAMS website. Points are allocated for positions in the various classes as per Table A (see below). An additional 2 points are awarded for Fastest Time of Day.

*****Points gained are transferred to the Best All Round, T Type, Pre-War, MG, Ladies Award (where applicable), David Robinson Junior Drivers

VISCOUNT NUFFIELD SPEED TROPHY

Points allocated for Club hillclimbs, Iron Man Sprints and any other notified events. To be eligible for this trophy competitors must have actively worked at a minimum of two (2) Working Bees at Mt Cotton and/or hillclimb events including 'hire-outs'.

It is the competitor's responsibility to ensure that they have signed the Working Bee Register (for working bees) or the CAMS Officials sign-on sheet (Hillclimbs) to ensure there is no confusion over their eligibility for this and the Marque Speed Trophy.

Points allocated for positions in the various classes on the day are as per Table A plus 2 points for Fastest Time of Day, 2 points for breaking a club record and 1 point for equalling a record. The Regularity class does not earn points for record breaking.

*****Points gained are transferred to the Best All Round, T Type, Pre-War, MG, Marque Speed, Ladies Award (where applicable)

Points for Working Bees shall be 3 points per working bee to a maximum of 12 points. These will be added only to your Speed and Marque Speed Trophy points (where applicable) but not carried to Best All Round, etc.

CONCOURS (Trophy donated by Denis Geary)

Concours points are allocated for class placings as per Table A plus 2 points for Outright winner. The MGCC Committee may add National Meeting concours and other display events at their discretion. Display events score 3 points.

*****Points gained are transferred to the Best All Round, T Type, Pre-War, MG, Ladies Award (where applicable)

THE HOWARD TROPHY FOR BEST ALL ROUNDER

Points are gained from all the above events. To gain the award competitors must have competed in at least 2 Closed Touring Assemblies, 1 Motorkhana, 2 Speed Events and 1 Concours.

If there are insufficient events in each category then points will be awarded on those events conducted.

The following trophies (*) points score is derived from the above trophies and are not further transferred.

***PETER USCINSKI TROPHY FOR MARQUE SPORTSCAR SPEED**

Eligibility: Sports cars as defined by CAMS. Points and requirements as per speed trophy.

***LADIES TROPHY**

Points gained from all events as noted above. To gain the award, the competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana and 1 Speed Event.

***T SERIES REGISTER TROPHY FOR BEST T TYPE**

***DAVID MILES SHIELD FOR PRE-WAR MG TROPHY**

For these two trophies, points gained from all point scoring events as noted above plus 3 points each for nominated social function. The setters when financial members shall score 2 bonus points.

The MGCCQ Committee at their discretion may add nominated competitive events (eg Economy Runs) to the above.

***BEST MG TROPHY**

For this trophy, points gained from all events as noted above plus 3 points for each nominated social function to a maximum of 8 social functions. The setters when financial members shall score 2 bonus points.

***MCCONNELL MOTORKHANA TROPHY FOR MGs**

Points gained from all nominated motorkhanas. Placings are based on production MG cars in classes as per Motorkhana Trophy plus 2 points for fastest MG. (These points do not transfer to any other trophy.)

RACING DRIVER TROPHY

Shall be allocated on MGCC of Qld Inc race meetings and other CAMS State Championship race meetings with the same classes available. Groups as per the CAMS State Championship categories.

Points scored for positions in respective classes per race. Refer Table A. Results scored on the first number of events that is equal for all classes on the day/s. (These points do not transfer to any other trophy.)

***DAVID ROBINSON MOTORKHANA TROPHY FOR JUNIOR DRIVERS**

Junior drivers 12-17 years (pre road license) shall be allocated points gained from all nominated motorkhanas.

TABLE A - 1st 10 points; 2nd 8 points; 3rd 6 points; 4th 4 points; 5th 3 points; 6th 2 points; 7th to the end of field for all starters score 1 point.

NOTE: If you have entered more than one car in an event, for any of the above categories, points shall be scored only for one car in any of the trophies.

NOVEMBER MID-WEEK RUN



EARLY MORNING BREAKFAST RUN - 21 NOVEMBER 2010

By John Tait

Nineteen cars assembled at Keperra sports grounds on a quite chilly, overcast morning in drizzling rain. Bruce mentioned that it was quite "in character" to be driving British cars on a run in what seemed like rather typical British weather.

We departed on time at 7:30am and drove around through the Camp Mountain area to Ferny Hills and then out through Bunya, over Clear Mountain, through Young's Crossing and on to McGavin View at the Harrison Pocket dam wall on Lake Samsonvale.

The weather improved enroute and we had some good views of the lush countryside and Lake Samsonvale on the twisting roads. We were in luck at McGavin View because we had the whole area to ourselves to prepare and consume the breakfast feasts. The weather continued to improve during breakfast and everyone headed off by about 10:15am to enjoy the remainder of their Sunday.

Guests of our club on the day were Mark Broomfield and Helen Bury in their recently modified red MGB V8 and Neil and Jo-Anne McCorkindale in their red restored MG TF. We're glad you enjoyed the run and look forward to seeing you on more runs.

RUN PARTICIPANTS

John & Marian Tait	MGB GT	Yellow	Bruce & Tip Ibbotson	MGC GT	Sandy Beige
Kevin Trower	Holden Com	White	Barry Higham	MGB	White
Greg & Rhonda Hannant	MGB	White	Jeff & Pat Hesselewood	Subaru Impreza	Silver
Bernie & Charmaine Pereira	MGB GT V8	BRG	Phil & Sue Young	Fiat X/19	Yellow
David & Meryl Miles	MGB GT	White	Paul & Denise Trower	MGB	Red
Elizabeth Dowler	Honda Int	Red	Owen McNeill	MGB GT	Red
Ray & Mary McGhie	MGB GT	Blue	Cyril & Marie Bennett	MG TF	BRG
John & Pat Walker	MGA	Red	Allan & Joyce Tebbutt	MGB	Blue
Gary & Dawn Lawrence	MGB	Red			
Mark Broomfield & Helen Bury	MGB V8	Red (Guests)			
Neil & Jo-Anne McCorkindale	MG TF	Red (Guests)			

Campbell Ambles / Campbell Shambles / Campbell Scrambles



by John Campbell who has allowed us to publish this extract from a letter to Jon McCarthy in the UK after his first race meeting in his new Supersports car.



The Phantom on track in slightly kinder weather



Rick Miles is his pit umbrella man

.....After the most stressful, harrowing race weekend I have ever experienced I am very happy to be home again safe and sound to give you a brief report.

Please bear with me as I "exorcise" this matter.

The weather report was daunting; showers leading to rain and a possible thunderstorm for Friday and Saturday. Showers for Sunday. Good English race weather but not great for a new sports car yet to see race speeds.

To make matters worse I was unable to get the new Avon rubber I truly needed --- but I chose to go with my "new" 5-year old unused F3 slicks and my 10 year old F3 wets. Recipe for disaster? Yep.

Still, despite a 6 year lay-off, I believed I could drive within the capabilities of the elderly rubber. Wake up call on the way!

