

Official Journal of the MG Car Club of Queensland Inc.

The



ctagon

No. 3

May 2012



Just a few of the cars on the 21 March run at Government House. (Photo supplied by and reproduced with the permission of Government House)

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	Annette Truscott	0407 494 867	Hillclimb	John Davies	3341 6798
Event Sec. Asst.	David Robinson	3255 9037	Library	David Robinson	3255 9037 (w)
	Richard Mattea	3325 0409	Point Score	Ian Fettes	3803 3858
CAMS Delegate	Gary Goulding	3351 3506	Membership Sec.	Peter Rayment (Delia)	0407 693 947
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Club Captain (Social)	Larry Ryan	3279 0440	Far Nth Old Chapter	Ken Freeburn	0488 195 570
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President's Report...

Our calendar continues to be busy. Reports include our Club's visit to the Governor's residence. Thanks to Larry Ryan our social event director. Our members can never complain of lack of social and competitive events. Unfortunately we do not see large numbers of our members at the clubrooms at our Noggin & Natters. We do endeavour to have guest speakers on these nights and are always open to suggestions to promote our Friday nights.

The club members have returned from having had a good time in Tasmania. The spoils of competition were slim and all are inspired to achieve more at our 2013 National Meeting in Toowoomba. Planning is continuing and those involved always need more help. Please come forward and offer the Club your help and ideas. Check out our website or send the club an email at mgccq@mgccq.org.au.

We do however experience some problems with numbers for events that need prior registration and advice. Please be considerate and reply if calendar notes request same.

Our Club is planning to be at RACQ Motorfest in numbers for the 50th Birthday celebrations of the MGB. Please pre-register as requested by the organisers. All British Day is now being run by

your club; both your help and your numbers are requested by your committee. Plan now for these events and don't forget to advise those who require this information.

Mt Cotton workers continue to improve and maintain the Club's asset. Andrew Willesden and the Land for Wildlife have been involved with the addition of some large foliage beds to provide shelter and food for animals whilst providing noise mitigation. The Queensland Hillclimb Championship is the next premier event to be held there. The club expects good numbers both for competition and spectators. Our Hillclimb has gained the reputation as one of Australia best Hillclimb circuits. Our organisational strengths and our willing volunteers ensure that our events are praised for their high standard.

Our Driver Training and Track day is coming on 24th June. A good day will be had by all. On track at Morgan Park from 10am to 2pm. The later start will allow you to drive up from Brisbane and not have to see the sun rise. Look forward to seeing lots of new faces.

Stay safe. Enjoy your cars and club.

David Robinson
President MGCCQ

Membership

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

- | | | |
|--------------------|-------------------------|----------------|
| • Anthony Boland | • Noel Marriott | • John Horton |
| • Charles Catanese | • Ross McDougall | • Gary Duncan |
| • Anthony Corrigan | • Matt Spoljarevic | • Ralph Jones |
| • Terence Harding | • Margaret Stutterheim | • Brian Moyle |
| • Colleen Hennessy | • William "John" Shield | • Stuart Shaw |
| • Clive Jones | • Jeffrey Sayers | • Doug Hayward |
| • Ulrich Koch | • Jonathon Anable | |

Some words from Elaine...

Once again, there are some interesting articles inside for you including reports on some major events.

We had a number of members making the long trek to Tasmania to represent us at the National Meeting. A report including a list of those attending, and their results, is included for you along with a collage of photos from the event. An entertaining second more personal report has been 'written' by a TC which experienced its first trip to Tasmania.



Our Club is hosting the 2013 National Meeting and the Coordinators for that event are Richard and Carly Mattea. There is information inside from them on that coming event.

There have been a number of social runs recently including one organized by Larry Ryan to Government House which proved to be very popular. We thank Government House for providing us with a disc of their photos of the event along with permission to publish them in our magazine.

John Preston's articles about his personal history in motorsport make entertaining reading for most of us but, for others, they hit 'close to home' as was the case with John's last article on his trip to the Isle of Man for a F1 race. He and his father were helping a competitor with his Maserati 6CM. Check out the Letter to the Editor from Bill Norman to read the follow-up to that article. John's report on another outing as pitcrew in 1951 again makes fascinating reading as he recalls the other people in the pits on that occasion.

You will notice that this issue includes images of only two of our Club regalia and other MG items. There are now too many to fit on one page. Last issue featured just the new items, this issue features a list of all items with their prices plus images of two new items. To view all items go to the Club Regalia page of our website where you can also download an order form.

Carried over to the next issue is an article on Charlie Jackson, the winner of the magnificent trophies proudly housed in our Clubrooms.

On Sat 28th April, club member No 485, Blair Salter, passed away. Some of you got to know him only recently when he and his partner Judith became regulars on our midweek runs, sometimes in his beautiful Lotus Elite. For many other older Club members, including myself and Vern, our memories of Blair go back much further than that to his racing at Lowood, Lakeside and Surfers Paradise. Pictured is a photo of Blair (right) with Vern and me and another 'old' Club member, Ian Peters (far left), at Lakeside on the occasion of its 40th birthday which incorporated a get-together of drivers from its early days. A tribute from his good friend and fellow ex-racer, Kerry Horgan, is also included in this issue.

Closing date for material for the July Octagon is 25th June, a week earlier than usual. I will be away for a couple of weeks in early July so the July Octagon may be in your mailboxes a little later than usual too.

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 almost every second month and there will be a concentrated attempt to have something special happening on the first Friday of each month. Your suggestions are welcomed.

Wed 23 May

Midweek run.

Meet: Spring Lake carpark, Springfield Lakes UBD Map 237 F 19. Exit 31 off the Centenary Hwy to Springfield Lakes.

Enter the carpark from Burlington Tce.

Time: 9am for 9.30am departure

Morning tea: BYO at Wyaralong Dam picnic area

Lunch: Shearer's Arms Tavern at Ormeau – \$9 including a drink

RSVP: Numbers needed for lunch to Bruce Ibbotson 3366 1889 please

Sun 27 May

MG and Sports car hillclimb at Mt Cotton. (Pointsoring).

Fri 1 Jun

Noggin 'n' Natter at the Clubrooms – Guest speaker on 'Chemical cleaning all things steel'

Sat/Sun 2/3 Jun

Queensland Hillclimb Championships at Mt Cotton

Fri 15 Jun

Noggin 'n' Natter at the Clubrooms

Fri 15 Jun

Night navigation run starting from the Clubrooms. Contact Malcolm Spiden 3266 6350 (Pointsoring)

Sun 17 Jun

Open Day & Swap Meet. Contact Mike Allen: kimolosgroup@bigpond.com.

Sun 17 Jun

Early morning run to Open Day/Swap meet at Mt Cotton. Contact Bernie Pereira bcpereira@bigpond.com or on 0417 830 369. (Pointsoring)

Sun 24 Jun

Driver Training Day at Morgan Park – other details TBA

Wed 27 Jun

Midweek run.

Contact: John Tait 3376 1216 or 0401 752 795.

Meet: Boronia Bushland Reserve, Boronia Heights, UBD Map 259 Q10. Enter from Conlan Street.

Time: 9am for 9.30am departure.

Route: Tamborine Mountain for BYO morning tea and then cool off at Cabbage Tree Point (Near Jacobs Well) for BYO lunch.

Bring: Food & drinks. Take away food & drinks available near each stop. Also bring a folding chair just in case.

Sun 1 Jul

Qld Motorkhana C'ship Rd 4 at Willowbank (Pointsoring for MGCCQ trophies)

Sun 1 Jul

Day run/Garage tour.

Contact Bernie Pereira

bcpereira@bigpond.com or on 0417 830 369.

Please advise Bernie and Charmaine of numbers attending by 25 June as there will be a sausage sizzle at the garage. (Pointsoring)

Fri 6 Jul

Noggin 'n' Natter at the Clubrooms

Sat/Sun/6/7 Jul

Tighe Cams Hillclimb Series Rd 3

Sun 15 Jul

Run and display at RACQ Motorfest. Contact Larry Ryan 3279 0440.

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.

Bits & Pieces



Beautiful and elegant MG new to Queensland is this Art Deco 1936 NG TA Airline Coupe recently purchased from overseas by Tony Slattery and Col Schiller. Those who attended the National Meeting at Hobart would have had the pleasure of seeing it 'in the metal'.



These photos were taken at Ormiston House sometime (unknown) in the past. Perhaps Rod Hiley (pictured) reversing into his parking spot can identify the occasion and the time for us.

Remember Lowood? If you want to join with others in remembering those days, there will be a gathering at Lockrose Heritage Museum on 9th September, the 50th anniversary of the death of John Hough. To get more information contact Neil & Gwen McLeod lhmuseum@hotmail.com 0401 196 400 or Ralph & Claudette Hough rchough@skymesh.com.au 02 66477 317 – 0427 477 317



Have you been to the Clubrooms lately? Not only are they now in 'bumper' condition thanks to the hardwork of Max Johnson, Don Webster and others but the bar has been given an appropriate name and adornment to match.

The 2004 National Meeting Bunny was out again roving the streets for the Moorooka State School Easter Parade from the school grounds to Woolworths shopping centre. He is seen with the Woolworths Relief Manager and an officer having his story confirmed after having been stopped for questioning. Hope they spoke "rabbit". Our always-reachable-on-the-phone President was inexplicably uncontactable for a short time just prior to Easter. Rumour has it that he was unavailable as he was busy speaking 'rabbit' elsewhere.



Concentration was the order of the day for our timekeepers, Brant Rayment and Richard Mattea, at the Norwell sprints as they persuaded our timing gear to cope with multiple cars on track at one time. Timekeeping has been a long tradition with our Club.



Can you identify the time and place of this photo? The person who has given it to the Club was the owner of the TF but cannot recall the occasion.



Discovered in Kingaroy on a recent Club run were the Three Wise Monkeys trying to disguise themselves (not completely successfully) as MGCCQ members.



A keen photographer spotted this pair of blue (suede?) shoes on a recent Club run. Someone suggested clues to the wearer's identity might be CB and TF.



It was good to see Fred Sayers at the Norwell sprint enjoying himself on track instead of 'enjoying' himself doing paperwork in the office at the hillclimb.

Officials in Control of 1959 Australian Grand Prix

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Mr. R. Amos.

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P.A. ANNOUNCER:

Mr. O. Crute

That long tradition of timekeeping was found in the front of the program for the 1959 Australian Grand Prix held at Florida Gardens Estate on 26 July 1959. The GP was for motorcycles and held as part of the Qld Centenary Celebrations.

Congratulations to Dean Tighe who was Sam Todd's navigator in the Classic Class of the Australian Tarmac Rally Championship on their win in this class of the Championship. The Championship was run over four rounds, Classic Adelaide, Targa High Country, Targa Wrest Point and Targa Tasmania.

From Giles Cooper in Whistler, BC who is seeing more than great scenery and wildlife on his journey to Alaska... "I was in a 1953 MG TD the other day that was originally delivered to Libya and is still in the hands of its original owner in the USA with its Libyan plate still on it. Also saw a V8 MGA which was a first for me!"



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It's probably a bit of an understatement but this picture came with the caption 'Having a bit of a go at Targa'. Who were? Roy and Colleen Davis.

The Boyces were a blaze of gold as they wore the theme night T shirts from the National Meeting. The shirts, celebrating the 50th birthday of the MGB, were also very popular.



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1978 Rubberrnose V8 BRG MGB (American Version)



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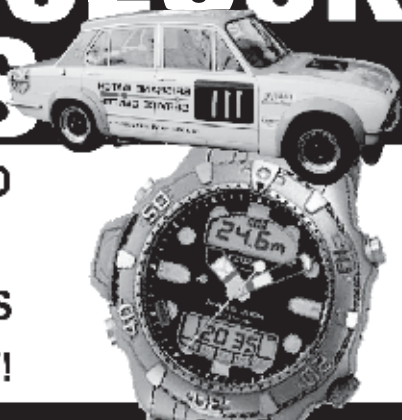
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MG INFORMATION

	Name	Phone		Name	Phone
PRE - WAR	Dino Mattea	3263 2625	MGC	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)	MGB	John Boyce	3345 2530
MGB	Graeme Walker	0431 678 319			

Vale

Blair Salter 26-10-40 to 28-4-2012

Blair attended Woolloowin State School and Brisbane State High and earned pocket money by selling newspapers in the Royal Brisbane Hospital. His working life started with selling insurance.

