

Official Journal of the MG Car Club of Queensland Inc.

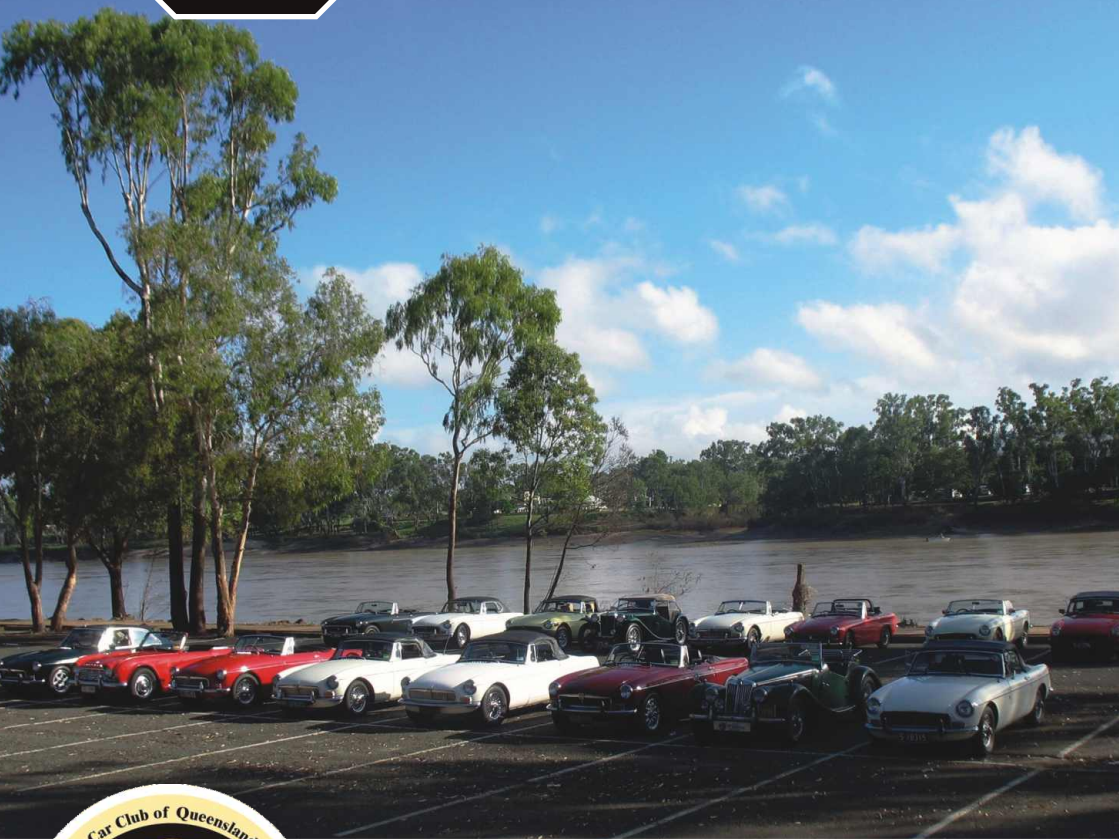
The



ctagon

No. 2

March 2011



**A record breaking number of cars for a Capricorn Chapter event were on the run on the 20th February and they were all sports cars.
Photo taken at Riverside Carpark.**

Patron: Dick Johnson

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President's Report

The repairs to the clubrooms after the floods are going forward, albeit at a slow rate because we want to get it right. That means making sure it is practical and looks good. Be assured that we will get there; it just takes time and effort and, of course, money.

There have been some generous donations from members and this will go towards the repairs. We have been getting feedback and ideas for how we should redo the clubrooms and there have been some very good ideas brought forward by various people and all of these will be considered.

It was suggested that we should look at a more suitable site for the clubrooms in the future as the possibility of the flooding happening again is very real. This maybe will need to be looked at as a long term goal.

The General Meeting being held on the 8th April is to discuss the venue for the 2013 National Meeting so please come along to listen to the presentations, to have your say and let the committee know how you feel. There has been a lot of very heated discussion on the venue for this meeting and we need now to make a decision and then stick with it. We will then need members to volunteer to help with the organising of this event so if you can help please advise me.