I set the rear wing at the maximum angle I thought I would ever be likely to use, adding an extra 100 lb to the rear downforce. I fully softened the rear bar and increased the front preload to take care of what I heard was a very bumpy track.

What I forgot was thicker underpants.

First session was on slicks and surprisingly the car was scraping and bottoming out badly. Also I just couldn't bring the tyres on at the speeds that felt "safe" and after 5 laps I got a reprieve when a circlip in the gear lever dislodged itself and it started to rain. End of

day. (Gear linkage then properly repaired with the correct size circlip).

Saturday was Qualifying and that was also my Observed Licence Test as a rookie so I was on my best behaviour - and on "My Wets" as the track was greasy and pretty damp. Well some grip was to be felt (unlike the inert slicks) and I set slowest time of the session but got a signature from the Clerk of Course. As the wets were marginally smaller in diameter than the slicks I was hitting just about everywhere, stunned at how bumpy a country race track could be. I was hating it all actually. But it was going to get a lot worse.

That afternoon was Race One and everyone chose slicks. I had raised the car 10mm F and R as the bottoming was alarming - and had added a turn of extra preload to the front monoshock. Also I had softened front and rear shocks a little in both bump and rebound.

It felt reasonable in the warm-up with a few wild slides (one taking me well off the circuit and it felt like a drive clear across a park - like 100 yards before I could rejoin the bitumen) as the tyres were still cold. I was hopeful that things would improve at race speeds. Wrong again.

I elected to start from the rear of the grid and stayed with the bunch for a brief period. Corners were a nightmare and had me at maximum tense. There were streams running across the exit of one hairpin, the apex of another and just at the braking point at the end of the main straight.

The course car following threatened to overtake me in the first lap of the race such was my dithering slithering. I was a passenger wishing he'd stayed at home. Nothing would get heat into those old tyres so I switched to survival mode.

Despite that I had two more spins and congratulated myself that I kept the engine running and was able to escape. The second spin was at the end of the main straight as the leader lapped me. He raised both hands clapping as he drove by. I needed five gearchanges to ease myself out of that precarious position, not wanting to become beached on the ripple strips.

Never was I more pleased to be lapped (by almost the entire field) because that reduced the race distance for me - and the length of time I would be embarrassed (and fully stressed).

The last time I raced (2004), I started on pole, set a lap record that still stands and won the title. This day I had

just finished in last place with an incredibly slow best lap and was lapped by all bar two of my competitors. I was sure asking myself some questions and slept really badly that night!

After an early breakfast I made a decision. Irrespective of the weather (which turned out to be fine and overcast/ sunny), as there was still running water at Turn One and a lot of dirt half way around in one hairpin, I decided it would be wets. Besides they were the only tyres I had that could even begin to get warm. I used them despite the cracks showing in the tread rubber - and got away with it. The big suspension changes I made were halving the preload and running all shocks at full soft in bump and rebound.

Race Two. Suddenly and at last I had a car that communicated with me.... it at least told me how much it was capable of. In fear of the age of the tyres I decided not to use 5th gear ... I didn't want delamination at 130+ mph. Now I could push on a little - get some feedback about the handling and braking. I was able to take the fastest corner within 10mph of what I considered the best likely for my car - but only once. I could just hear a tyre exploding and feel the wild ride to the perimeter fence in my imagination.

In the end, only the first two cars lapped me and I'd cut 17 seconds off my previous best race lap (but still 13 seconds slower than the leader) - I hadn't left the track and I had finally started getting some feel and fondness for the car's potential. My reward was a signature on my licence so apparently I had not appeared too bad in the eyes of CAMS.

Also as I had seen 140 deg C on the oil temp I decided to call it quits for the day (big sigh of relief). However checking with a pyrometer suggested the gauge or sensor might be incorrect but I figured I'd used up my nine lives that weekend and was happy to go home early.

Are you still awake?

I now have a lot to talk about with my collaborators. a brainstorm and time on the skid pan to establish baseline mechanical grip. And by then my new Avons will be here from the U.K.

Next time out I will be much more confident and composed -- and I should be a lot closer to the front. The next race is in 5 weeks but it's unlikely I will be able to find the time and still stay married! There's always next year.

We'll see.

TIGHE CAMS



MT. COTTON HILLCLIMB SERIES 2010

By Ace Reporter

Sunshine blessed the weekend of this round of the series. As has been the current practice the first group were the Regularity runners with Andrew Willesden (MGB with a loss of 9 points) leading the other runners Peter Rayment (MG Midget, 18 points), Neil Sivyver (Mazda MX5, 17 points) and Malcolm Spiden (MGBGT, 414 points).

SEDAN TYPE CARS

Production and Invited Cars up to 1600 cc went to Graham Wood (Suzuki Swift GTi, 52.48 secs) and Gary O'Mullane (Toyota Corolla, 57.80). The 1601 to 2000 cc class saw the BMW E30 318is of Glenn Trigger win in 49.78 secs then Darren Weston (Escort, 51.39), David Jones (Ford Fiesta, 55.25), Dave Sidery (recording a 52.66 sec run in his VW Type 1), Liam Lavin (Nissan Pulsar, 53.16), Nev Newton (Cortina, 55.15) and Elizabeth Dowler with a 60.23 run in her Honda Integra R.

Dave Sidery incurred some gear changing problems when the clutch pedal jammed near the floor, this was found to be a stainless steel nut stopping the return of the pedal. Following a dyno test Nev Newton had been advised he had major problems with number 3 cylinder, however this issue was overcome without expenditure by the readjustment of the tappets. This enabled Nev to reduce his Mt Cotton times by 2 seconds, and now his only problem is the gear changes where the driver goes 1-2-5 opps 3 in gears, where have we heard of that before.

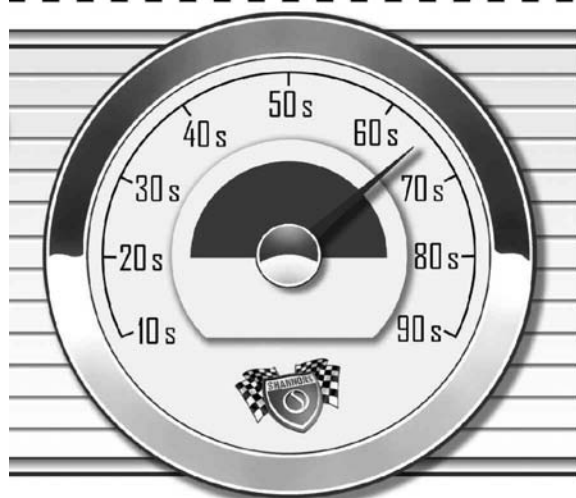
Scott Anable was the fastest in the 2001 cc and over class with a time of 49.10 in his BMW 325, with

Mitchell Allwood (Ford Falcon turbo, 53.34), Bill Evans (Commodore, 57.98) and Bob Brown (Commodore, 61.10) filling out the class.

Improved Production Gemini class went to Anthony Stewart with a best run of 55.09 secs. Scott Dean (Toyota Tercel) took out the Improved Production up to 1600 cc class with a 48.64 from Steve Arlidge (Suzuki Swift GTi, 50.58, after Speed on Tweed, Steve had the car in their workshop to find the suspension was not as they thought. The car responds better with correct camber (and with the wheels pointing in the correct direction) and Gavin McAlpin (Morris Mini, 53.33).