He joined the MGCC in 1961 and, with his brother Noel, soon bought an Elfin streamliner and fitted it with an MG engine. During the 60's, he worked for Jim Bertram at GP Cars at Chermside, and at Peter Warnerford Automotive in Woolloomoolloo, Sydney.

He married Julie and then went off to England where he worked for Derrington. By this time they had two daughters and Blair opened up a Speed Shop, AKSES, at Greenslopes. This was later destroyed by fire, so he moved to a new location at Norman St East Brisbane.

In the mid 80s, he got back into motor racing when he purchased Bob Romano's Toyota Cheetah. His pride and joy was his perfect 1957 Lotus Elite.

Blair lived life to the full and enjoyed a good laugh, a beer and a smoke. Since he retired, he enjoyed the mid-week Club runs and overseas trips with Judith. He succumbed to lung cancer on the 28th of April.

He will be sadly missed by many. Sincere sympathy to Julie, Judith, his daughters, grandchildren and brother Noel.

Thanks for the memories, Blair. May you be at peace.

Kerry Horgan
Member 312



*In the Elfin Streamliner at Lakeside in 1966
(Photo by Brier Thomas)*



The beautiful Lotus Elite in which he and Judith enjoyed their MGCCQ Club outings. (Photo by Malcolm Campbell)



*Blair and Judith with 'old' friend Kerry Horgan on a Club run.
(Photo by Malcolm Campbell)*

Blair Salter – a personal anecdote from Iain Corness

"I was preparing my MGA for a race meeting at Lowood (1965) and as I reversed into the garage the engine stopped. Checking the heights of the pistons, three were up and one was down – a broken crank. What could I do? I rang Blair, being the only person I could think of who might be able to help. Blair replied "No worries, I'll be over in an hour." What a relief! About an hour later, Blair arrived with a large cardboard box. "You had a crank?" I said, jumping out of my skin with excitement. Blair replied, "No mate, this is a few beers. We can't fix it. So let's get pissed."

Blair was his own man, with his own ideas. You had to accept Blair as he was, and despite his thorny exterior, he was at heart a very generous man.

PS: Just remembered that Blair's wedding was called the 'Nuptial Grand Prix' on the invitations.

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Letter to the editor...

Dear Elaine,

More evidence of those lovely motorsport connections: The Maserati 6CM described by John Preston last issue was the actual car which my father raced in SA, Victoria and NSW in the early fifties, so I suppose I too can claim to have worked on an F1 car.

Dad bought the Maserati from Colin Murray after the 1951 Australian Grand Prix at Narrogin, WA. The voiturette 6CM was much less successful than the later 4CL Maseratis and Englishman Murray rightly thought an Australian was his best chance for a reasonable sale. Like Murray, Dad had endless trouble with fueling the supercharged engine, many melted pistons and finally a catastrophic rod through the block. (Replacement blocks were unobtainable, so Dad made his own).

The car was beautifully crafted despite poor design. It abounded with polished magnesium and every chassis bolt was stamped with its own number. Holes were reamed to fit exactly. But it never delivered the expected performance, even when two-stage-supercharged. Significantly Dad never again was tempted to buy European exotica, although his test excursions in the Adelaide hills are still remembered.

South Australian Alf Blight restored the Maserati over many years and it was sold overseas.

The car is now part of the racing car collection of none other than Bernie Ecclestone...

Congratulations again on your wonderful magazine, not to mention that tireless Secretaryship.

Bill Norman

Pictured right is a list of the first 6 of the 28 starters in the race, a handicap race, along with their handicaps. Six of the last 8 cars on the grid were MGs with a handicaps between 21 and 25 minutes! (This information was published on the following website: www.terrywalkersplace.com/Results/1951-1955.pdf and reproduced with permission.)

Starters and Handicaps

C Murray (UK)	Maserati 6CL s/c	Scratch
J Crouch (NSW)	Cooper Mk 4, 1100	5m 00s
K Martin (Vic)	Cooper Mk 4, 1000	5m 30s
R Bland (NSW)	Delahaye	7m 30s
E D Norman (SA)	Double V8	8m 00s
V A Maloney (Vic)	MG TC, s/c	14m 00s

The photo is of Bill's father, Eldred, warming up the Maserati before a run at Collingrove Hillclimb in 1952 and is reproduced with thanks to the John Blanden Collection.



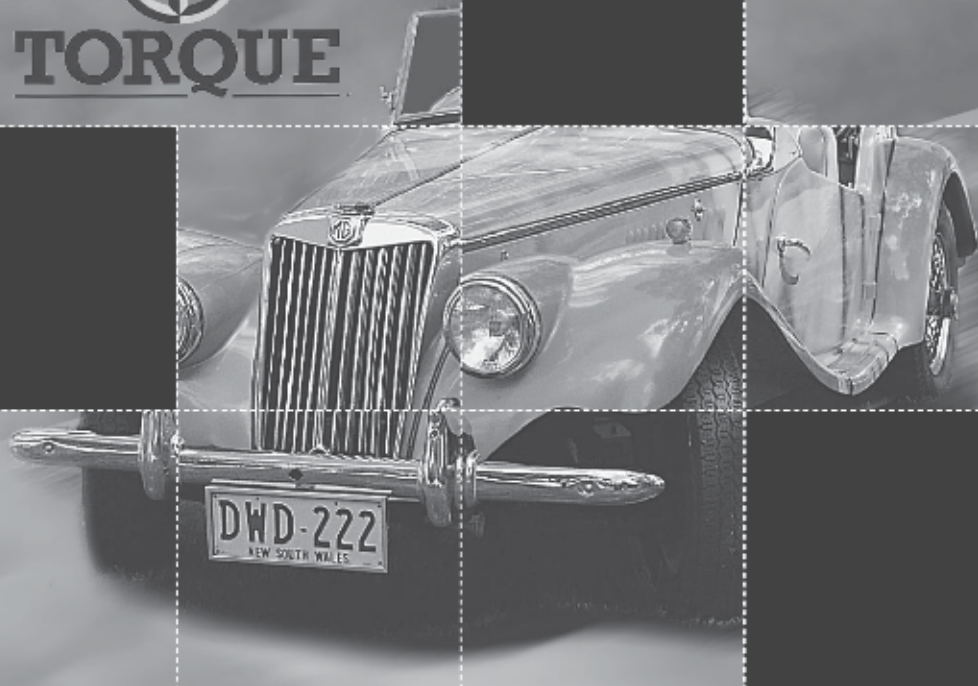
By pure coincidence Barry Broomhall mentioned in a conversation with my husband Vern that he had been at the 1951 AGP held at Narrogin WA and that there was a Maserati running at the event. He still has the original program for the event and was

able to send me the photo captioned "Colin Murray, England's representative in the Grand Prix, is a young driver who has competed with his 140 m.p.h. Maserati on such famous circuits as Silverstone, Isle of Man, Jersey as well as Continental road races."



The program shows that Bill's father, Eldred, was also in that race in the pictured car. In the program the photo was captioned: 'E. Norman's famous "Double V8" will attract all technical types! Power is supplied by 2 Ford V8 engines hooked together ingeniously. Brakes are cooled by S.U. pump-actuated water sprays directed at the brake drums. This vast machine is capable of well over 100 m.p.h.' Barry has also informed us that Eldred was one of his customers, renting out his dyno from him.

Many thanks to John Preston for starting us off on this interesting journey and to Bill Norman and Barry Broomhall for being able to continue the story and for sharing it with us.



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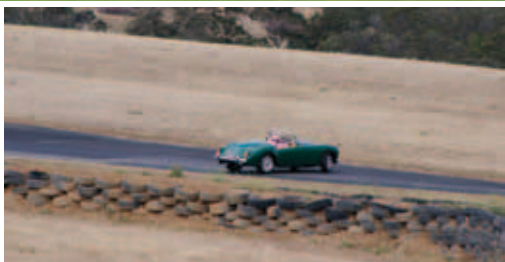
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2012 MG National Meeting

By Malcolm Spiden

MG National Meeting is held each year over the Easter in different locations throughout Australia. One of the MG clubs will organise and promote the meeting where all MG owning and driving members of the various MG clubs are invited to attend. The meetings are designed to provide the opportunity for members to display their cars such as in the Concours d'Elegance or compete in the motorsport events (a speed event either sprint or hillclimb and a motorkhana) or to tour down great driving roads designed for the sporting car. Organised social activities occur during the evenings providing ample opportunities to make or renew friendships with fellow MG owners from other states. This year the MG National Meeting was in Hobart.

Once again Julie Kunst had organised a great accommodation venue with suggestions from members and this was organised at the Riverfront Villas at Rosetta a few kilometres from the Hobart CBD. The venue alongside the Derwent River offered an onsite restaurant which served good portions for the evening meal along

with a well stocked cellar, a large grassed area to the river for the afternoon get togethers while observing the local roving well fed ducks and a dominant goose. Coach transportation to and from the evening venue (Friday, Saturday and Monday) had been arranged by Noeline Johnson. The coach drivers were reliable, informative and courteous. For any member touring after the National Meeting Noeline had compiled a list of members' contact details along with approximate days and regions where people may be touring just in case help may be required. Over this weekend there were birthday celebrations for Glen Boyce and Gary Kunst and a wedding anniversary for Ross and Shez Letten.

Somehow it would not be a National Meeting without little dramas. Venturing up the long steep onramp to board the Spirit of Tasmania' had fuel leaking from the front carburettor meaning the engine was spluttering (just follow the fuel trail). Some hasty repairs were effected once in Devonport and once again they were on their way. There was another little drama at the pier as the fuel pump (positive earth)



on Ross and Shez Lettens' MG PA refused to work. A replacement pump was with a fellow MG traveller; however, their whereabouts were uncertain thus the MG was loaded back onto the trailer and transported to the meeting behind the tow car. John and Glen Boyce then encountered some minor overheating dramas in their MGF as the temperature needle rose. Some thorough investigations at the local MG garage in Hobart found the points on the electric fan not making good contact may have contributed to the situation and that no damage was believed to have occurred. Their MG behaved itself for the remainder of their trip. It appears if you mention the words National Meeting to PEC735 then clutch troubles eventuate, even though this year Ron and Bev Clydesdale had renewed all parts of the clutch system. With the help of Norm Goodall and Peter Rayment the clutch was made operational. They also had an issue with the generator at Narrandera and were able to acquire a new item in Shepparton.

Conformation of registration and scrutineering occurred at Wrest Point. As is the custom the club organising the following year's National Meeting has the opportunity to promote their event. MGCCQ had space allocated to promote the 2013 meeting and to all those who had staffed the booth throughout the day from the opening up to the close of day, many thanks for your endurance and efforts. The Orange shirts promoting "Too where? To Toowoomba" really stood out.

Rocker Cover event on Friday evening was at the Exhibition Foyer at Wrest Point with the Noggin 'n' Natter. It was a little crowded in the area provided to fit

both the Rocker Cover event as well as a meeting place for the many who attended and it has been suggested the Rocker Cover event be so placed as to allow those who wish to natter and reacquaint friendships do so in a quieter and more comfortable area.

The Concours d'Elegance was situated in the Queens Domain near the Cenotaph on the Hobart Regatta grounds on the banks of the Derwent River. This location was within walking distance of the Hobart CBD area and the Salamanca open air markets, the bustling waterfront area, and the historical convict built buildings. Certainly a good haven for those with families which need to be kept entertained or those seeking a break from viewing cars or just to escape the cold breeze off the Derwent. Queensland members who assisted with the judging of cars in the 31 classes were Ian Fettes, Bill Heraghty, Graham Hoyle, Matthew Johnson, Ross Letten, Paul Lupton, Peter Rayment, Malcolm Spiden, and Jim Vanderkyl. Cathy Bartley and Col West had volunteered to assist however were advised they were not required. MGCCQ cars selected from the 30 classes for the final judging for three overall awards for were Allan Dansie, Ron Clydesdale, Matthew Johnson, Steve Riley, and Cathy Bartley.

Saturday evening was party night in the Tasman and Plenary Rooms at Wrest Point with a 1960's theme. As this year we are celebrating the 50 years of the MGB, MGCCQ used the evening to wish the MGB a Happy 50th Birthday with the outline of the front of a MGB on the front of our shirts and a rear view on the rear with a birthday wish. These also proved quite popular with interstate people.