We have started the Tighe Cams series with the first round held on 19/20 February but we still need more helpers especially for the canteen. It is good to see some new competitors running this year, it all adds to the series and gives more interest from a spectator point of view.

I would like to tell you that there has been lots of progress with the MGY that I am restoring but regretfully not much more has been achieved. I am still confident that it will be ready for the 2013 National Meeting, I have just got to allocate more time to the project. The next thing I wish to do is to start the sanding back of the body of the car ready for painting and this, of course, is a big job. All the panels were removed by the previous owner so I will start on the

main body first and work from there. I will keep you informed as things progress.

More immediate at the moment is the 2011 National Meeting at Newcastle over Easter weekend. A number of our members will be attending to represent the Club; I hope they all have a good time and bring home some trophies.

We are still trying to fix up our National meeting wall at the club rooms and we are missing some posters and dash plaques if you have one of the missing posters can we borrow it from you so we can get a copy made so we can complete the collection.

Missing posters are:

1970 - Sydney	1971 - Melbourne
1972 - Adelaide	1973 - Oran Park
1975 - Adelaide	1976 - Hobart
1978 - Perth	1979 - Ballarat
1980 - Gold Coast	1983 - Geelong
1984 - Hobart	1986 - Adelaide
1987 - Perth	1991 - Nowra

We have the dash Plaques from 2006, 2007, 2008, 2009, and 2010 only so if you can help we any of the missing ones it would be appreciated.

The club is always looking for willing workers so if you can spare some time to help please contact Elaine or myself if can help out at the Hillclimb in various positions including the canteen and timing, and sound monitoring as well as helping at the club rooms. So **please think** about giving up some time to help in any of these positions as the club only works due to the support of volunteers.

Safety Fast

Peter May
President
MGCCQ

Some words from Elaine...

With two major functions held recently to present trophies for Club and hillclimb winners, this issue is very much a pictorial celebration of those winners and those occasions.

Despite the initial setback, the year's events have got underway on schedule with a number of runs having taken place as well as the first hillclimb of the year. While this issue of the 'Octagon' is under construction at the printers, the Club will have hosted a race meeting at Morgan Park and some more Club runs. The Clubrooms have re-opened, albeit in a much more basic form than previously, with the first Noggin 'n' Natter of the year which incorporated an open forum. There is no shortage of activities for members.

Inside this issue, you will find an interesting contribution from Tom Storrie who has written a very informative and entertaining self-profile. I do encourage others of you to do likewise. These are the types of articles which bring the response that 'that was a good Octagon'. Your contributions are needed and welcomed.

Check the events in the calendar as the dates for night navigation runs and motorkhanas have now been

included. Still to be decided are the dates for the Ironman weekend and for 'our' Noosa hillclimb.

One important event which takes place before the publication of the next Octagon is the MG Car Clubs of Australia National Meeting which is being held at Newcastle over the Easter weekend. Our best wishes go to all those who will be representing our Club at the event for a happy sociable weekend with MG friends from all over Australia and for success in the competitions which form part of the weekend.

Please note that this will be the last Octagon you will receive unless you have renewed your membership for 2011. Please also remember that you must be a member of a Car Club to continue your concessional registration.

Included as an insert, along with the calendar of events, is a notice of a General Meeting to be held on 8th April.

Best Wishes
Elaine

SOCIAL NEWS

From John Tait, Club Captain (Social)

It's strange how our circumstances can change with little or no warning. The Brisbane floods in January ruined the lower floor of the clubrooms and this will inevitably lead to reassessment of the events we can hold in the clubrooms until the area has been restored.

In the January 2011 edition of the Octagon, we asked for those interested in displaying their car(s) at the clubrooms to contact John Tait. So far there has been no response to this request. Consequently, there is no program of clubroom events at the time of going to press for this edition. Updates will be advised using the regular weekly updates from Elaine Hamilton. If you are not receiving these updates, please ensure that Elaine has your current email address.

The folks who drive the Pre-War, T and Y Type model MGs have responded brilliantly to calls for assistance to coordinate some runs and events during the year. We are still firming up the final details as this issue

goes to print; however, the bulk of the program is published in this issue. Final details will be advised electronically as they come to hand or in future editions of the Octagon.

The details for Christmas In July 2011 at Goondiwindi are available on the July 2011 page of the club website calendar. If you do not have internet access, please contact Elaine Hamilton or John Tait and the information will be posted out to you.