Danny Mischok (Ford Escort, 47.30) won the over 2000 cc class from Shane Merrick (Datsun 1200 Coupe, 49.03) Ben Cowie (Escort, 50.04), Ken Krenske (Escort, 51.77) and Neil Englund (Escort, 52.70). The larger capacity class went to John Gilbert (Commodore, 47.35) Bob Bowden (Datsun 180B SSS, 50.44) and Noel Preston in his newly completed Commodore (52.87). Noel had purchased the 1981 VC Commodore for \$355 and with some 'swapping and trading' upgraded the car with parts from 8 Commodore models (VB, VC, VH, VL, VN, VS, VT and VY). After the 18 months the car took to prepare, a dyno test indicated a figure of 216.3 hp at the wheels from the 3.9 litre v6 engine.

Tyson Cowie won the Sports Sedans up to 2000 cc class in his Escort with a 48.78 time from Jeffrey Bird (Morris Mini K, 50.73), Daryl Morton (Morris Cooper S, 51.01), Ken McAndrew (Datsun 1000, 54.16), Kristy McAndrew (Datsun 1000, 54.42) and



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Celise Cowie (Escort, 59.67). The over 2001 cc class saw Jeff Daniels quickest (Escort, 45.62), from David Malone (Torana GTR XU1, 46.05), Doug Daniels (Escort, 47.70), Glenn Anable (BMW 2002 Turbo, 49.79), Aaron Cowper (Escort, 51.07) and Roger Bartlett (Escort, 52.26).

The All Wheel Drive class was won by Michael Collins (Subaru WRX, 42.55) from Michael Burke (Subaru Impreza WRX, 48.15) and Brendon Edgerton (Mitsubishi Lancer, 49.75).

HISTORIC GROUPS

Barry Smith won the Group K in his Ford V8 special (55.63), whilst Group N was a fascinating battle between Brad Stratton in David Malone's Torana GTR XU1 49.05 and Neil Lewis just 0.01 second slower (Cortina, 49.06) then Paul Shergold (Cortina, 52.37). The Elfin marquee won both the Group O sports cars (Geoff Frizell in his Elfin Mallala replica, 52.32) and Group Q racing cars (Vern Hamilton in his Elfin 623, 44.07). Brendon Todd won Group S with a best time of 52.00 in his MG Midget then Mark Cowley (white Alfa Romeo GTV 1750, 53.82) and Bob Bear (red Alfa Romeo GTV 1750, 54.01).

FORMULA CARS

Ian Peters won the Formula Ford class with a best time of 50.80 in his Swift 93 FF. The Formula Vee class went to Ryan Collins (Hornet Vee, 51.14), from Cody Collins (Hornet Vee, 52.91) and Stuart Lappin (Perkins FV, 59.11).

Formula Libre up to 1300 cc was won by Rod Johns (Norris Hawk Mk2A, 40.45) just 0.50 second from Simon Lake (Suzuki Escargot Mk11, 40.95), then Brian Kirkby (BNG#1, 43.69) with Michael Ciccotelli (Gladiator LC 500, 44.28) from Chris Lake (Suzuki Escargot Mk11, 44.32) separated by just 0.04 secs, Graham Arnold (Piranha TD4, 52.34) whilst Ian Fettes (Robb Kawasaki) had encountered gear box selection problems on his first run. Warwick Hutchinson won the over 1301 class with a 40.27 sec run in his Van Diemen RF92 RPV02 from Darren Duffield (RPV01, 43.77) and John Boyce (Kaditcha VW, 45.36).

SPORT CARS

The up to 2000 cc Sports class went to Bill Norman (GEK sports) with a 41.01 run before some

mechanical issues required further investigation and ceased his day, then the FIAT Abarth 695 SSS Turbo of Lindsay Derriman (66.54). David Homer reduced his class record from 43.87 to 43.67 to win in his Suzuki Swift Evo then Dennis Simpson (Porsche Boxer, 55.51).

Darryl Duncan (FIAT X19 Dallara, reduced his own Marque Cars up to 1600 cc class record from 49.07 to 49.01) won the class with the MG Midgets of Brant Rayment (51.65), Carly Mattea (57.94) and Allan Dansie (recording his first sub 60 second run with a 59.86 on third run the 59.32 on run 6). Berenice Stratton had her first event at Mt Cotton in the Mazda MX5 and recorded a best time of 61.48 secs.

The 1601 to 2000 class saw the top three places go to the Lotus Elises of Giles Cooper (46.86), John Prefontaine (48.43), Ron Prefontaine (48.76) with Pat Collins ((Mazda MX5) recording a sub 50 second run with a 49.72 to join son Michael and grandson Jae in the sub 50 second club). Peter Andrews (MGF, 54.09) was next then Desley Collins (Mazda MX5) and John Price (MGB,) both recording a 55.28 sec time, then Don Robertson (Toyota MR2 Spyder, 55.53), Len Walters (Mazda MX5, 57.18), Stephen Callaghan (MGB 60.94). Mark Crespan (Ford Mongrel, 46.14) was the quickest of the larger capacity cars from Paul Buccini (Ford Mongrel, 47.18), John Broadbent (TVR Tuscan, 47.32), Barry Evans with a new MG class record of 49.38 in his MGBGT V/8, Simon Witt (Mazda RX7, 50.48), Julie Evans (MGBGT V/8, 53.26), David Dumolo (Triumph TR3A, 55.48) and Jamie Trapp (MGBGT V/8, 59.15).

Clubman Cars up to 1300 cc went to Terry Johns (Esprit Sports 1300) 44.57 which is 0.19 from Vern Hamilton's class record), while the 1301 to 1600 class went to Ainsley Fitzgerald (Westfield SE clubman, 48.13) from Ross Rundle (Westfield Clubman SE, 48.84), and Scott Goody (GEM Clubman, 47.14) won the largest capacity class.

TOP SIX SHOOTOUT

It was a close top six with the fastest three separated by 0.37 sec with the win going to Warwick Hutchinson (40.06) then Rod Johns (40.10), Simon Lake (40.43), Michael Collins (42.52), David Homer (44.06), and Brian Kirkby (44.77).

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MG INFORMATION

	Name	Phone		Name	Phone
PRE - WAR	Dino Mattea	3263 2625	MG6	Chris Carswell	3378 4140
T TYPE	Peter Rayment	0407 693 947		Bruce Ibbotson	3366 1889
MGA	Richard Mattea	3325 0409	MG V8 RV8	Barry Evans	3425 1695
MGV	Tony Slattery	3391 3022	MIDGET	Ron Clydesdale	3263 6575
MAGNETTE SALOON	David Robinson	3255 9037(W)	MGF	John Boyce	3345 2530
MGB	Graeme Walker	0431 678 319			

TIGHE CAMS



MT. COTTON HILLCLIMB SERIES 2010

By Ace Reporter

Malcolm Spiden understands all the hard work put into these reports by our Ace Reporter



Weather conditions had varied from overcast to spots of rain to a downpour; yes, a good weekend to be in front of the television to watch James Courtney secure the V/8 Supercar Championship for Dick Johnson Racing. Again the weather played its part to determine some class places for it depended if the Gods were kind to you when it was your turn to compete and another round which provided the drivers with the opportunity to improve their wet weather skills.