Sunday gave the choice of participating in the speed event at the Baskerville Driver Training Centre or the Navigation/Observation run. Baskerville is some 25 kilometres north of Hobart in the semi rural area and the undulating circuit has a lap of approximately 2.0 kilometres. Another cool day greeted those at the complex for even the locals were rugged up. The format had drivers run in their class order divided into three main groups where all drivers were given a few slow observation laps behind a pace car before each group received one set of 3 flying laps to record their best time.

We were delighted to see John and Wendy Preston at Baskerville as they were on their retirement holiday tour. John is a regular scrutineer at our club hill climb events while Wendy assists as either a CAMS Steward or assists with checking the competitors' documentation or as a flag marshal. Their tour has included officiating at the Bathurst 12 hour race, the Longford Revival meeting, Symmons Plains V8 event, MG National Meeting, Targa Tasmania and Phillip Island V8 event before returning to Brisbane to assist at the Queensland Hill Climb championships. At Baskerville John was with the Fire Rescue team while Wendy was out of the cold by assisting the timekeepers. We would also see them on Monday marshalling the competitors at the motorkhana event. Yes, motorsport like so many sports relies on many volunteers.

The Competitive Navigation Observation run is a test of basic navigation and observation skills using simple route chart instructions. To ensure the teams follow the correct

path and to form an order of merit several route checks along with answers to questions and photo questions are used. The Director gave teams instructions, maps along with cryptic clues to ponder then decipher and hopefully locate on their journey. Commencing at Wrest Point Car park those participating were to travel up Nelson Street past the University of Tasmania, through the Queens Domain then over the Derwent River to journey through Risdon Vale, Austins Ferry, New Norfolk to the finish at Salmon Ponds near Plenty.

Monday was either the motorkhana event at the Derwent Entertainment Centre car park on the chip seal bitumen surface or the non-competitive Kimber run. This day presented some four seasons in one day with some snow atop Mt Wellington, then bright sunshine, low cloud to block any view to the mountain as well as a little sprinkle of moisture. Yes another cold day with many seeking shelter inside the centre around the coffee/tea shop. At the conclusion of the second test the Rayment TC ground to a halt and would not start. It appeared that Peter had lost the nuts which secure the inlet manifold to the head. Luckily an eagle eyed lady was able to present Peter with the lost items and soon the MG was mobile. Following some engine problems with the MGPA Ross Letten was able to run in the motorkhana in the Kelly MGA. Good results for many who compete in motorkhanas once a year at the National Meeting.

The Kimber run, a low key non-competitive run for those not wishing to compete in the motorkhana, departed from the Wrest point car park through Richmond and



onto the lower Tasmanian Midlands to Oatlands. Upon arrival a tour through the factory at Casaveen which manufactures pure wool fine knitwear was organised. Lunch was at this venue before the return journey.

At the presentation night on Monday evening Paul Plummer Overseas Director of UK car club talked of the celebrations for the 50th year of the MGB. This year there will be a "MG Live" meeting at Silverstone on 23 and 24 June as well as activities at Silverstone Classic on 20 to 22 July. MGB50 event will be held on 23 September at Blenheim Palace north of Oxford where many MG enthusiasts from Australia will be in attendance. The organisers of MGB50 have 1000 MGBs scheduled to attend. MG Europe this year will be held in Southern Sweden. Paul talked of the UK clubs with some 10500 members with 1000 overseas members, 15 registers and 7 branches. Worldwide there are 23 MG car clubs in Europe, 4 in New Zealand, 13 in Australia, 7 in Japan, 1 in Hong Kong, 7 in South Africa, 250 in the United States.

Victoria scooped the pool with class places, outright places, as well as the major awards. During his address Vice President Robin Page stated the Victoria club followed the Queensland 2008 format for their "Wratt Attack" by encouraging as many members as possible to attend enter and run in all events irrespective of their placing as well as double entering as many MGs as possible. They practised the motorkhana tests as well as observation style events and even table top navigation/observation trouts. Many were attending for

their first time even though some members were very mature in number of years of age. He also stated this installed a 'real buzz' around the club prior to the event.

Next year our club will hold the National Meeting in Toowoomba. This will be a major event for our club and the marque. The organisers have secured accommodation in the heart of Toowoomba, Picnic Point as the focus for all night activities, Concours d'Elegance at Heller Street Park near Picnic Point, Speed event at Morgan Park, Kimber run and Navigation/Observation run will use the best driving roads on the Southern Downs to satisfy sport cars drivers and a motorkhana venue in Toowoomba. Thus all MG owners there are less than eleven months before the 2013 National Meeting will be upon us so start preparing your car now. For MGCCQ members the club will need assistance in running the various events thus if you can assist even for one of the events please contact the committee.

Summary of overall results for our Club and its members:

John Wratten Memorial Trophy: Second place

Nuffield Oceana Trophy: Third place

Concours: 4 Class wins, 6 seconds, 1 third

Speed event: Outright 3rd (Steve Riley); 1 Class win, 2 seconds, 4 thirds

Motorkhana: Outright 10th (Matt Johnson); 4 Class wins, 1 second, 3 thirds

Observation run: outright 8th (Cathy Bartley)



Those attending were:

ENTRANT LIST for Competition Events – with results in class (as per the Event Program – except that Cathy Bartley has been reclaimed as ours!)

CLASS B PRE-WAR SPORTS <1000cc

- ▶ Ross Letten Qld MG PA
(4th in Concours, 2nd in Speed event)

CLASS D MGTC

- ▶ Peter Rayment Qld MG TC (4th in Concours, 3rd in Speed event and Motorkhana)
- ▶ Delia Rayment Qld MG TC
(4th in Speed event and Motorkhana)

CLASS G MGA ROADSTER (SINGLE CAM)

- ▶ Ross Kelly Qld MGA (5th in Concours and Speed event, 4th in Motorkhana)
- ▶ Skye Kelly Qld MGA
(9th in Speed event, 3rd in Motorkhana)
- ▶ Duncan Freedman QLD
(3rd in Speed event, 1st in Motorkhana)
- ▶ Jim Vanderkyl Qld MGA
(8th in Concours, 5th in Motorkhana)

CLASS I MGA COUPE (SINGLE CAM)

- ▶ Bill Heraghty Qld MGA
(2nd in Concours, 4th in Motorkhana)

CLASS J MGB MKI ROADSTER (PULL HANDLES)

- ▶ Colin West Qld MGB (3rd in Concours)

CLASS M MGBL & LATER ROADSTER

- ▶ Gary Kunst Qld MGB (2nd in Concours, 6th in Group 3 Observation run)

CLASS O MGB GT MKI AND MKII

- ▶ Brian Phillips Qld MGB GT (4th in Concours, 14th in Group 3 Observation run)

CLASS Q MGB GT RUBBER BUMPER

- ▶ Allan Dansie Qld MGB GT (1st in Concours, 2nd in Speed event, 4th in Motorkhana)
- ▶ Malcolm Spiden Qld MGB GT
(4th in Concours, 1st in Speed event, 1st in Motorkhana)

CLASS R MGB GTV8 AND COSTELLOS

- ▶ Graham Hoyle Qld MGB GT V8 (2nd in Motorkhana, 1st in Group 3 Observation run)

CLASS T MIDGET

- ▶ Ron Clydesdale Qld MG Midget
(1st in Concours, 6th in Motorkhana)
- ▶ Carly Mattea Qld MG Midget
(4th in Concours, 6th in Speed event, 5th in Motorkhana)
- ▶ Richards Mattea Qld MG Midget
(3rd in Speed event, 7th in Motorkhana)

CLASS U MGY SALOON & TOURER

- ▶ Tony Slattery Qld MGY Sedan (2nd in Concours, 3rd in Group 1 Observation run)



CLASS V MAGNETTE ZA –MKIVY

- ▶ Paul Lupton Qld MG Magnette (4th in Concours, 2nd in Group 2 Observation run, 1st in Motorkhana)

CLASS Y SPECIALS POST MGTF

- ▶ Matt Johnson Qld MGB (1st in Concours, 10th in Speed event, 1st in Motorkhana)
- ▶ Bill Manns Qld MGB GT (7th in Speed event)
- ▶ Jim Armstrong Qld MGB GT V8 (4th in Concours, 12th in Group 3 Observation run)
- ▶ Max Johnson Qld MGB (11th in Speed event, 6th in Motorkhana)

CLASS Z SUPER SPECIALS

- ▶ Steve Riley Qld MGB (1st in Concours, 3rd in Speed event, 3rd in Motorkhana)
- ▶ John Walker Qld MGB (4th in Speed event, 4th in Motorkhana)

CLASS ZB MGF

- ▶ Glen Boyce Qld MGF (2nd in Concours, 7th in Speed event, 2nd in Motorkhana)
- ▶ John Boyce Qld MGF (4th in Speed event, 4th in Motorkhana)

CLASS ZC MGF/TF

- ▶ Catherina Bartley Qld MGF/TF (2nd in Concours, 2nd in Group 5 Observation run, 7th in Motorkhana)

Social Entrants:

- | | |
|--------------------|-----------------------|
| ▶ Sandra Armstrong | ▶ Liz Manns |
| ▶ Bev Clydesdale | ▶ Alexandra Mattea |
| ▶ Kaye Dansie | ▶ Ashleigh Mattea |
| ▶ Phil Devin | ▶ Jeremy Mattea |
| ▶ Karen Dobbyn | ▶ Genevieve Mattea |
| ▶ Ian Fettes | ▶ June Phillips |
| ▶ Norm Goodall | ▶ Alan Quinan |
| ▶ Beth Heraght | ▶ Roz Riley |
| ▶ Bev Hoyle | ▶ Lyn Rushby |
| ▶ Noeline Johnson | ▶ Norma Simmons |
| ▶ Georgia Kelly | ▶ Raye Vanderkyl |
| ▶ Julie Kunst | ▶ Lilita Varley Stark |
| ▶ Chez Letten | ▶ Patricia Walker |
| ▶ David Lupton | ▶ Delma West |

Photo collage is made up of photos supplied by Bill Heraghty, John Walker, Matt and Max Johnson, Peter and Delia Rayment and Tony Slattery.



2013 MG National Meeting

In 2103 the MG Car Club of Queensland is hosting the MG Car Clubs of Australia National Meeting. It is to be held in Toowoomba and we are expecting 350 to 400 MG enthusiasts from around Australia and overseas to attend. This event in the great MG tradition combines both sporting and social activities over the Easter long weekend which in 2013 is from the 29th of March to the 2nd of April.

I am inviting all club members, both MG and non MG owning to get involved in this event. Your club needs your support to ensure that the 2013 MG National meeting is a resounding success. For those MG owners who have never participated in a National meeting before, why not join in and find out what it's all about? To those who don't own MG's, why don't you talk to your MG owning friends and see if you can 'rent' a drive for the weekend? If being a participant doesn't appeal then why not get involved in helping to run one of the speed, touring or manoeuvring events? Did I mention that the club needs your support?

For those of you who would like to know more about Toowoomba and the events, a small group of hard working volunteers has commenced organising: please read on further.

Toowoomba is where the city meets the country. It's located on the edge of Australia's Great Dividing Range. With scenic views from 700 metres above sea level, Toowoomba has a fresh, cooler and less humid climate than Queensland's coastal areas. Toowoomba is well renowned for its parks and gardens and is known throughout

Queensland as the "Garden City". In Easter 2013, come and enjoy the mellow tints of red and gold marking the start of autumn.

Located on the junction of the Warrego and New England Highways, Toowoomba is easily accessible to all visitors.

The concours will be sited at the "top of the range" in Heller Street Park, whilst the speed event will be held at the recently extended Morgan Park Raceway. The Observation Run and optional tours will showcase the exceptional country side of the Southern Downs and give all attendees the chance to experience the rich history of Toowoomba and its surrounds. The motorkhana will be located in the Toowoomba surrounds.

Exceptional venues that are within easy reach of pre-booked accommodation have been chosen for all social activities.

So, now that you've read all of the above, I'm sure you will want to get involved. Could you please contact me and let me know how you can become involved. You can contact me through the below mentioned means:

Richard Mattea

Email: mgccq@mgccq.org.au

Phone: 07 3325 0409 (after hours)

**See you in TOOWOOMBA,
QUEENSLAND in 2013**

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Three March Mid-Week Run Reports – 28 March 2012

**Reports by John Tait, Greg Hannant and Bruce Mutch
Photos by Joy Jones, John Tait and David Miles**

Well what a fantastic run this one turned out to be, and our first midweek run not to be affected by rain. Greg and Rhonda Hannant did a top job of finding some lesser used roads and by-ways to take us from the start at Calamvale to Beaudesert for morning tea in Jubilee Park.