Please check the club website calendar regularly for updates to events throughout the year and remember to update the Secretary with your current email contact details.

John Tait

Notice Board

The Clubrooms are open on the first and third Friday nights of each month from 6.30pm to 9.30 pm with hot food 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 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.

Fri 18 Mar

Noggin 'n' Natter
Night navigation run starting from
Clubrooms. Contact Richard Mattea for
more information.

Sun 20 Mar

Day run. Contact Dino Mattea 3263 2625

Wed 23 Mar

Midweek run to Heritage Museum at Old
Petrie Town. Contact Stu and Wendy Gross
5497 0929 as approx. numbers are needed
for museum and café.

Fri 1 April

Noggin 'n' Natter at the Clubrooms
starting at 6.30pm

Sat/Sun 2/3 April

Tighe Cams Hillclimb Series Rd 2

Fri 8 Apr

General Meeting at the Clubrooms
starting at 7.30pm

Sun 10 Apr

Day Run. Contact John Tait 3376 1216

Fri 15 Apr

Noggin 'n' Natter at the Clubrooms which
will include the drawing of the winner of
the pendant raffle.

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.

Fri to Mon/ 25 to 27 Apr

National Meeting at Newcastle

Sat 30 Apr - Sun 1 May

Afternoon run to Toowoomba, culminating in
dinner at the Meringindan Hotel with Wide Bay,
Darling Downs Chapters and Gold Coast Club.
Overnight stay at Highfields before assembly at
Toowoomba Information Center before
proceeding to the Toowoomba Airport for the
David Hack Meet.
David Miles davidmeryl@bigpond.com.au or
Ph 38922699 for further details.

Wed 27 Apr

Midweek run.
Contact Bruce Ibbotson on 3366 1889

Fri 6 May

Noggin 'n' Natter at the clubrooms

Sun 15 May

"McLeans Bridge at Lakeside".
Contact Cyril Bennett 3300 3915

Wed 25 May

Midweek run.
Contact Jeff and Pat Heslewood on 0408 799 611.

**Chapter events are listed in the calendar
insert and also on the calendar page of the
website.**

Membership

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

Randall Haswell
James Milliner
John Vonhoff

Count Eugene
Lawrance Godwin
Ian Clark

Graham Hutton
Daniel Mehama
Charlyn Morgan

Neil McCorkindale
Peter Rea

ROAD TRIP TO BATHURST

Mt Panorama at Bathurst was the scene of Round 1 and 2 of the 2011 NSW Hillclimb Championships.

Day 1 Saturday 26th February was the Esses in reverse, with a start uphill from Conrod Straight and finishing at the Commentary Tower at McPhillamy Park, whilst Day 2-Sunday 27th February was starting from winery halfway up Mountain Straight and finishing just prior to McPhillamy PARK.

The pit area was located within McPhillamy Park, and many of the competitors camped the night rather than staying Bathurst. Although there was no coordinated planning, Steve Purdy (MG Midget) took the initiative of bringing along an MGCC Qld banner which he secured to the front of his tent.

Making up a motley group of Queensland & Northern NSW competitors against the massed might of the southerners was Steve in his MG Midget, (Little Red Car), Historic Group S(b), Mike Allen in his Austin Healey Sprite, Historic Group S(b), Glenn Potter in his EH Holden, Historic Group N(b), Donn Vidler in his Mini, Group 3D Sports Sedan 0-1300, Ray Ferguson in his Prince Skyline GTB, Non Log Book Over 2501cc Road registered, and Graham Arnold in the Piranha TD4, Formula Libre 0-750cc. There was also an enthusiastic group of friends, relatives and partners who gave the camp a great social atmosphere.

The organisation by Bathurst Light Car Club was first class, with only a short timing holdup on Day 1, and some rain delays on Day 2. Competitors were gridded in running groups, and then lead by the official car down the hill to the start area.

Day 1 The Esses

Steve Purdy and Mike Allen had a daylong scrap with Steve eventually setting a new class record with a 33.43, which was .69 under the old record which had been in place since 1995. Mike came within .07 of also beating the old record, finishing with a 34.19.