REGULARITY and HISTORIC CARS

Andrew Willesden (MGB) had a loss of 87 points such were the varying conditions and the FIAT Abarth 695 turbo SS of Lindsay Derriman on 158 points.



Andrew Willesden also took out the Regularity trophy for the series

Lindsay Derriman's Fiat, an endearing favourite



Barry Smith won the Group K in his Ford V/8 Special (57.92), Neil Lewis led home the Group N field (Ford Cortina, 49.50) ahead of Brad Stratton (Torana GTR XU1, 51.02) David Malone (Torana GTR XU1, 51.43) and then Paul Shergold (Ford Cortina, 55.66), with Vern Hamilton (Group Q in his Elfin 623, 47.79) and Brendon Todd (Group S, MG Midget, 54.13) winning their respective groups.

SPORTS CARS

Bill Norman not only won the Sports Cars up to 2000 cc class but also set the fastest time of day with a 41.41 sec run from Sean McLindon (in the ex Jim Peall Ford Popular now in Yellow and Charcoal livery not the previous bright Orange colour, 57.61, whilst David Homer (Suzuki Swift Evo, 46.69) won the larger capacity class to become the overall winner of the 2010 Tighe Cams series.



Dave Homer in his Series winning Suzuki

Marque Sports Cars up to 1600 cc went to Darryl Duncan (FIAT X19 Dallara, 50.57) from the MG Midgets of Roger Marshall (53.54) then Brant Rayment (53.86), the Mazda MX5 of Neil Sivyer (58.76) Carly Mattea (MG Midget, 59.94) Raymond Evans (Mazda MX5, 61.97) and the white MG Midgets of Allan Dansie (63.70), Ron Clydesdale (71.97) and Gregg Clarke (77.14). Giles Cooper secured the 1601 to 2000 cc class with a 49.10 time in his Lotus Elise with Pat Collins (Mazda MX 5, 51.61), 0.07 sec ahead of John Prefontaine (Lotus Elise, 51.68), then John Price (MGB, 56.59), Len Walters (Mazda MX 5, 57.83), Desley Collins (Mazda MX 5, 60.63), Russell Black (MGB, 64.16) and Stephen Callaghan (MGB, 69.29). The larger engine class went to the Ford Mongrel of Mark Crespian (47.12) from Roy Davis (Triumph GT6, 49.69), John Walker (MGBGT V/8, 52.48), John Broadbent (TVR Tuscan, 52.71), and David Dumolo (Triumph TR3A, 58.81).

SEDAN TYPE CARS

Production Rally Cars saw the return of Ferris Lee in a Suzuki Swift GTi to win the class in a 55.81 sec time from Ross McAndrew in his Volvo (which had competed in the 1993 London to Sydney Marathon) in a time of 64.98.

Production and Invited Cars up to 1600 cc went to Graham Wood (Suzuki Swift GTi, 55.75) with Gordon Robins (Morris Mini 850, 57.58) then Gary O'Mullane (Toyota Corolla, 60.06). Don Milner won the 1601 to 2000 cc class in his Triumph Dolomite(52.40) then David Jones (Ford Fiesta, 54.44), Liam Lavin (Nissan Pulsar, 55.74), Nev Newton (Ford Cortina, 55.91), Dave Sidery (VW Type 1), 56.49 finding the engine mapping programme is not quite correct for this engine as it gives good power in the lower rev range but not when the engine ventures up higher, Murray Gauld (Hillman Minx, 58.47), and Elizabeth Dowler (Honda Integra R, 63.89). Mitchell Allwood won the larger capacity class in his Ford Falcon 55.38 from Rob Brown (Holden Commodore, 67.52).



Improved Production Gemini Cars was won by Anthony Stewart with a best run of 57.36 secs. Scott Dean was quickest in the Improved Production class up to 1600 cc (Toyota Tercel, 50.30), with Steve Arlidge (Suzuki Swift GTi, 51.66) and Gavin McAlpin (BMW Mini, 54.19). 1601 to 2000 cc class went to Shane Merrick (Datsun 1200 Coupe, 50.40) from Danny Mischok (Escort, 50.89) and Ken Krenske (Escort, 53.59). The larger class went to John Gilbert (Holden Commodore, 49.33).



Sports Sedans up to 2000cc went to Tyson Cowie (Escort, 49.68) followed by Jeffrey Bird (Morris Mini K, 52.43), Ken McAndrew (Datsun 1000, 55.56), Daryl Morton (Morris Cooper S, 56.67), and Kristy McAndrew (Datsun 1000, 57.81). The over 2001 cc class was won by Jeff Daniels (Escort, 49.67) from Doug Daniels (Ford Escort, 53.04).

All Wheel Drive Forced Induction went to Michael Collins (Subaru WRX, 45.00) from Jae Collins (Subaru WRX, 47.41), Michael Burke (Subaru Impreza WRX, 47.79), Brendon Edgerton (Mitsubishi Lancer turbo, 50.40) and David Shaw (Subaru WRX, 55.68).

FORMULA CARS

The Formula Ford class went to Ian Peters in his Swift 93FF with time of 52.67 secs. Cody Collins was the quickest of the Formula Vee cars in the Hornet Vee (54.62), then John Ritter (Gas Vee, 63.57), and Ryan Collins (Hornet Vee, 68.62). The Formula Libre up to 1300 cc class saw Rod Johns (Norris Hawk Mk 2A, 42.20) win from Michael Ciccotelli (Gladiator LC500,

45.64), Matthew Read (Readster MTR1, 46.10), Simon Lake (Suzuki Escargot Mk 11, 47.44), Chris Lake (Suzuki Escargot Mk11, 48.65), Greg Bouwhuis (Eliminator Kart LC500, 49.13), Graham Arnold (Piranha TD4, 56.33) and John Singleton (Avenger, 58.68). Warwick Hutchinson was quickest in the over 1301 cc class (Van Diemen RF92-RPV02, 42.79), then John Moore (Hi Jinx Buggy, 47.29) and John Boyce (Kaditcha VW, 49.80).

TOP SIX ELIMINATION

Bill Norman won the final shootout with a 44.84 time from Michael Collins (46.61), Michael Ciccotelli (48.24), David Homer (48.36), Terry Johns (50.08), and John Moore (50.78). Rod Johns retained his lead in the Top Six Challenge to take out this competition for 2010.