From there we headed off through Christmas Creek and then across to fabulous views of Mount Barney prior to arrival at Rathdowney for lunch.

The run instructions included use of "tulips" to designate the route and make the instructions very easy to read. Everyone from the 22 attending cars had a lovely day with great club company in perfect autumn weather.

Thank you again Greg and Rhonda for organising a superb run.

By John Tait (midweek run coordinator)

More than 20 cars started, including a number not seen on Wednesday runs previously, along with five people as guests of the Club.

It was fine weather for a change and a run that took in some roads not used before. The route included some new rural residential areas and farmland to the west of the Mt Lindsay Highway both north and south of Beaudesert.

After morning tea the group travelled past the proposed Bromelton major rail freight facility to be established on the Sydney Brisbane railway line. We then drove to the eastern side of the Highway, up Christmas Creek Road and across to and through Rathdowney for a loop through the hills and tight corners of Barney View before returning to Rathdowney for lunch.

By Greg Hannant (March midweek run organiser)

During the run today organised by Greg and Rhonda Hannant we were going through some wonderful grazing country between Mt Lindsay and Rathdowney, admiring the country and the fat cattle when we came over a bitumen country road which was fielded each side by Rhodes Grass 2' high. As we came round a right hand bend, lo and behold, there was a tiny Quail family of mother and father about 3" high and a wee chick of 1" in height. As we approached, one of the parent birds moved to the right to protect the chick and recognising this I moved left to avoid any problem. They protected the tiny chick and any catastrophe was averted. A wonderful and successful incident which made our day. It was a wonderful run through some scenic cattle country.

Thank you for another wonderful MGCCQ mid week run.

**Bruce Mutch & Ross Brunckhorst
(Wildlife observers and carers)**

Participants

Name	Car / Colour
Greg & Rhonda Hannant	MGB / White
Lloyd & Catherine Cree	Mazda MX-5 / Sunlight Silver
Ray & Estelle Parker	MGB / Red
Peter Gannon	MGB / Camino Gold
John & Marian Tait	Mazda MX-5 / True Red
Don Webster	MGTD / Cream
Errol & Wendy Hoger	MGB / Camino Gold
Jeff & Pat Hesselwood	Subaru / Silver
Colin Fox	Austin / Black
Gary & Judy Tucker	MGTC / Red
David & Meryl Miles	MG Magnette / Grey
Allan & Joyce Tebbutt	MGB / Blue
Terry & Lynn Jones	MGTC / White
Kerry & Val Horgan	Mazda MX-5 / Stormy Blue
Bruce Mutch	MGB / Camino Gold
Bevan & Lorell Harris	MGB / Red
Trevor & Joy Jones	MGA / Red
John & Trish Cranley	Bentley / Silver
Jeff & Rosemary Turner	Volvo 1800E / Safari Yellow
Dennis & Diana Kelly	Toyota Corolla / White
Barry Smith	MGB GT / White
Denis Thomas	MGB / BRG



Mid-Week Day Run, Tuesday 24th – Wednesday 25th April 2012

By David Miles

Photos by Malcolm Campbell, David Miles, Gary Lawrence and John Tait

Overcast skies failed to dampen the enthusiasm of those who battled the traffic to the J.C. Slaughter falls starting point, nor those who elected to join at morning tea at Rosewood. Twenty five cars departed after competing with a noisy vacuum drain clearing truck which suppressed conversation and then travelled via Marburg, Lowood and Esk to the lunch stop at Lake Cressbrook. Light rain fell intermittently as we traversed farmland already blessed with good falls in recent months. The Lake Cressbrook venue is very well kept, with clean toilets, shelter sheds,

and the brimming dam was a huge improvement over the dry lake we encountered upon our last visit, making the \$2.50 per car entrance cost well worthwhile.

Following lunch, it was time for the day trippers to return home, whilst those taking advantage of the optional overnight stay at Highfields continued up to Hampton, then northwards to the Country Comfort Motel. Excellent facilities greeted us here, with spacious clean rooms, undercover parking and a poolside “Happy Hour” venue where Cyril, well lubricated by



Just some of the cars

“Old Speckled Hen,” provided the entertainment. An equally entertaining courtesy bus ride to and from the Highfields Tavern for dinner rounded off a great day.

Following breakfast and refuelling, it was off to Picnic Point for coffee and a quick inspection of the venue for next year’s National Meeting. Those new to the revamped facility there were most impressed, and all looks good for Easter 2013. The journey home was down the Flagstone Creek Road through Grantham to Gatton, where we had lunch before heading home.

In spite of the short notice, ten* of the twenty-five participants elected to take the opportunity of the overnight option, so this might well be considered for some of our future mid-week runs.

Participants

Name	Car
David & Meryl Miles*	MG Magnette
Gary Lawrence & Trevor Deppelgr	MGB GT
Dennis & Diana Kelly	Corolla
Greg & Rhonda Hannant*	MGB
Trevor Mills	MGB
Jeff & Rosemary Turner	Volvo
Aubrey Ross*	MGB
Allan & Joyce Tebutt*	MGB
Bruce & Tip Ibbotson	MGC GT
John & Marian Tait	MX-5
Ian Fettes & Karen Dobbyn*	MG 1100
John & Glen Boyce	MG F
John & Pat Walker*	MG A

Kerry & Val Horgan	MX-5
John & Tricia Cranley*	Honda NS-X
Cyril & Marie Bennett*	Toyota
Phil & Sue Young	Fiat X19
Kevin Trower*	SS Commodore
Geoff & Glennis Anderson	Jeep Grand Cherokee
Trevor & Joy Jones*	MG A
Trevor & Dell Watkins	MG B GT
Bevan & Lorell Harris	MG B
Malcolm Campbell & Kathy Burford	MX 5
Lloyd & Catherine Cree	MX 5
Bruce Mutch & Ross Brunckhorst	MG B



And some of the people

MGCCQ Day Run to Fisherman's Island and Wellington Point



Sunday 15th April 2012 "Understanding the Port of Brisbane"

By Bruce Mutch | Photos by Bruce Mutch and David Miles

Despite the weather being overcast with a few showers we had eight cars and fifteen club members and visitors head off after viewing the Club rooms and welcoming a member of The MG Enthusiasts Club of Ireland while exchanging memorabilia and greetings.

We drove through Mt Gravatt to Murrarie and down Lytton Rd to the Island. With the discovery of Mooney Oil and the pipeline to Gibson Island, the oil terminals are now established. Then across the bridge to the start of Fisherman's Island. The island is largely man-made from sand dredged out of Moreton Bay and pumped into grids. It is 2-3 km long and still growing. The folks viewed the Bulk Grain terminal. Grain comes in by road from the Darling Downs in B Double Road trains and 3000 tonne rail shipments. The coal terminal takes 3-4000 tonne rail shipments from the Downs and bulk loads ships. On then to the huge container terminal and massive container storage facility where the containers are stacked 6-8 high.

We then went round to the Bay side where the dredging is taking place and round the Island where the container depots are delivering to clients. The folks were surprised to hear that the Port of Brisbane facility was leased to a

consortium of Indian and Arab Investment corporations by the previous Qld Labour Government in 2011 for 99 years.

Off the Island we wound our way through the rabbit warren of suburbs Wynnum/Manly/Birkdale to reach Wellington Point losing half the group but some got there and had FUSH and CHUPS overlooking the Moreton Bay.

We enjoyed the drive and didn't get wet. Safety Fast Charlie Brown.

Participants

Name	Car
Paul & Denise Trower	MG B Red
John & Pat Walker	MGBGT V8 Red
Bruce Bayliss/David Miles/ Kerry Horgan	Volvo 242 GT Silver
Greg & Rhonda Hannant	BMW Blue
Kevin J Trower	SS Commodore
Neil Mills	MGBGT Red
Bruce Mutch & Mary Coombe	Forester
Cyril & Marie Bennett	MG TF British Racing Green

Run to Le Relais Bressan French restaurant at Flaxton

Sunday 18th March

By Richard Higgs

Twenty members plus four guests arrived at the BP service station at Morayfield for our run up to Flaxton. Unfortunately Larry and his wife could not make it as some person ran up the back of his Pathfinder the day before and made it unroadworthy and as his B was not entirely weatherproof and the weather had not been too kind to us, he was unable to attend.

The day before had seen torrential rain and after several phone calls and Emails, it was decided to inform members that it may be advisable to take modern vehicles on this run. However a total of 7 MGs arrived together with a mix of modern vehicles and at a little after 9.30am we set off via Caboolture where we had a certain amount of hold up through the lights at Caboolture markets which had Cyril Bennett nervously checking his temperature gauge! Once through we had a pleasant drive through Elimbah and on to Beerburum, the rain fortunately holding off making me kick myself for not bringing the A.

Our morning tea stop was at Mathew Flinders park off Steve Irwin Way and the usual chatter ensued among members about any number of things, but mainly I suspect about MGs. Having left there we travelled on but the rain started at Beerwah and then we had it all the way up to Flaxton going through some very low cloud and at times fairly heavy rain.

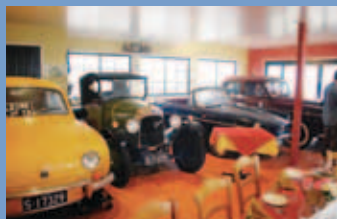
We were a little early at the restaurant and so had time to look around the display of French vehicles including Citroens and Peugeots. Also on display, and for sale, was a Morgan but I don't think any of our members made a bid on it.



Lunch was served with everybody seated at three tables. There was a good choice of food with a selection of entrees, mains and sweets. Despite the inclement weather everybody appeared to enjoy themselves and gradually made their own way home.

Members Attending:

Name	Car
Richard Higgs	Barina
Cyril & Marie Bennett	TF
Andrew & Sue Willesden	MGB
Kevin Trower	Commodore
Paul & Denise Trower	Commodore
Andrew & Michelle Lake	MGF
Greg & Rhonda Hannant	MGB
Neil & Joanne McCorquadale	Mazda
Owen and Mary McNeil	MGBGT
Charlie & Sandra Provis	Caprice
Bill & Sue Hegarty	MGA Coupe
David & Rosslyn Garlick	RV8 Guest MGCC North Coast
Albert & Di Budworth	Rodeo Guest All British Classic Car Club





Visit to Government House, 21st March

Report by Charmaine Pereira | Photos provided by Government House and by Diana Kelly, Bruce Mutch, Gary Lawrence, John Tait and John Walker

Thank goodness, Wednesday morning turned out fine and we had 21 MGs, 1 Mazda MX5 & a BMW convertible all ready to roll from Mt Coot-tha.

Many thanks to Larry for organising this superb venue and, of course, it goes without saying, a big thanks to John Tait for conducting the run in a very efficient manner, as always.

Well the MGs lined up for the take off which ranged from Ross Kelly's pre-war 1934 to Larry's MGB rubber nose built in June 1979. We were then led on the run by John & Marian in their MX5 to a point before Government House gates at which point Ross and Georgia led the way up the drive to Government House car park.

It was indeed a pretty sight having the different range of MGs come through the gates and up the driveway.

We were welcomed by friendly staff of the house and, after a brief talk on the daily happenings in the house, we were invited to morning tea and a look around the main meeting room before being taken on a guided tour of the rest of the building, finishing up in the garage with the Rolls Royce, BMW, Ford Falcon & two Holden Statesmen which I am sure was the highlight for the guys!

It was indeed very interesting and informative, and I am sure, all those who attended enjoyed the morning.

For those of you who missed out – "you sure missed a great opportunity."

Well done Larry.

Those attending were:

Name	Car
Larry & Sandra Ryan	MGB
Errol & Wendy Hoger	MGB



Ross & Georgia Kelly	MG NB Magnette
Bruce Mutch & Ross Brunkhorst	MGB
John & Pat Walker	MGA
Dennis & Diana Kelly	MGB
David and Meryl Miles	MG Magnette
Bernie & Charmaine Pereira	MG TD
Ron & Bev Clydesdale	MGA
Cyril & Marie Bennett	MG TF
Richard Higgs	MGA
Malcolm Spiden	MGB GT
Peta Lapworth & Claire Skillen	MGA
John Van Hoff	MGA
Gary & Dawn Lawrence	MGB
Don and Ann Webster	MG TD
Greg and Rhonda Hannant	MGB
Gary Tucker	MG TC
David Robinson	MG Y
John & Trish Cranley	MGB GT
John & Marian Tait	MX5
Tom & Ailsa Storrie	Toyota Corolla
Tom & Joy Lane	BMW Z3



Photos above and left are courtesy of Government House





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Norwell Sprint Meeting

By Ace Reporter | Photos by Gary Pitt

There was some hectic work during the week days prior to the event to ensure the timing mechanism would be compatible for the Norwell venue. From the first use of this circuit from last year's Iron Man the Norwell personnel re-organised the paddock layout to accommodate the competition cars, tender vehicle and trailers to provide an easier movement within the complex. A glorious day presented the competitors with an ideal opportunity for good times. Results were a combination of best standing lap together with the best flying lap from the three sets of standing lap and two flying laps format.