Glenn Potter put in 3 consistent runs to score a best of 38.22, Donn Vidler put in a blitzer 2nd run for a 33.62 but had the motor let go with some bent pushrods to show for his efforts, Ray Ferguson kept his best till last and scored a 34.91 on the 4th run of the day and

Graham Arnold suffered a timing malfunction on his 1st run, followed by a mysterious lack of power during the rest of the day. The problem was later traced to vaporising in the alcohol injection. All competitors were invited to the Bathurst Light Car Club that night for the prize presentation of the 2010 NSW Hillclimb Series.

Day 2 Mountain Straight

An early start saw some less than happy campers who looked like they had been drinking Graham's ELF Alcohol mixed with chopped bananas all the way from Murwillimbah. Both Steve and Mike had done a diff change on the Saturday afternoon to give them some extra grunt for the Mountain Straight run.

Day 2 started with the pitch battle between Steve Purdy and Mike Allen, with Steve again beating the old record of 60.41 by .16 to get a FTD of 60.25. Steve had already set the previous record in 2010 so he was chasing himself all day. Mike threw in a blinding 4th run to get a 60.64. It is quite a sight to see these 2 guys fighting it out on the track and helping one another in the pits.

Glenn Potter seemed to have got it all together on his final run when his official time of 56.13 was a new class record and knocking at least 10 seconds off his previous best. However the time proved to be from the competitor who ran before Glenn. The time has since been corrected by BLCC to 68.16, but Glenn has framed the original copy for future "bragging rights" and the title of "Worlds Fastest Historic EH" up Mountain Straight. Donn Vidler was a no-show after the rod bending session on Day 1 whilst Ray Ferguson whittled about 7 seconds of his 1st run to get a 67.61.

Graham Arnold made it to the start for Day 2, but after rain and accident delays the Piranha TD4 would not crank over with what turned out to be a faulty starter motor terminal post that could not be fixed on the day. His FTD on Day 2 was recorded on a tow rope behind a Falcon Ute!

The competition on both days was very intense, and of interest FTD on Day 1 went to Tim Edmonson, Gould GR55B with 22.10, 2nd Doug Barry, Lola F3000 with 22.69, 3rd Brett Haywood, Haywood 09 with 23.28.

Day 2 turned it around with FTD going to Doug Barry with 39.84, 2nd Tim Edmonson 41.48 and Brett Haywood with 42.14.

The standing records for FTD in the Esses was set in 2006 by Garry West, Lola F3000, 21.62, (now campaigned by Doug Barry) whilst the record for Mountain Straight was set in 2010 by Tim Edmonson, Gould GR55B, 39.34.

An interesting piece of trivia is that the time for the FTD hillclimb record UP the Esses from a standing start is faster than the times for the Bathurst 1000 Supercars coming down from McPhillamy Tower to the hillclimb start line.

Graham Arnold



Huddling together under the club banner
L to R Glenn Potter (EH Holden), Ray Fergusson (Skyline GTB),
Graham Arnold (Piranha TD4), Mike Allen (A/H Sprite),
Steve Purdy (MG Midget) missing Donn Vidler. Photo courtesy Elaine Potter



Action Time in the pits as Steve & Mike do some switcheroo before taking on Mountain Straight. Photo courtesy Natalie Arnold.

Bits & Pieces

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The Junior Driver Program will be getting underway again soon. Keep checking the website for more details.

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Never try to 'monster' an MGF on the road. One member was peacefully driving his MGF in his lane on a sealed carriageway where the lanes merge into one. Some chappie in a 4WD attempted to overtake said MG on the left side as said 4WD had run out of bitumen road (by at least 2 car lengths) and was on an unsealed area thus attempted the 'I'll push my way in because I am big' manoeuvre.

A collision occurred with the left front of the MG incurring some panel damage whilst every panel on the right hand side of the 4WD was damaged. To make matters worse the said 4WD left the scene of the accident without stopping to exchange details, as is required. The necessary details of the fleeing vehicle were captured on the images via those handy cameras in the mobile telephone and a short trip to the local constabulary was soon in order. Apparently both drivers were covered by the same insurance company and estimates of damage to the MGF was about \$400.00 whilst that attained by the 4WD about \$4000.00.