FINAL RESULTS FOR THE SERIES WERE:

Outright

1st	David Homer
2nd	Michael Collins
3rd	Bill Norman

Group N	Neil Lewis
Group K	Barry Smith
Group O	Geoff Frizell
Group S	Brendon Todd
Regularity	Andrew Willesden

Class Winners

Formula Libre up to 1300cc	Rod Johns
Formula Libre 1301cc and over	Warwick Hutchinson
Formula Vee	Ryan Collins
Clubman Cars up to 1300cc	Terry Johns
Clubman Cars 1301 to 1600cc	Ainsley Fitzgerald
Clubman Cars 1601cc and over	Scott Goody
Sports Cars up to 2000cc	Bill Norman
Sports Cars 2001cc and over	David Homer
Marque Sports up to 1600cc	Darryl Duncan
Marque Sports 1601to 2000cc	Giles Cooper
Marque Sports 2001cc and over	John Broadbent
Sports Sedans up to 2000cc	Tyson Cowie
Sports Sedans 2001cc and over	Jeff Daniels
Improved Production up to 1600cc	Scott Dean
Improved Prod. 1601 to 2000cc	Shane Merrick
Improved Prod. 2001cc and over	John Gilbert
All Wheel Drive Forced Induction	Michael Collins
Prod & Inv Cars, incl.	
Road Reg Up to 1600cc	Graham Wood
Prod & Inv Cars, incl.	
Road Reg 1601 to 2000cc	Dave Sidery
Prod & Inv Car, incl.	
Road Reg 2001cc and over	Scott Anable
Production Rally Cars	Ferris Lee

Best

Open Wheeler	Rod Johns
Sports Car	David Homer
Sedan	Michael Collins
MG (Russell Crew)	Brendon Todd

Encouragement Awards

Kay Hawley Award for Ladies	No one eligible
MGCCQ Award for Males	To Be Announced
Best Young Driver at Mt Cotton	To Be Announced

FINAL RESULTS FOR TOP SIX:

1st	Rod Johns
2nd	Warwick Hutchinson
3rd	Michael Collins
4th	Bill Norman
5th	Darren Duffield
6th	David Homer

Reports of the presentation of trophies will be in the March Octagon.



OTHER MOTORSPORT EVENTS

By Ace Reporter

(Graphic by John Campbell retrieved from the Archives)

MOTORKHANA

With rounds in Rockhampton, Gladstone, Maryborough as well as three at Willowbank, the 2010 Queensland Motorkhana Championships

would go down to the wire on round 6 to determine the Champion, such was the closeness of the competition for this year. Defending champion Noel Caplet held a slender lead in the points score; however Keith Butcher won the event and the overall Championship on the final test on this day.

The thirteen tests held on the day were Triple Lanes, Cloverleaf, Triple Garage, Waltz Clover, Bowler, Hopscotch, Star, Spiro Slalom, Reverse Spiro Slalom, Gables, Top Hat, Pentagon and Double Bone.

MG members who participated in this final round of the Championships were Brant Rayment (MG Midget), Carly Mattea (MG Midget) in class AR; Malcolm Spiden (MGBGT) class BR; Elizabeth Dowler (Toyota MR2) class CR; and Alan McConnell (Skyline) in class DR.

The 2012 Australian Motorkhana Championships are to be held in Queensland (Willowbank) organised by the Holden Sporting Car Club and will require assistance on that day.

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NOVEMBER TABLE TOP RALLY

The instructions from the 2009 Regis Rally (which is a 1 day event for Navigation Road Rally events organised for crews competing in the Historic Rally Car Register) were used and modified to form the directions for this event. Thus there was no local knowledge to give any team doing this event any advantage. Maps supplied by the organiser of this event were the 1:250000 series Ordnance maps of the Portsmouth and Goodwood areas in Southern England.

The commencement point was to the West of Chichester for the first of 6 sections. Teams were to plot the correct route on the maps provided (as adjudged by the organiser) and answer questions as found en route to indicate the correct route taken. For section 1 a Herringbone format to map the route via a series of 2 or 3 digit figure Spot Height numbers (indicating height above sea level) were to be used, after which answers to 26 questions were to be found. Next a straight forward transport section using compass points.

Section 3 was to map the path from the given mileages along with simple ball and arrow (Tulip) style instructions. Included were 2 via points plus some 'out of bounds' (do not travel within 200 metres around specified map coordinates) and then count the 10 grid lines crossed. The route went past Goodwood Racing Circuit, into the grounds of the Goodwood House and the hill climb section at Goodwood. The fourth section commenced from the village of Cocking headed west to pass to the west of Midhurst then West Harding, Quebec and onto Burtain near the A3 (the London to Portsmouth road). Instructions used 5 map references with arrival and departure compass directions. Section 5 gave instructions via particular coordinates, with arrival and departure compass directions again as well as several spot references. The final task was to use the roads north of Portsmouth using grid lines, Tulip diagrams and those spot heights.

MG members battling wits with Mike Anderson were Brant, Selena, with Rebecca keeping watch

over grandad Boyd Rayment; Elizabeth Dowler and Malcolm Spiden; Mandy Tighe and Carly Mattea. For some there was an early start on the next morning at the Willowbank Motorsport Precinct for the Queensland Challenge.

QUEENSLAND CHALLENGE

Although the Interclub Challenge was not held this year nor was this Multi-Club event counting towards any MGCCQ club series, a good representation from MG entered this event. A selection of good country driving roads provided great enjoyment for the crews. To begin, a series of special tests were conducted before a Route Chart navigation tour past Amberley (noting the propeller outside the Airman's mess) then to visit Thagoona, Walloon, under that very low rail bridge at Wulkuraka and roads in the West Ipswich area before returning to Willowbank for a further special skill tests.

Next a mixture of Route Chart, Herringbone Tulip instructions took the cars through Rosewood, Grandchester into Milne Street to bypass Laidley. The path then travelled south to Mulgowie, north to pass the Bill Gunn Dam at Lake Dyer to Forest Hill over the rail crossing to Lawes and through the University of Queensland Agricultural College (strictly adhering to the 30 kph speed limit in these grounds). A short trip to the north of the Warrego Highway using Fernvale Road then Brightview Road brought all to the Lockrose Heritage Museum for a special skill test and lunch.

Post sustenance, another special test followed by mapping the shortest mapped route to the rail crossing to the north of Gatton. A Herringbone mapping stage went past Winwill, Woodlands, Blenheim, Laidley to join the Warrego Highway again before exiting to return to the Lockrose Heritage Museum for the final of the special skill tests, and those tales. MG members competing on the event were Noel Caplet/Brant Rayment (Mazda RX2); Chris McMahon/Brian Krieger (MGB); Doug Cox/Jenny Cox (MGB) in class A; Malcolm Spiden/Bevan Harris (MGBGT) class B; Mike Anderson/Dick Owen (Charade) in class C.

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Chapter Chatter

By Gurney T Clamp

C A P R I C O R N C H A P T E R

As the weekend approached the weather predictions and flood conditions of the Fitzroy river were not favourable for the planned Christmas tour with a number of members indicating that they would attend the function at the Capricorn Resort in their every day car.

When Sunday arrived the conditions to some did not look all that bad so they decided to do the tour in their MG while some did the full tour in the tin top every day car. So it is congratulations to Terry Dwyer, Joe Emmert and her son Mark, Noel and Sue King, Phil and Pam White, Phil Henry, Pat and Stephanie Sullivan, Tom and Cathy O'Dea who all enjoyed the experience of driving their MGd through many different weather conditions, while Gurney and Gloria Clamp, Ian and Linda Wilhelmsen, Brian and Glenis Russell, Peter and Tracey Breed, Stuart and Ada Clark all took the easy way out by touring in their non-MGs.