Formula Libre classes would give the fastest time of day which went to Brian Kirkby in his Nutec TLAR (standing lap of 62.17 & best flying lap of 60.53) just 0.94 second ahead of John Hay (Sodi SRV13V Superkart, 64.14 & 59.50) and Adrian Holmes (Van Diemen F2000, 67.12 & 61.15) a further 4.63 seconds being third quickest. Other drivers in the Formula classes were Chris Lake (Escargot Suzuki Mk2, 73.71 & 68.85), Alan Don (Formula Vee, Nimbus, 73.92 & 69.40) and Len Walters (Formula Ford, Crosse 32F, 71.92 & 66.07).

Competitors in the Historic classes were Barry Smith (Group K, Ford V8 Special, 85.23 & 86.04), Craig Carlson (Group L, MGTC special, 82.20 & 75.82), Ron Woodbridge (Group M, Rennmax BN1, 80.25 & 76.91), in Group Nc were the Torana GTR XU1s of Brad Stratton (70.51 & 67.32) with Glen Wesener (72.44 & 67.90), John Anderson (Group Sa, Austin Healey BN1, 94.96 & 91.04), Steve Purdy (Group Sb, MG Midget, 72.90 & 68.95), in Group T Roy Davis (Triumph GT6, 69.23 & 67.18) with Ian Rogers (MGB, 74.09 & 70.40), and Group U Fred Sayers (Leyland Clubman GT, 77.59 & 70.31).

Sports Cars

Steve Johns (Espirit Sports 1300, 67.96 & 62.67) was the quickest in the Supersports/Sports 1300 group. The Sports 2A classes had Chris Johns (Suzuki Cappuccino, 70.50 & 65.51), Stuart Paterson (Westfield, 70.68 & 65.92), Mark Cowley (Alfa Romeo 1750 GTV, 73.37 & 70.20), David Reynolds (Catherham Super7, 76.71 & 71.76), Jae Collins (Nissan Laurel, 73.73 & 69.46), and Tom Lane (Mazda Rotary clubman, 76.06 & 76.62).



Mouse checks that Brian Kirkby is ready to go out for his run. Brian proceeded to take out Fastest Time of Day.



The Norwell venue provided a pleasant viewing area for spectators



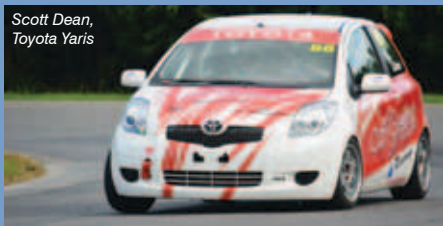
Mitchell Allwood, in one of the many sedans entered for the event, takes the checkered flag on one of his runs.

Three cars which made their debut at the event were

Adrian Holmes in his
Van Diemen F2000



Scott Dean,
Toyota Yaris



Bruce Jackson, MGA



The popular classes were the Marque Sports cars with Daryl Searle (Amaroo clubman, 68.90 & 65.48), Hugh Ballington (Amaroo clubman, 70.75 & 64.54), Paul Masterson (PRB7, 70.70 & 66.32), Brian Pettit (Westfield, 71.31 & 67.39), Neil Siyver (Mazda MX5, 79.4 & 71.68), Jim Selwood (A/H Sprite Mk1, 80.29 & 77.67) and Harry Cox (M G Midget, 94.07 & 90.09). In the middle capacity class Michael Collins (Mazda MX5, 68.01 & 63.46) was the fastest from Benjamin Foessel (Mazda MX5, 73.10 & 68.95), John Price (MBG, 74.37 & 70.79), John Moroney (MGF TF160, 74.81 & 70.67), Sean Moroney (MGF TF160, 75.32 & 70.24), Steve Donka (Lotus Elise, 75.20 & 71.15), Nigel Oldridge (Mazda MX5, 76.87 & 71.63), Matthew Loudon (MGB, 78.32 & 73.59), Ken Wasley (MGF TF160, 78.90 & 75.40), Malcolm Spiden (MGBGT, 80.01 & 74.65), Andrew Lake (MGF 79.40 & 76.26), Jim Haines (MGB, 83.53 & 79.53), Berenice Stratton (Mazda MX5, 84.41 & 79.82) and Bruce Jackson (MGA, 85.32 & 80.31). Jon Siddins won the large capacity class (Datsun 240Z, 65.46 & 63.50) Simon Rhodes (Triumph TR7 V8, 68.79 & 65.54), Luke Rhodes (Triumph TR7 V8, 71.67 & 69.34), Ashley Tyson (Datsun 240Z, 73.04

& 68.45), Michael Simington (Triumph TR7-8, 75.47 & 70.51), Peter Bennett (Porsche 911, 77.51 & 72.87), and Ross McDougall (Mazda RX7, 78.03 & 72.73).

Sedan Type Cars

All Wheel Drive class went to Rod Blank (Subaru Impreza STi, 66.06 & 63.46) from the Subaru WRXs of Christine Knight (71.42 & 65.79) and Mal Ryan 76.59 & 73.40).

The Improved Production classes saw times from Scott Dean (Toyota Yaris, 68.50 & 64.90), Scott Doyle (Escort, 77.73 & 71.45), Neil Englund (Escort, 75.81 & 71.47), the Datsun 1600 SSS of Ken Graham (69.82 & 66.32) and Pauline Graham (72.20 & 69.31), John Gilbert (Commodore, 69.31 & 65.87) with Sean McLindon (Ford Anglia Popular, 75.26 & 70.64).

Rally cars class was an all Escort affair. Bruce McKenzie (71.00 & 67.68) being quickest from Robin Smyth (72.42 & 68.12), Gerry Allen (73.57 & 70.32), Brian Munn (77.97 & 72.32), Ray Evans (81.03 & 75.57) were the times recorded.

In the Sports Sedans groups runners were Tyson Cowie (Escort, 71.29 & 67.59) Jeffrey Bird (Mini 77.34 & 72.59) Stuart Burrows (Nissan Skyline R33, 66.22 & 62.12), John Leslight (Torana, 67.61 & 62.12), David Malone (Torana GTR XU1, 69.54 & 64.26), Jeff Daniels (Escort, 70.23 & 65.54), Roger Bartlett (Escort, 80.09 & 72.48).

Production Road Registered and Invited cars had David Jones (Ford Fiesta, 72.61 & 69.71), Les Palmer (Escort, 71.92 & 71.17), Darren Weston (Escort, 73.92 & 69.98) and Gary O'Mullane (Corolla, 81.76 & 76.01) run in the smaller capacity group. In the bigger engine capacity class Chris Ching (Ford Serria, 66.93 & 66.40) won from Stuart Elphinston (Monaro, 71.60 & 67.02), Robert Van Wegen (BMW 2002, 73.39 & 68.89), John Hay (Renault Megane, 73.18 & 69.68), Matthew Brown (MGZS 180, 73.56 & 69.70), Greg Bankin (Datsun Bluebird P411, 81.06 & 76.15), with Ben Wasley having his first competition run in his MGZR 160 recording 84.45 & 77.73 time runs.

Mitchell Allwood competed in the Modified Production, Road Registered and invited group in his Falcon recording best runs of 70.03 and 66.89).

Best MG up to 1600: Steve Purdy

1601 to 2000: Ian Rogers

2001 and over: Matthew Brown

Fastest Time of Day: Brian Kirkby

TC 5643's 1st trip to Hobart for the 42nd MG National Meeting

There was movement at the station for the word had got around that I was going to the Little Island for the MG National Meeting in Hobart. Both Thomas (the Midget) and Black Beast (MGB) had been there several times. I hadn't however. Even though I had been in the family the longest (47 years). I thought it must be a strange place as Dad Rayment started to do some maintenance to me. I was not used to that. I had new rubbers in the spring shackles and shock absorber links and tightened the axles to my springs. Dad had even made my side curtains fit. Even the Perspex was cleaned so you could nearly see out. I was confused when he even changed my front stub axles. Breaking front stub axles is normal for TCs so I could not understand why Dad did not want me to do that again. This was very odd. On the way home after attending the first MG National Meeting in Sydney in 1970, I had broken the left nearside stub axle at Singleton. At the meeting, I did not enter the Concour (£2) at Vacluse House (Girly Stuff) but ran at the Hillclimb and Dirt Circuit at Amaroo. I was a rev head. This was what MGs were made for! I was a bit thirsty at the hillclimb as the petrol pump started to play up but Dad quickly fixed it. I beat quite a few MGBs and Cs at the dirt circuit.

Back to the present. I had been having some problems running properly as I used to miss badly for no apparent reason. Normally it happened when I got warm. This was very serious at Mallala when the Nat Meet was at Adelaide in 2010. After Dad checked me, I was OK again. I was not going to let anyone know what was happening. Dad had fixed my engine before Newcastle 2011. I had broken a gudgeon pin at the 1995 Indy Rally and so Dad put an old engine that he had removed in 1970 because it wasn't too good back into me. With the good engine reinstalled Dad swapped over the distributor out of the other engine. Guest what? I could still play up. So Dad rebuilt another distributor but still used the same rotor. I was affronted, so I kept playing up. Dad eventually found what I had done, but only after he threatened to get Basil to give me a dam good thrashing. I had formed a little hole in the rotor so it swallowed the spark and I

would not run. A new rotor was fitted and I was good again, for the present.

So finally we left home with me up on the trailer so I would not wear out my new 19"x 4.50 tyres. I enjoyed the ride as I was well tucked in behind the Jeep. I was worried at Forbes because a storm brewed up. Luckily that night, Dad came and put a plastic cover over me so I didn't fill up with water. It happens when you stand still. Next day dawned perfect again. Finally we arrived in Melbourne and we went and saw Malcolm Hickman who did up Mum's Y type sedan. She had been fed up waiting for Dad to do up one of the Ys that are parked in the shed so she bought his which was for sale. Here we picked up some more Y bits.

Next morning and we were off to Walter Magilton's place to leave the Jeep and the trailer. Walter was not happy when we arrived. His MG ZR was cranky and did not want to run. That's what comes of washing us cars. Turned out they had knocked the "Kill Switch" that lives under the bonnet. I don't have anything like that. I have lots of other things, I can do. So off the trailer I went. I was excited. Then they started to load me up like a Clydesdale horse. Me a thoroughbred. A racing car. We had enough clothes to outfit an army. What was this Tasmania like? Soon we headed off to the ferry boat called "The Spirit of Tasmania II". We travelled along the freeway and then onto Hoddle Street. I could see that Melbourne had learnt from Brisbane how to make linear parking lots on the roads. The traffic lights made certain we were not allowed to move. Somehow we got out of that confusion and finally arrived at the wharf. There were a couple of other MGs there so it couldn't be too bad. After much stop starting on the wharf, we were about to load onto the boat. I had second thoughts about this and so I cracked up. I let my inlet manifold fall off. I had not done that before so Dad wouldn't be expecting that. It was fun. That will teach them to load me up like a draught horse. Dad had to try and quickly fix me as we were due to go up the BIG ramp into the bowels of the ship. Dad got the manifold back on but



Ooh I am not sure about this



It was great driving through the tunnel



Boy those vibrations

he stripped my thread in the carby that holds on the float bowl. He got the bolt too partly hold the bowl but it was not tight. So I poured petrol everywhere. I showed them. Still we went up the ramp and into the dark noisy interior of the boat. There I had to stay all night with lots of other cars. They did not seem unhappy however.

Next morning before the sun was up we headed off the boat. I was still pouring petrol everywhere as we made our way through the 2nd lot of security. What is this Tasmania?

After that, we pulled up just near the road and Dad fixed me up. He took off the fibre washers that the bolt normally had and put a bit of gooey stuff on both sides of the mating surfaces of the bowl and did up the bolt. Everything looked OK. So off we went. I was good for a while whilst the roads had a flat surface. When we got to ruts pushed into the road surface from all the big trucks, I played up. Dad had his hands full. I wanted to dart all over the road with the tyres trying to centre on the ruts. Eventually we got to Low Head Lighthouse on Sunday just before noon. The notice said "Foghorn sounds at noon on Sundays". There was only 10 minutes to go. Next thing the ground shook. What a noise. It was even louder than when I used to run at Mt Cotton with just stubs for exhaust. Boy was it bassy. They say it goes more than 10 miles out to sea. I could believe it. After this vibration, Dad checked that everything was OK on me. On to our B&B at Scottsdale. Dad and Mum got to have a wonderful breakfast on lovely bone china. All I got was a stick into my petrol tank to see how much fuel was still there. Down the east coast we slowly worked our way, seeing several other MGs. Finally we arrived in Hobart. We went to the Botanical Gardens where we had a good chat with the young fella at Pete's Patch from the Gardening Australia Team. Eventually we arrived at the motel. A lot more MGs were already there.

Obviously the Vanderkyle's MGA was upset at coming this far south from Bowen, because it had filled up its rear brake drum with oil. That took some cleaning. Then the Clydesdale's Midget turned up. It had showed them. The generator broke down at Shepperton but Ron was able to buy a brand new one of the shelf. Not to be outsmarted the Midget decided to have the clutch master cylinder play up. This was only the 4th time in two different Midgets when going to National Meetings for the cylinder to worry Ron. Midgets can show whose boss. Ian Fettes MG1100 got a bit twisted at Aratula and turned off a drive



Some of my friends

shaft. John Boyce upset Glen's MGF by being pulled up by a young female policeman for doing 122 kmh. She decided John was too old and couldn't drive that fast and let him off. The MGF was so upset that it blew all its coolant out of the radiator cap. Ross Letton's PA Midget decided it didn't like the Melbourne traffic and got very thirsty. This was fixed by a new petrol pump. When it arrived in Hobart the distributor cap was wobbling as the engine ran. This turned out to be caused by some new bits in the distributor. So Ross had to file down the rotor's length to fit correctly. Then it ran like a dream. Tony Slattery found his new 1936 MGTA Airline Coupe's steering was interesting. It is just the same as me but it had been modified to take some of the play out of the steering box. Certainly very different to the precise rack and pinion of the MGs. It was good to see all the cars had their own minds and did what they wanted when they wanted. Norm Goodall, who thought he was to have a quiet time as Ross Kelly had brought the MGA only, was in his element working on cars. He hardly had time for a beer.

After we had all been cleaned and polished we went to Registration at the West Point Casino. All the Mums and Dads had their paperwork checked and we cars had to suffer an internal examination. It wasn't too bad however. We went back to the Casino for a Noggin and Natter that night. It was very noisy but still no roulette. Here it started to rain and a lot of people were worried for the next day.

Concour day and it was lovely and fine. Dad wiped me down and I shone. It was nice and brisk. Off we went to the Concour site. What a lovely position overlooking the Derwent. My tyres were cold on

the Grass. Mum looked like Paddington Bear in her big red jacket and hat. People milled all around the cars. Some people who had clipboards, seemed to be looking for what was wrong in the cars. This must have been the case because the best one from each group was paraded out in front of the rest and more people looked closely at them also. Later in the day the breeze certainly picked up and it got cooler.

That night which was called a theme night saw all the Queenslanders dressed in bright yellow tee shirts with the front of an MGB on the front and the back on the back. The sparkling headlights really stood out on the women. I could hear lots of noise from the Casino again. For the cars that were very good, the owners got a medallion to say how god they were.

Next day was beautiful again. I was excited as we were off to Baskerville. I had heard the tales of sheep and their poo all over the track. Also that T types had to have plenty of oil in the sump for the tight downhill left hander (we tend to oil surge on lefthanders) following



Delia at speed

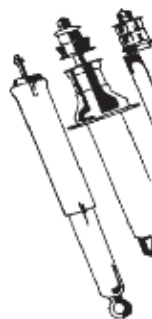
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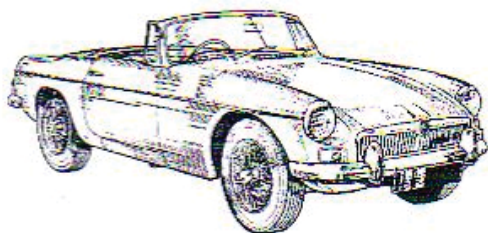
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**FREE 54 PAGE
CATALOGUE**



Some cars in the lineup

the uphill right hander after the start. I was looking forward to it. Using the provided map we headed off. Just after the Bowen Bridge Mum decided to have a drive of me again, so Dad had to navigate. He was looking for the C327 to the right. There was a C326 but no C327. We finally ended up at the big round about on the main north road. There was a couple of racing TC specials so I latched onto them and finally ended up at the circuit. All the rubbish was taken out of me and I was given some bright yellow numbers



The K3 catching us fast



Precision motoring

for both Mum and Dad to put on the windscreen. I don't know how they were supposed to see out of the windscreen with all the numbers, tags, dots and registration sticker. My windscreen is not that big. Soon it was time and out we went for a fast tour around the circuit. Gee the hills are big. Back in again. Dad put his helmet on and in no time we were out on the track. Ed Taylor's little J3 certainly pulled away from us up the hills. Then John Gillette's K3 shot past us. I will have to get Dad to see to my tune as I am going too slow. Boy you should have felt the wind coming down the straight. It was really blowing me round. We had fun however. What would it have been like on my competition tyres? Soon it was Mum's turn. Round we rocketed. Great fun. And it's the motorkhana tomorrow. On the way home we were nearly blown off the Bowen Bridge and Dad was complaining that the water was very hard in the eyes. It was lovely and cold. Back at the motel Tourbel & Dean (Skye & Duncan) were gliding round the cones that Malcolm had put out for practice for the 3 motorkhana events. All the old f...ts slowly followed. They did not seem to have the same flowing rhythm.

Another beautiful morning. Lo and behold, there was snow on Mt Wellington. We however had a motorkhana to do. It was a great site.

There was some sleet falling when we arrived but it soon stopped. Our practice from the night before certainly helped Dad and Mum know the courses. Soon it was Dad's turn. Round he went smoothly and precisely. He didn't want to be beaten by Mum. She then had a go. Round and round wearing the edges of the tyres (we have photos of this) even though they were well pumped up. It was now Dad's turn again. Event 1 was OK then I thought I would have some fun



Oh my tyres!

in event 2 so I dropped the inlet manifold off again. That stopped Dad in his tracks. One of my brass nuts was missing. Gee the weather was cold! A spare nut turned up and so I was soon running again. I really do enjoy motorkhanas. Dad and Mum must have enjoyed it as well because they were there before it started and they were there at the finish. Ross Letton's PA had got internally sick out at Baskerville. So Ross Kelly's MGA had a busy day as Ross L was also driving it. The A however decided that enough was enough so the Autopulse fuel pump started to flutter and not pump fuel correctly. I had heard tales of Dad having the same trouble coming back from Adelaide (1986) in the B when it was very hot. Dad recently refound his old Autopulse pump in a box in which the bellows was a gooey black mass. For only

\$8.75 he got a new bellows which turned up here in 10 days from America. The bellows was certainly cheaper than an SU diaphragm. But that's a different story. What a day.

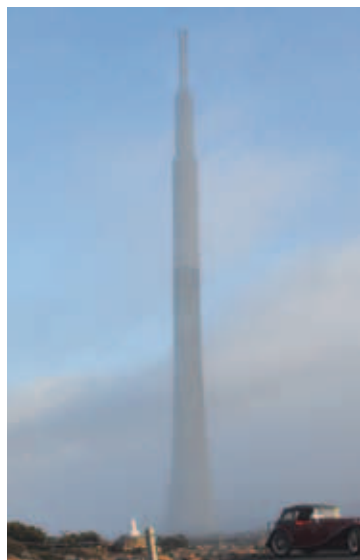
Night and it was back to the casino but still no roulette. More people got badges. Dad got a couple of certificates. You could hear the noise from the Victorians all night. When the night was over, they had whipped us soundly. If we don't get more bums in us cars for the next National Meeting in Toowoomba, they might do it again!

Next day was fairly quiet after breakfast but in the afternoon we headed off for Mt Wellington. I was very excited. I had never seen snow before. Down through Hobart and then we started to rise as we headed west. Then with a hard right through the infamous Pat Brake Corner we started up the mountain proper. At the top, the mist was swirling round. There were little pockets of snow in all the nooks. My tyres and radiator was very cold. It was enough to make you shudder. Down we went in 2nd gear. Dad hardly had to touch the brakes. We continued down to the waterfront where Dad and Mum had fish and chips.

Next day, loaded up like a Clydesdale again, we headed NNW. I decided to drop my manifold again. Dad had to fix me again. What fun. Then it was on to Bothwell to look at the southern hemisphere's



Having fun again



Gee the mist was cold

oldest golf course. After lunch in the old Pub, we then continued up past Arthur's and the Great Lake and through the ever-changing tree types with finally a run down the Tiers to Poatina for the night. Here once again I was with the red MGB that followed us the entire trip. In the morning, it was good I had a friend, for the fog came in and covered us. From here we went to the famous Woolmers Estate where we stayed the night. Dad and Mum had a lovely fire whilst I and Bee had to stay out in the cold. I will remember this. In the morning after photos in front of the big house, we made our way to all the funny shaped bushes at Railton. Then it was to the boat for our trip back to Australia.

I was good going onto the boat. However soon after we got off I decided to foul my plugs. I enjoy Dad playing with me. Soon we were away again and what fun it was to be driving on steel tramlines. I remember them from when I was young in Brisbane. Dad used to enjoy looking at the girls on the drop centre trams. That's another story. Back at Walter's and I was soon up on the trailer. This was going to be easy now. Up though the hilly country to Yea and up the long straight road from Benalla to the boarder. Everything went well till south of Narrabri, the clouds started to look serious. Next there was rain, then hard cold rain. It was hailing. Dad couldn't see past the end of the Jeep's bonnet so he stopped in a rest area under

some trees. There was no wind but it slowed down some of the hail.

After staying in Narrabri for the night, we went via the Sawn Rocks at Mt Kaptur National Park. Much rain followed again. Then some mucky road works. I was covered in mud and the rain would not wash it off. We said goodbye to Bee at Warwick as she was going to see grandchildren at Gatton. We headed down Cunningham's Gap, around past Brisbane and back home to Tinbeerwah. Dad gave me a good wash with the Karcher and then a polish so I am all clean again. I did about 900 miles at 25 mpg in Tasmania and had great fun. It was good to talk to all the other MGs from around Australia and we hope to see them all next year in Toowoomba.

TC5643



Woolmers – the big house



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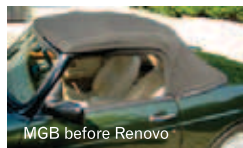


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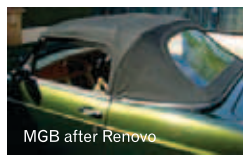


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Chapter Chatter

By Darrell Martin

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



Cars of the combined crew at Childers



Line-up for fish and chips at Hervey Bay

With most car runs, something interesting always seems to happen. In this report I'll tell you about the mystery of the MX5 that just wouldn't start... and how it was solved... but not just yet.

March and April started off with the Bundy Crew doing a run to the Mt Perry Hotel for lunch on 4 March. It was a quick trip via Gin Gin where the Beckmans, Southgates, Dansies, Gables, Prassers and Mark Roberts stopped for morning tea. From there it became really interesting with the group driving through the Booloonda Tunnel, an abandoned railway tunnel near Mt Perry. Built in the 1880s, it is some 200m long it is the longest unsupported man-made tunnel in Queensland. I would have loved to have been there just to hear the cars quietly creeping through.

After a quick stop at the nearby lookout the happy group went on to the Mt Perry Hotel for lunch and then returned to Bundaberg after again passing through Gin Gin. A big thanks to Sel Prasser for leading the day.

A few days later the Hervey Bay Mob, led by Joan and Blair Francis, went for a spin to Maryborough for morning coffee. The 6 MGs, a big red Jaguar, a not so big red Fairlady, a black Mercedes and 3 MX5s drew considerable attention. New member Don Lampre also joined the run but no, it was not his MX5 that refused to start.

By now, as we were into the second week of the month, it was time for something a little more challenging.