The run started at both Yeppoon and Rockhampton with the two groups meeting at the Cawarral public hall. Together they then proceeded onto the Causeway Lake via Emu Park for morning tea before traveling on to the Capricorn Resort in Yeppoon for the Christmas brunch. Here the group were met by members Ian and Rosemary Caulton, Ted and Margaret Pidcock, Don Madden, Jannelle Thompson and her mum. Apologies were received from Jim and Sandra Armstrong and Dale and Margaret Volling.

After the Yeppoon members got under way from Yeppoon to Cawarral, they were shown some vintage turning signals by a vintage arm in a vintage MG. Congratulations Tom on this excellent display after he was informed that his brake lights were not working.

Jo Emmert took home a bottle of red wine after winning the lunch time "Heads & Tails" game

where Gurney had everyone playing with either their head or backside.

After an enjoyable dinner at the resort the chapter held a meeting at which the 2011 events calendar was discussed and Gurney Clamp was re-elected as Chapter Coordinator with Ian Wilhelmsen taking on the new position of Assistant Coordinator, Ian is also part of the new events subcommittee with Phil White and Terry Dwyer.





Chapter Chatter

By Brian Phillips

D A R L I N G D O W N S C H A P T E R

Following Rick and Trevor's stepping down from their roles in the Chapter, the following have taken on roles for 2011 as below.

Coordinator:

Brian Phillips - Ph 4615 4761 or
bjphill2@bigpond.net.au

Toowoomba Convenor:

Gary Lawrence - Ph 46968314 or
gjlawrence@aapt.net.au

Warwick Convenor:

John McLean - Ph 4661 8565 or
warwickracq@bigpond.com

Midweek Run Convener:

Ron Gillis - Ph 4634 3267 or
jrgillis@bigpond.com

The main event since our last report was the Darling Downs Chapter Run 28 Nov 2010 Today's run'took the runners to Lake Dyer and Forest Hill,

members were determined to make the best of the last official run for the season. The convoy of MG's, one Rover, one Riley and a couple of moderns snaked its way down the range through the farming district of Flagstone Creek and then on to Gatton, Laidley and Lake Dyer where we were greeted by David and Meryl Miles.

Morning tea on the banks of Lake Dyer was a very pleasant social gathering interrupted occasionally by the deep-throated roar of high-powered speed boats towing water skiers. A short drive to Forest Hill for lunch where we discovered that we were one car short! Rob Callows "Rover" had decided to "Fail to Proceed". Fortunately, the problem was soon located and rectified.

The ladies decided that Christmas shopping in the nick knack stores at Forrest Hill was the call so prior to lunch they vanished only to emerge sporting various bags containing goodies for the festive season. The lunch venue was quite popular.



The gathering of cars at the Toowoomba Information centre started at 8.50 under cloudy skies but the threat of rain did not dampen the spirits of all who turned up. 18 cars and 33

A Birthday party and participants in a fund raising poker game were our fellow diners. This caused some confusion in the kitchen. After we were all fed and watered we adjourned to the local park.

Rick Neville thanked every one for attending the last run for 2010 and officially handed over the reins of the coordinator's job to Brian Phillips. David Miles presented Rick with an "in appreciation plaque" as a token of appreciation for all his hard work and to remind him of all the friends he shall be leaving behind in the Darling Downs. Trevor Watkins was also presented with an "in appreciation plaque" for his great effort in starting the Darling Downs Chapter five years ago.

I would also like to also thank Rick for his dedication to the group over the last few years and congratulate him on a job well done. We wish both Rick and Sharon well in their new adventure in Newcastle.



Those on the run were:

Ben & Angie Cain	MGBGT
Rob & Ferne Callow	Rover
Jim Carstens	MGB
Graham & Lyn Cope	MGCGT
John & Helen Coverdale	MGB
Rob & Narelle Fraser	MGB
Ron & Judy Gillis	MGB
Helen Goodfellow	Corolla
Kev & Sylvia Johns	MGZT
Arthur Jonston & Lincoln McPhee Riley	RMB
Jim & Leona Keyes	MGB
Gary & Jan Lawrence	MGB
Bob & Mavis Marsh	Falcon
Rick & Sharon Nevile	MGB
Brian & June Phillips	MGBGT
Col & Jude Snell	MGB
Trevor & Del Watkins	XR6
Bill Watson	MGB



Dates For Your Diary

- Allora Heritage Weekend
22 & 23 January 2011
- Toowoomba Swap
4&5 February 2011

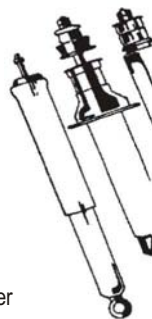
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**FREE 54 PAGE
CATALOGUE**

Chapter Chatter

By Ron Freeburn

F A R N O R T H Q U E E N S L A N D C H A P T E R

What a year!!! Justin has gone to further his education after setting up our fnq chapter and handed over to the 1945 model!

We have had quite a few well attended outings and the weather has generally been kind to us. In December we had a dinner/meeting at the Cairns Holiday Inn. The underground car park was well decorated with MGBs, an MGA twin cam, a couple of MX5s and a Triumph TR3[alfa?]. The food was great and 18 happy tummies agreed to have one more outing before year's end. This was an evening run to Palm Cove for Pizza/coffee/sweets and 5 couples had an enjoyable evening and headed home before a tropical storm hit.

We have discussed our activities for 2011 and as soon as I get some firm dates from other FNQ clubs I will put a calendar of events together.

I know pretty well all of QLD is in the grip of floods at the moment, and Cairns has had its share with Cyclone Tasha crossing the coast just south of here on Christmas morning and then dumping all the rain that is now devastating the west and central coast of QLD.

I will take this opportunity on behalf of the FNQ Chapter to wish all members a happy and safe 2011.

Chapter Chatter

By Ian Bryant

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

November LAST YEAR started off with a clang, as it normally does for the Wide Bay Chapter, as the starter's gates opened on Bob and Lyn Emslie's hosting of their now traditional Chapter Melbourne Cup party at the "Pagoda Pavilions" on the first Tuesday of the month. Thirty-seven members were present at the function, with the ladies again posing for the much sought-after group photo. Some wag suggested that it is now time to start a Chapter "Calendar Girls" series after we reach the full dozen shots, but the girls demurred at this! Their sterling efforts at reproducing the Melbourne Racing Carnival atmosphere in Hervey Bay over the last six years was recognized by the presentation to the Emslies of a spray of flowers and French bubbly from a very

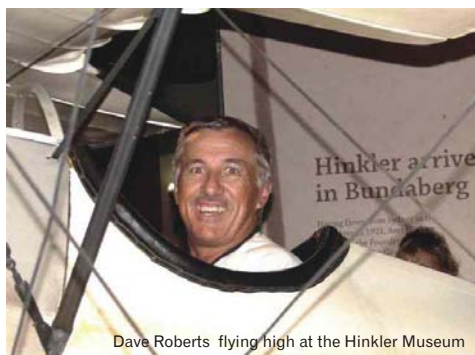
appreciative Chapter. On their first "run" with the Chapter, John and Margaret Stutterheim drove their MGF, Bill, Liz Manns took their MG tF and Phil and Dianne Youel their MGB, all on a very fine day at the races.