Who better to give us some fun than Ellen and Ken Wilson with their social observation run. David and Sonja Carter were quick off the mark, followed closely by Viv and Brian Norman, Vicki and Peter Worland and Rose and Kym Boxall. A little slower, scanning the surroundings for clues, were Don and Debbie Lampre, Anna and Garry Cuthbert and Jackie and Darrell Martin. Also keeping their eyes open were Lorraine and Trevor Drummond, Frank Wolfendale, Gerry Manthorpe and Paul Overton.

After morning tea at Howard the run finished at Dundowran Beach for a BBQ lunch where the group was joined by Joan and Blair Francis, Barbara and John Shield, and Mavis and Martin Lloyd. And the winners of the run were... Anna and Garry Cuthbert.

With the formalities over all that was left was to start the cars and head home. Well, all the cars except one very pretty and usually reliable little MX5. As is the case at these times, the bonnet was raised, boot was opened, tires were kicked, wires were wiggled and valve caps checked. Even the cumulative wisdom and advice of the anxious onlookers couldn't solve the problem. But more on that later.

Later in March, Kaye and Allan Dansie led the Bundy crew for an evening BBQ. Ian Games, Ron and Cheryl Johnston, Sue and Sel Prasser, Bill McCollum and Eric Beckman all joined in with gusto (a new member) to have a great time.



The combined crew at Childers

The very next day, the Hervey Bay Mob really got adventurous. Leaving from our normal rendezvous, we were forced to detour one street from the Esplanade due to road works. Not to be confused by this challenge, we applied our ingenuity and found our way back onto the Esplanade and continued our 5km trip to the jetty for Fish n Chips. Although a little blustery the night was pleasant, the conversation loud and the chips salty. The cars in attendance were quite a mixed bag – a big black Nissan 4WD, a little red Fairlady, a Capri, a Eunox, 3 MGBs, 2 MGAs and an Austin A40 Ute.

And so we moved into April with a run to Muddy Waters Cafe in Maryborough for coffee and scones. Located next to the Mary River at the Marina, this was a tranquil spot which gave us all time for lots of good chats. Some 17 cars turned up for this run, including Ron and Lorraine Mills mighty Daimler, John and Sandra Carroll's Jaguar XK150, a couple of MGAs, 9 MGBs, a Prado (?) and three MX5s, including that one which had previously refused to start. And yes, this time it did start with the owner having learnt a rather cunning technique... read on.



THAT MX5, or how to start a sports car

While not a formal run by our Chapter, 3 members did venture to Tasmania for the National Meeting. The Dansies, Normans and Manns did the hard yards and represented our region well. Rumour has it that Bill Manns' highly developed, beautifully engineered and technically superior Rocker Cover Racer was all set to win the Championship but was knocked out in an early round when a tire fell off.

Mid month we did something quite different and not connected with wheels. A small group hopped into their more modern steeds and headed to the Brolga Theatre in Maryborough to catch John Williamson in concert. He was at home among the gum trees, a true blue balladeer who kept us all entertained until late in the night. If only we could get Old Man Emu out of our heads!

The 15th saw a combined effort from the Bundy Crew and the Wide Bay Mob, the two eventually joining up at the Isis Club in Childers for lunch after separate morning runs. In all there were 19 cars and 35 people, chatting, questioning, commenting and generally enjoying a great time. And yes, that MX5 did start again. Thanks goes to Eric and Janelle Beckman and to Paul Overton for arranging the two groups so efficiently, for a good run and great lunch.

And that's about it... oh, sorry, except for that MX5. The driver of said car, after several attempts to get it started back on the 11th March, asked all onlookers to face away. That done the car magically started!

Turns out he had momentarily forgotten the technique of pushing a little black button thingy on the key which disengages some immobiliser thingy on the car. Yes, it can happen to the best of us!

Please remember, if you are in the Wide Bay or Bundaberg areas, think about coming along to one of our runs – you will be most welcome.

Safe driving all.

Chapter Chatter

By Gurney T Clamp

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

Wilson Roses and Ferns Hideaway, Byfield Tour

Sunday 15th April 2012

Once again the weather outlook for the day was not good and it lead to an early decision by the events committee to cancel the tour to Ferns Hideaway at Byfield and Wilson Roses at Farnborough on the Capricorn Coast.

Whilst making contact with members notifying them of the cancellation it was realised that a large number of members wanted to do the tour regardless of the predicted unfavorable weather conditions. With Garth & Leslie Barns 99 MG F, Peter Breed 75 MG B, Jo and Katy Emmert 64 MG B, Tony Gubbins & Merilyn West 04 MG TF, Phil Henry 70 MG Midget, Robert and Yvonne Holbeck, 98 MG F and Ian Wilhelmsen 72 MGB all prepared to take the weather on in their MGs, while Trevor Anderson and Glenis Benson, Gurney and Gloria Clamp, Stuart and Ada Clark with family members Holley and Jake, Sue King and friends Tracey Russell and Maria Dvivenvoorden, Pat and Stephanie Sullivan, Phil and Pam White made the trip in their everyday vehicle.

All members, wives and partners enjoyed the visit to Wilson Roses and the guided tour of the hydroponic plantation by owners George and Louise Wilson where everyone had a question or two on propagation of roses. We wish to thank them for their donation of roses for the winners of the Poker Run, Stuart and Ada Clark three 6's, Ian Wilhelmsen a pair of Queens.



Members at Ferns Hideaway, Byfield

It was at Wilson Roses that members thought that they might have witnessed a marriage proposal!!!!!! From Wilson Roses the group toured through the Byfield pine forest plantation and the hamlet of Byfield onto Ferns Hideaway Restaurant where we were welcomed by John and Genevieve Martin. After a photo shoot we were escorted into the restaurant for lunch and a couple of drinks, while being entertained by Marto with his huge arrange of songs which he delivered while playing his guitar and was later accompanied by his little dog Joasie. Marto conducted a free draw of all the members attending with the prize being a free lunch, which was initially won by Ian Wilhelmsen. Ian donated the prize back as he had earlier won the poker run. The prize was won by Gurney Clamp for the males and Katie Emmert for the females.

Apologies: Martin & Luarelle Adamson, Rodney & Liza Blair, Tracey Breed, Ian & Rosemary Carleton, Terry Dwyer, Robbie & Gary Galloway, Margaret Henry, Jenny Hill, Noel King, Don Madden, Paul & Lois Mickenbecker, Ian & Leanne Mc Keague, Tom O'Dea, Brian & Glenis Russell, Linda Wilhelmsen, Rodger & Phyllis Warne.



Cars lined up at Ferns Hideaway at Byfield



Wilsons Roses, Farnborough featuring Gurney



Lined up for a start in Yeppoon main Street

Chapter Chatter

By Brian Phillips

DARLING DOWNS CHAPTER



Lunch Picnic Point



Morning Tea Mt Tyson

THE year got off to a wet start with bad weather and up to 200mm of rain forecast for the darling Downs area. We had to cancel the February monthly run which would have taken us to Yangan, Killarney and surrounds. This run will now be held in May.

We ventured forth again in March with grey skies again dogging us only to be greeted by clear weather just south of Toowoomba. The run through the Darling Downs via Greenmount and Nobby tells us that autumn is approaching as the country side slips out of its summer colours. 14 people turned up to a very social lunch with David Miles and Kerry Horgan from Brisbane joining us. There was much discussion about the coming election and the silly things politicians get up to. The conversation was very noisy with Ben Cain at one end of the table keeping us entertained and Kerry Horgan at the other end regaling us with his stories. The weather finally caught up with us while lunch was in full swing. Tony Mc Namara who forgot to put his roof up had a wet ride home.

Again In March the weather finally turned in our favour as we prepared for our run through the lovely rolling hills to the west of Toowoomba. Leaving Toowoomba Information Centre, we headed for the petrol station to fill up. It was rather impressive to see 8 MGs all lined up filling their tanks. The first car we lost was Helen Goodfellow's TF. She was going so fast with the new 5 speed gearbox that her hat blew off. The Morning tea stop at Mt Tyson brought out the young at Heart in the group as two of the ladies enjoyed themselves on a see saw. The famous Chocolate Factory is now closed, so there were no tasty treats. The run took us through Pittsworth and the "Fields of Felton" where Gary's car, which seems to attract animals, was chased by a marauding cow on the wrong side of the fence. The colours in the fields around Felton will soon be changed as there is a proposal to put in Coal seam Gas and a Petro Chemical complex in this beautiful pristine location. We wound our way up to Southbrook and back into Toowoomba and on to the petrol station to fill up again. As this was a different petrol station from the one that we filled up and the cement pavement was sloping near the pumps some cars only took 3.5 litres for the 120km. Very economical!!!!!! Picnic Point was our lunch venue where we shared the venue with the very noisy Blue Knights Motor Cycle group.



MG = more grub

Brian and June Phillips joined about 50 hardy souls from Queensland who made the annual pilgrimage to the National Meeting in Hobart. It was great to catch up with Rick and Sharon Nevile in Newcastle on our

way south. Col Schiller and Tony Slattery's beautiful Gold and Black MG TA Airline Coupe made it all the way to Hobart from Zurich Switzerland. The events were the usual Rocker Cover Racing, Concourse, and Flat track speed work, Motorkhana, Observation Run and Kimber Run. The social events were Noggin and Natter, Theme night dinner dance, Presentation night, Farewell Breakfast. So a hectic few days was enjoyed by all. There were many stories about unplanned stops as some cars failed to proceed, others needed attention to make it through the events and return home. My own car has developed a water leak in the head. So chemical compounds such as Chemi Weld and Stop Leaks have kept it going in Tasmania. Then in Melbourne it suffered the same fate as Henry The Eight's Wives, "Off with its head." I just have to make it home yet, but that is the joy of driving an older car.



Six MG' all in a row



Off With her head" To the chopping block Melbourne

Chapter Chatter

By Ken Freeburn

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

Our March outing was well attended. Meeting at Ellis Beach just north of Cairns we followed the Captain Cook Hiway north to the Thala Beach Resort which is situated about 10km south of Port Douglas and we pre-booked for morning tea.

We were welcomed at reception and guided to the car park , where we were collected by a large electric golf buggy and transported to the resort. We were taken to a large gazebo atop the resort with views of the Coral Sea south to Cairns and north to Port Douglas. Morning tea was to die for and with full tummies we all walked to the cars (guilty conscience?). We then toured north to Port Douglas, parked and did some



34PA & 51TD highway cruising

serious window shopping before returning to cars for a quiet tour back to Cairns. April was another story. Would you believe it rained in Cairns? Our scheduled trip to Ravenshoe steam train was pretty well rained out with only 2 attendees. Hopefully our May trip (a fuel economy run to Etty Bay) will be more successful.



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The “Daily Express” Trophy Meeting of 1950

By John Preston

The “Daily Express” was a popular national daily newspaper in the UK for many decades. In 1950 they decided to promote a National motor race meeting at Silverstone circuit, which had been established by the BRDC only 2½ years before.

The meeting was held 18-22 Aug 1950, about six weeks after the Grand Prix d'Europe at Silverstone, which had been the very first event of the inaugural FIA Formula One World Championship.

With August falling in my school holidays (I was 15!), I got to go along with Dad and a couple of other blokes to look after Colin Murray's Maserati entered in the feature event. These were some of the most memorable days in my life.

My tasks were extremely mundane but I was 'happy as Larry' to do them. They included cleaning sets of oiled plugs (from the total loss lubrication of the supercharger), finding fuel tank levels using a dip stick, and rubbing polished steel suspension components with an oily rag. It was explained to me that this was not useless b**l s**t but a requirement by the Scrutineers, cracks in polished steel components would show as black lines. So far as I recall this was my first acquaintance with the Scrutineering aspect of motorsport.

I had a lot of time off during the Thu-Fri-Sat and had the opportunity to wander around the paddock – with



Nino Farina 1951 at Silverstone

my autograph book! I found Dr. Giuseppe Farina, the No.1 driver for Alfa Romeo who went on to be the very first Formula One World Champion Driver. I had seen the 158 Alfas dominate the GP d'Europe in July and now here I was standing beside the factory team cars, touching them, and inspecting them. Up close they were a fair bit smaller and more compact than I'd expected. I looked very carefully at the state of polish of the suspension members! Farina didn't spend much time in the paddock but his team-mate did, a new chum we hadn't heard of, from Sth. America called Juan Manuel Fangio. I crossed paths with that guy several times. I also managed to collect an autograph from a young fella only four years older than me called Stirling Moss.

The French presence at the event was by several of Tony Lago's Talbot cars. They were 4½ litre unblown sixes with preselector gearboxes. (BTW there was one of these at 'Speed-on-Tweed' in recent times.) Not really on the pace in terms of top speed, but in longer races their fuel economy gave them an advantage over supercharged cars that needed more



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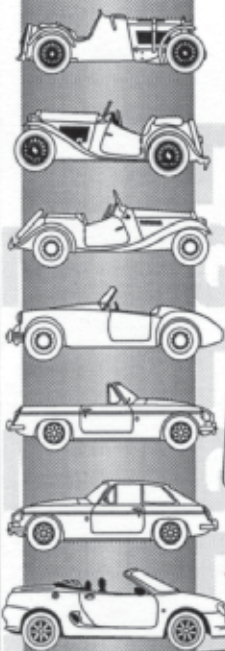


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fuel stops. I got autographs of their drivers – Girard-Cabantous, Etencelin, Rosier and Levegh. This latter was the driver of the Mercedes 300 SLR that crashed so dramatically at Le Mans five years later. By hanging out in Pit Lane and watching who got out of the cars, I could work out who were the drivers and who were crew.

A few British drivers showed up with their ageing ERAs and there was a lone Alta. In spite of its name the Scudeia Ambrosiana had new 4CLT Maseratis for British drivers too. The Maserati factory did not enter.

Entries had been received from a new race-car manufacturer who had been having some success at home in Italy, but had only recently began to compete internationally with an exciting 2 litre V-12 car. They had amazed many people two months earlier by winning the Le Mans 24hr Race at their first attempt. The manufacturer was Ferrari from Maranello and the car was their 166 Barchetta with a Superleggera body. There were two of them that weekend at Silverstone and I thought that they were the most beautifully stylish cars I could ever see (still do in fact – saw one in Rome in 2010 and it still sent shivers down my spine!) They ran away from the

Jaguars and Aston Martins in the support race for sports cars.

Farina was one of the drivers from before World War II; also present were Luigi Fagioli and Raymond Sommer and the legendary Tazio Nuvolari. He was now a very sick man, but was mobbed everywhere he went so I never got an autograph. Nonetheless I saw him drive an XK120 Jag in the Sports Car Race.

Ray Sommer was contracted to drive the new British race car, the V-16 BRM. To general disappointment, it had not been ready for the GP d'Europe, so this was to be its International debut. Everyone was a rather disturbed (sic) that no BRM was present for practice on Thursday or Friday. The car arrived on Saturday morning and was proudly displayed to a large, curious and admiring throng. It did not go out on track for qualifying on Saturday so would have to start from the rear of the grid.

Practice was a struggle for us. The carburation problems persisted and frankly Colin was outclassed as a driver in this company. Race day came, and the much vaunted BRM failed on the start line with a broken half shaft! Alfa Romeos won at a canter and we scored another DNF. Oh well, that's motor racing.

MOTORKHANA

By Ace Reporter

First motorkhana for MG this year was the Multi club on 4 March organised by HSCCQ at the Driving Training area at Willowbank. Rain forecast for the day may have dissuaded some from attending; however, there were drivers having their first event at this grass root level of motor sport. A short shower of rain after the first two tests had completed enlivened the proceedings but soon dry surface conditions returned. MG members at the event were Alan McConnell (class F, front wheel drive specials), Brant Rayment (class AR) and Malcolm Spiden (class BR). Alan was running in the McConnell Special having been reunited with it after some 6 years out of the family ownership.

Tests used on the day were Mothballs, Craziest Square, Corridor, Eighty Eight, Hopkirk (illustrated),

Crazy Square, Paddy, and Plumb Crazy.

Future motorkhana events for MGCCQ will be 1 July and 19 August, both at Willowbank, 8 September (Iron man) at Norwell, and 4 November at Willowbank. Rounds for the 2012 Queensland Championship will be at Rockhampton March 31 and 1 April (rounds 1 and 2), then Willowbank on 6 May and 1 July (rounds 3 and 4), to Maryborough 29 July for round 5, 14 October at Willowbank for rounds 6 as well as the Australian Motorkhana Championship, and the final rounds on 4 November at Willowbank.





Round 2

By Ace Reporter

Best way to describe the event was rain followed by wet one day then damp, drizzle and drying the next. This day was definitely not a day to set class records. After the fourth run Warren Robb (Dino Kart, 50.53), Danny Mischok (Escort, 52.63), Scott Dean (Toyota Yaris, 53.80), Shane Merrick (Datsun 1200 Coupe, 54.23), Piers Harrex (BMW E30 M52, 55.46) and Ken Graham (Datsun 1600 SSS, 55.55) were the top six.

Morning presented a damp track and a small band led by Pauline Graham attended to some drains atop both loops to allow the water seepage to flow. The conditions may have dissuaded many from running for the heavens did not instill much confidence of a dry day. Given the conditions the standard of driving was impressive for there were very few "offs" and spins.

Regularity and Historic

Weather conditions made hard work for regularity to correctly forecast their times and all returned large scores with Shaun Rankin (MGBGT, 55 points down), Jamie Trapp (MGBGT V8, 60 points) and Stephen Callaghan (MGB, 89 points).

Drivers in the Historic Groups were Pete Trapnell (Group K, Ford V8 Special, 55.36 secs), Neil Lewis (52.42 secs),

Paul Shergold (54.60) and Kristy McAndrew (56.10) in Ford Cortina in Group N up to 2000, Brad Stratton (Group N over 2000 cc, Torana GTR XU1, 51.94), Steve Purdy (Group S, MG Midget, 53.60) and Mike Allen (Group S, Austin Healey Sprite, 55.84) with Vern Hamilton (Group Q, Elfin 623, 50.79).

Sedan Type Cars

Oscar Cole won the Production and Invited car up to 1600 in his Suzuki Swift GTi in a 58.05 time. The Modified Production and Invited cars up to 2000 cc went to Shane Merrick (Datsun 1200 Coupe, 49.83), with David Jones (Ford Fiesta XR4, 54.48), Dave Sidery (VW Beetle, 55.07), Nev Newton (Ford Cortina, 56.18), Scott Doyle (Escort, 57.41) and Brian Moyle (Toyota Corolla, 58.83). The 2000 cc and over class saw Karl Begg (BMW E30 325i, 50.47) finish ahead of Mitchell Allwood (Falcon XR6, 53.09), Cameron Hurman (Mazda RX7, 54.11), Peter Phillips (Toyota Starlet, 54.64), and Denis Simpson (BMW E30 M52, 58.44). Gerry Allen was the quicker of the Production Rally cars with a best time of 53.38 with Ray Evans recording a 58.12 time, both in Escorts.

Danny Mischok won the Improved Production up to 2000 cc with a best time of 47.93 in his Escort from Scott Dean (Toyota Yaris, 50.38). Ken Graham proved the quickest in the larger

Pete on track in his Ford V8 Special



Pete Trapnell receiving his Class win and Most Improved award for best newcomer to the hill



Thanks to Rod Johns' generosity in giving Bill Norris a drive in his old car, we all got to see Bill back in action at the hillclimb after an absence of 6 years.

capacity class with a 49.17 run in his Datsun 1600 SSS ahead of Piers Harrex (BMW E30, 49.59), Pauline Graham (Datsun 1600 SSS, 50.68) and Simon Harrex (BMW E30 M52, 55.60).

The up to 2000 cc Sports Sedans class went to Tyson Cowie (Escort, 49.80) from Daryl Morton (Morris Cooper S, 54.12) and Jeffrey Bird (Morris Mini K, 54.86) whilst David Malone (Torana GTR XU1, 48.75) won the over 2000 cc from the Escort of Jeff Daniels (53.37).

The All Wheel Drive class went to Rodney Blank (Subaru Impreza WRX, 48.78) from Quinton Nicholson (54.46) and David Nicholson (54.52) both in their Toyota Landcruiser Turbo.

Formula Cars

Adrian Holmes was quicker in the Formula Vee class with a 51.48 time in his Elfin NGFV from Tony Corrigan (66.47) whilst Darren Robb won the Superkart class with a best time of 47.53 in his Dino Kart ahead of Aaran Crandall (Kali Kart, 56.16), Zeke Crandall (Kari Kart, 61.29) and Charles Catanese (Dino Kart, 65.15).

The Formula Libre classes went to Paul Van Wijk (BZK07, 45.82), Jim Milliner (OMS 2000M, 47.86), Rod Johns (48.77) with Bill Norris (52.38) both in the Norris Hawk Mk2 and the FSAE UQR11 car from the University of Queensland Engineering School with students Stuart French (53.50) and Jacob Knowles (56.67) sharing the driving duties in the up to 1300 cc class. Warwick Hutchinson was fastest in the larger capacity class with a best run of 45.51 secs (Van Diemen RF92 RPV02) from Stan Pobjoy (VV Special, 49.59) and David Cross (Bowin Hay, 56.92).

Sports Cars

In the up to 1600 cc Marque Sports car class all drove Mazda MX5 cars with Bill McCollum ahead with a 57.85 time from Nigel Oldridge (57.93) and Neil Sivyer (60.73). Michael Collins took out the 1601 to 2000 class with a 49.50 in a Mazda MX5 from MG drivers Daryll Searle

(MGA, 54.23) and John Price (MGB, 55.17) while Mark Crespan won the over 2000 cc class in his Ford Cobra RMC (50.48) from John Tomer (Mazda MX5, 55.57).

Brian Pettit was fastest in the Clubman class with a 51.59 in his Westfield SE from Ainsley Fitzgerald (Westfield SE, 53.09), Jason McGarry (Caterham 7, 53.86) and Jon Young (Caterham Super 7, 62.33). The Sports cars up to 2000 cc went to the Alfa Romeo GTV 1750 of Mark Cowley in 52.16 with Chris Johns (JFR Suzuki Cappuccino, 55.74) and Sean McLindon (Ford Anglia Popular, 71.22). The over 2000 cc class went to Jeffrey Graham (Mazda MX5, 55.55) and Jae Collins (Nissan C33 Laurel, 61.55).

Top Six: This round went to Warwick Hutchinson (45.53) from Paul Van Wijk (46.90), Warren Robb 47.45), Jim Milliner (48.43) and Danny Mischok (48.90).

Fastest Time of Day: Warwick Hutchinson

Most Improved: Pete Trapnell



David Cross and his Bowin Hay both had their first taste of competition at Mt Cotton

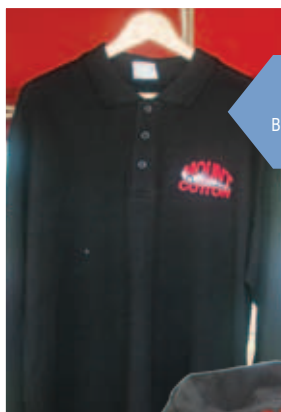
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Lapel Badge	\$ 6.50
Grille Badge	\$33.00
Club Windscreen Sticker – Free postage	\$ 2.00
"I'd rather be driving my MG" Sticker – Free postage	\$ 2.00
Golf Umbrella with Club logo	\$49.00
Coaster	\$ 6.50
Earrings (Red MG or Black MG or Silver radiators)	\$16.00
Tartan Picnic Rug – red	\$55.00
Picnic Set for Two – navy	\$60.00
Fleece Knee Rug – red	\$40.00
Mt Cotton Polo Shirt (Size S, M, L, XL, XXL, XXXL)	\$30.00
Mt Cotton Long Sleeve Polo Shirt – Black (Size S, M, L, XL, XXL, XXXL)	\$35.00
Mt Cotton Bucket Hat	\$15.00

Mt Cotton Stubby Holder	\$ 7.50
Circuit Jacket (Size: S, M, L, XL; Colour: red or navy)	\$60.00
Grey Mt Cotton bucket hat – adult (sizes: large or small) and child (adjustable)	\$15.00
Hillclimb windscreen sticker – Free postage	\$ 2.00
History of the Hill (book and CD)	\$50.00
Brier Thomas Photo Disc Collection – Lowood	\$20.00
Brier Thomas Photo Disc Collection – Mt Cotton	\$20.00
Brier Thomas Photo Disc Collection – Lakeside 61-66; 67-72; 73-79; 80-89	\$20.00
Brier Thomas Photo Disc Collection – Surfers Paradise 66-70; 71-77; 78-86	\$20.00



Mt Cotton Long Sleeve Polo Shirt
Black (Size S, M, L, XL, XXL, XXXL) **\$35.00**

Mt Cotton Bucket Hat
\$15.00





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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

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

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

Race Meetings