The Girls of 2010 group shot on Cup Day

A fast Mid Week Run to the Hinkler Museum of Aviation at Bundaberg was conducted on Wednesday 10 November with 41 members in 26 cars (14 MGs) present. Departing Hervey Bay and collecting various Chapter strays at Howard, a quick morning tea was taken at Childers before continuing the run timed to arrive at the Bundaberg Botanic Gardens at the arranged 1015hrs.

A splendid reception and briefing by the Museum staff ensured that this high class facility was given all the time it deserved. Following the Museum inspection, a walk through the adjacent "Mon Repos", Hinkler's home, was conducted and then a light lunch with the Bundy Crew present. Bill and Cheryl McCollum (MGB GT) were joined by Allan and Kay Dansie (MGB) with a prospective member in tow, Ron and Cheryl Johnston (MGB), Ian Games and Jan Grigg (MGB) and Eric and Janelle Beckman, this time in a modern. Bob Mortimer took his MGB GT, Peter Boxall his TR8, Ken Wilson and friend his MGC, Dave Roberts and friend in his MGA.



Dave Roberts flying high at the Hinkler Museum



John London also flying high at the Hinkler Museum

On Sunday 21 November, ten hardy, resolute souls in six cars (five MGs) and led by Darrell Martin (MGA) battled gale-force winds, torrential rain, a threatened tsunami, promised blizzards and an offshore iceberg (as described to your correspondent) to enjoy/participate in the Chapter's first pre-Summer twilight run, the first for some ten months, at Burrum Heads. Eric and Janelle Beckman (MGB) had battled the terrible weather for this run all the way from Bundaberg, and it was an icy welcome to Peter and Jan Overton (MGB) on their first run with the Chapter. In actual fact, and with the benefit of 20/20 hindsight, it was but a simple rehearsal for the weather that would douse Hervey Bay/ Burrum Heads over Christmas with all the efficacy of a long range cattle dip.

On Wednesday 8 December, Bob and Lyn Emslie (Mercedes 200slk) led a social run to Aquavue on Hervey Bay's Esplanade for a very pleasant breakfast diversion from the frenetic Christmas build-up. Some 17 members enjoyed the gathering but only four of the ten cars present were MGs, given the threatening weather conditions. Graham Scott (MGB) and Chris demanded of the assembly whether Ian Bryant, with Helen, had a note to excuse his attendance driving a modern rather than an MG! Peter May and Joy Batchelor (MGB), John and Barbara Shield (MX5), Garry and Jill Robertson (Eunos), Peter and Jocelyn Gardener in a modern, Bill Manns MG tF with Darrell Martin driving Jackie's MGB and John London batching it in his Capri. An amusing event, especially when the orders were confused and the garden tomatoes kept appearing in unlikely places.

The Chapter's Christmas party held at the Kondari Resort on Saturday 11 December attracted just short of sixty members, including the Club's Chapters Liaison Officer, past President David Miles and Meryl, together with old friends Rod and Chris James from the Sunshine Coast. The Chapter's Bundy Crew was well represented by Eric and Janelle Beckman (MGB) with Bill and Cheryl McCollum (MGB GT). The party crowd was dazzled by the raffle-ticket selling expertise of John Shield as the right money was extracted in exchange for wrapped gifts that had been forbidden to contain EVEN ONE mechanic's tool or

workshop item. In the upshot however, the Chapter's funds were well replenished and, even more importantly, all enjoyed the party. The Bryants won Jocelyn Gardener's lovely Christmas cake and Mal Cumes (MGA tc) the MG shoulder pack donated by Mike Black (MGB) from Sydney.

The New Year kicks off for the Wide Bay Chapter with a local area Twilight Run on Sunday, 9 January 2011, for a fish and chips meal and an opportunity to hear the full range of "who got flooded where and who stayed dry how?" stories. Hopefully, the rain will have gone by that time, but there is a new weather forecaster now resident in Hervey Bay named Noah. He makes boats in his spare time also!



The "Pagoda Pavilions" on Cup Day



The Wolfendale RV8 is carefully pre-light checked - Hinkler Museum

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Spitfires & Sports Racers

The 2010 Goodwood Revival Festival

Text & Photographs by Stephen Callaghan

Spitfires and sports racers were the first things that came to my mind during the 2010 Goodwood Revival Festival in the UK. At the time I was standing at Madgwick Corner, a sweeping fast right hander, there was a practice session for the RAC TT Celebration race which was concurrent with the completion of an air display of aircraft from WW2. As the cars were coming through the corner one of the planes, a Spitfire which had just completed its spectacular display was landing over our heads and across the track.



Madgwick Corner -
Spitfire MH434 landing and
a very rare 1960 Ferrari
(250 Drogo RAC TT Practice Session)

During September this year I was fortunate enough to have the opportunity to go to Europe. The purpose of my trip was another matter but the timing was perfect for being able to take in a number of events and side trips to a range of car events and car museums in Germany and France. The timing of my trip also enabled me to go to the Goodwood Revival Festival which took place on the weekend 17 to 19 September.

Goodwood is the home of the Earl of March and is in the county of West Sussex and is very close to the city of Chichester which is about 1½ hrs from London by train. Access to the Revival Festival from Chichester railway station is by well organized buses (£4.50 return) or local cabs which cost about £10-£12 one way.

The Goodwood Revival has been running for quite a number of years now and each year seems to attract a greater number of people than the last. It can only be described as a spectacular festival with a fabulous range of events within an event. The

theme of the Revival is the 40s to the 60s and people are encouraged to dress in clothing of the period which all adds to the fun and atmosphere.

Each day track events are held with some very expensive and exotic motoring machinery driven by some of the great names in modern motoring history or by owner drivers. In addition to the track events there are air shows and fly pasts, motor cycle races, an array of people taking part in various side shows, automobilia shopping with everything from period clothing to complete replica cars. Bonhams also have an auction of classic cars. All this for about 35 quid a day, which is good value for money.

My weekend tickets for the 3 days was £107 plus a further £12 for a weekend souvenir programme. I booked over the phone from Australia and my tickets and programme were waiting for me at the gate when I arrived on the Friday morning. It was simple and very efficient.

The plan for each day (though Friday was devoted to practice sessions) is to have a range of races for specific period vehicles whether cars or motor cycles interspersed with other track events. The Goodwood track is 2.38 miles long with seven corners and the whole perimeter of the track is accessible to the public. You can walk the entire circumference of the track stopping off at various points for different and very good views of the events. The track also provides an excellent view of the airfield. Obviously the various corners offer some of the best vantage points for viewing or photography. There are also a number of stands where you can sit and watch the races at an additional cost to the entry tickets. My preference was to walk around the track though, be warned, once you have walked the track several times in a day you get pretty tired. There are, fortunately, plenty of high quality food and refreshment stalls available.

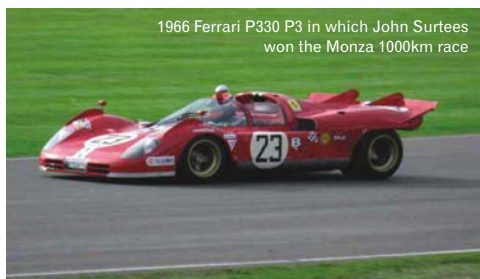
Concurrent with the races there are plenty of other things to do and see. It is also possible to walk to the pit areas and see some of the rare and exotic

machines being prepared for the racing. For keen photographers there are endless opportunities to snap people, motoring machinery, exhibition stands and period exhibits and a wide variety of other vehicles on display.



Foden Steam Truck

This year the Revival Festival included a John Surtees Tribute. Each day had a track parade of cars and motorbikes that John had used in various races during his career. One of my personal favorites was the Ferrari 330 P3 which was on display and on the track, what more could you want.



1966 Ferrari P330 P3 in which John Surtees won the Monza 1000km race

The Festival also celebrated 60 years of BRM and a large collection of BRM motor cars was on display. Each day the Festival seemed to provide something new; however, it was worth spending some time visiting the public car parks. The range and quality of cars on display just in the public car parks was very impressive. Pictured are a Sebring style MGC GT and an extremely rare and exquisite Arnolt Bristol.

Apart from the fabulous air displays and all of the other side shows and displays on show the track racing was as good as it gets and there are a variety of events to suit all tastes from saloon cars to open wheelers and even motorcycle races.



The key races for me included:

St Mary's Trophy: a race for production saloon cars similar to those that raced between 1950 and 1959.

Whitsun Trophy: a race for sports prototype cars that raced between 1963 and 1966.

Royal Automobile Club (RAC) TT Celebration

Race: a race for closed cockpit GT cars similar to those that took part in the RAC TT races 1960-1964.

These races included cars that I was brought up on, everyday saloon cars similar to those that were commonplace on our streets as children as well as those cars that took part in some of the world's classic car races such as Le Mans, Silverstone, Nurburgring and Daytona.

Cars such as Austin, Morris, Jaguar, Ford and Standard Vanguard and also cars that caught the imagination and which we could only dream of such as E types, Ferrari, GT 40's, Aston Martin and AC Cobras. Now to see them competing was quite an event.

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Without a doubt one of the most exciting and competitive events had to be the St Mary's Trophy as both the practice and the races were quite spectacular. The line up for this event included a wide range of saloon cars including a couple of Austin A40s, Austin A35, MG Magnette, Ford Prefect, a couple of Jags and two of the most interesting cars I have ever seen in a race, a 1958 Russian Gaz Volga M21 and a 1959 Tatra T603. This event also featured our very own Jim Richards driving a black 1959 Morris Minor. These cars were certainly tweaked up compared to their everyday counterparts that provided transport for ordinary people during the 50s.



The start of the St Mary's Trophy Race Part 1

In the St Mary's Trophy cars battled it out with bumper to bumper racing for two 25 minute events on Saturday and Sunday showing superb driving skills by drivers such as Derek Bell (1959 Jaguar Mk 1), Jochen Mass (1958 Mercedes Benz 220S), David Hobbs (1959 Austin A40), Richard Atwood (1959 Ford Falcon) and Jim Richards (1959 Morris Minor).



A ubeh rare racing machine - the rear engined air cooled Tatra T603



Jim Richards in the Morris Minor mixing it up with the MG Magnette ZB driven by Rupert Keegan

The Whitsun Trophy provided for me a great opportunity to see a range of prototype racing cars rarely, if ever, seen in Australia including some cars which I had never seen before. Cars such as Ford GT40, Ferrari 250 LM, Lola Chevrolet T70 Spyder, McLaren-Chevrolet M1B and a Brabham BRM BT8 plus an array of other similar unique and very rare cars.

The Whitsun Trophy event provided some serious racing with a large number of the cars being raced by the entrants, none of which held back or showed any reluctance to put the foot down.. At least one of the multimillion dollar GT40s sustained damage due to either a shunt or a collision with the barrier but it kept going all out eager to win.

The one thing I remember about these cars was the roar of the engines and the speed into the corners. These machines were just so fast and well behaved on the track; with the dry conditions they appeared to be on rails and nothing seemed to move them off the lines set by the drivers around the corners.



Chevrolet T70 Spiders leading a Ferrari 250 LM and a McLaren-Chevrolet M1B



Ferrari beater - 1965 Ford GT 40

The longest race of the weekend was the Royal Automobile Club TT endurance race which lasted for 1 hour and provided some exciting racing. This race was for closed cockpit GT cars that raced in the years of the early 60s such as Ferraris, Aston Martins, E Types and Cobras.



1964 MGB Berlinette

Drivers included some of the top names in historic motor sport including Jackie Oliver, David Hobbs, Brian Redman and Derek Bell to name but a few. Racing such rare and valuable machines provided enormous entertainment and demonstrated the power and handling of these thoroughbred machines from another era.

Frequent sights around the Festival include authentic period costumes and exhibits with all of the appropriate accessories including the odd Spitfire parked nearby for realism.



The stunningly beautiful and seriously quick Ferrari 250GTO



E Types, Cobras, Ferrari and rare Astons mixing it up during the RAC TT Endurance event



Historic car transporters Morris Commercial and 'Ecurie Ecosse' Commer with roof mounted period race car

A number of age old motoring battles were re-enacted such as Ferrari GTOs v AC Cobras and E Types v Astons including one of the Aston Martin Project cars, the 1961 Aston Martin Project 212 car.

This brief overview is only a glimpse of the total Revival Festival. There were many other races and many other events that took place over the weekend that could be written about.

Being an MGB fan I could not avoid the temptation to include a photograph of one of the rarer MGBs taking part in the racing. It was a 1964 MGB Belinette from the Fordwater Trophy Race returning to the pits after a practice session.

What I would say to finish is that the Goodwood Revival Festival is a must see event for anyone interested in historic car racing.

2010 Raffle

The Club's major raffle was drawn at the conclusion of the presentation of trophies for the final round of the Tighe Cams hillclimb series on Sunday, 5th December. The winning ticket was ticket No 0828 which belonged to Malcolm Spiden. Malcolm is shown with the scooter and with the donor of the scooter, Scott Dean of Carselling.com.au.

Malcolm generously gave back the scooter to be reraffled but, instead, Scott Dean of Carselling.com.au has taken that scooter and will replace it with a later model as our prize for our major raffle in 2011. So here is another chance for you to win one of these popular scooters. Thank you to both Malcolm Spiden and Scott Dean for making this possible.

Malcolm, Scott and the scooter after the drawing of the raffle (pictured left).



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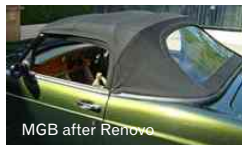


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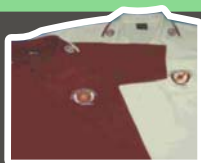
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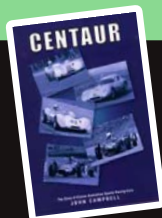
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The club's committee organise many types of competitive and social events, including hillclimbs, navigation runs, sprints, race meetings, and motorkhanas which give you a chance to develop your driving skills without harm to either yourself or the 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:

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