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Thanks go, once again, to Scott Dean or Carselling.com.au for taking up the naming rights for the 2011 Queensland Hillclimb Championships. As well as this, he has also donated another scooter for this year's major raffle. Tickets will go on sale after the completion of the pendant raffle which was donated to raise funds for the Clubrooms restoration.

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 **Carselling.com.au**
auto classifieds

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The Club, having now entered into a Koala Agreement with the Redland City Council, can now proudly display these two signs at the Hillclimb.



The Hastings family were at the Club dinner to celebrate Victoria's winning the Junior Motorkhana Trophy



One of the happiest about Terry Johns' new class record set at Mt Cotton on 19 February was previous record holder, Vern Hamilton. Later in the event, Terry went on to better the new record of 44.13 with a run of 44.09. His next goal is obviously to get into the 43s bracket.

Scott Ramsay was one of the Club members badly affected by the flood but he still took time to get a photographic reminder of some of his MG memorabilia.



Happy 75th birthday to Brian Schuster (centre) who chose to spend part of the day at the hillclimb with David Robinson (left) and John Davies (right).



Thanks to Ken Trudgian and 'Mouse' (Judy Evans) who responded to the request for trainee time-keepers. They are shown here working under the watchful eye of Richard Mattea.



TIM THE TECHMAN

Dear Tim the Techman,

My husband likes to sing when we go driving in our MG. He is not a good singer but it makes him happy.

Anyway, he tends to forget the words and ends up with, "la de da da," etc.

Can you suggest any way to help him, please?

Maggie Grey.

Dear Maggie,

Here are two songs he **MUST** learn as an MG owner.

The first is sung to the tune "Born Free":

MG, I live just to touch you
When I double clutch you
MG, It gives me a thrill.

MG, I love your ignition
Your four speed transmission
Your points, your plugs, and your grille.

MG, when I look inside you
The sight of each piston rod
Brings me closer to God.
MG, I'll wash you and wax you,
If some Chevy smacks you
I'll die, MG.

The second song is sung to the Beatles song of "Yesterday".

MGB...
You're not half the car you used to be...
There's a smog pump bolted on to thee,
Oh, woe is me, MGB.

MGB...
Your new bumpers, how they sicken me...
Since the Feds said you must thicken thee,
Oh, woe is me,

MGB.

Why you go so slow, I don't know, they wouldn't say..

Leyland did some-thing wrong now, and ruined the MG-Bee, ee, ee, ee,

MGB.

Ninety Eight Horsepowr, you used to be,
Sixty Seven now is all I see,
Oh, woe is me,
my MGB,
M-G-B, my MGB!

Dear Tim the Techman,

When my wife and I go driving in our MG, she seems a little nervous. Lately she has been taking her hand bag and holding it on her lap and she hangs onto something inside the hand bag.

I'm not the best driver in the world and I have had a few speeding tickets and a few prangs but nothing serious except last year I totalled my work car. But I don't count that because it was a Commodore.

Anyway, she keeps this hand bag on her lap with her hand inside it. What could she be hanging onto? I'm too scared to ask her.

Mitchell Grief.

Dear Mitchell,

It's a rosary.

Letters to the Editor

Hi fellow MGCC friends in Oz,

You certainly get extremes of weather down under. From the pictures on your website your clubhouse was a very nice place, and from the smiling faces of those cleaning up will no doubt be the same again soon.

I have visited Australia several times as two of my wives brothers live there. Nearest one to you is in Surfers. Australia is a lovely place but a bit fierce for us poms! Weather, snakes, croks., spiders, and now you are watering down the beer! We do not have the luxury of our own licenced clubhouse so we use a local pub for our gatherings.

We all wish you the best and hope that none of you experienced too many problems at your homes.

Any time any of your members are visiting the UK, feel free to contact me, I can let you know of any MG events they may wish to join in.

Best wishes
Alan Rothwell

alanrothwell@catnetuk.co.uk
4th February 2011



Hi Elaine,

My husband, Bill Evans, is a member of the MG Car Club & asked me to contact you in your position of club secretary.

We own & operate our own business, in Darra, called Laker Paint Company. As true Queenslanders, we

would like to extend help to anyone whose home or business has been effected by the flood by offering very special pricing to them. Our flood Pricing is 30 percent off retail & means it is being offered at cost. This will be offered to all bona fide flood victims up until 30th June, 2011.

As a club member, Bill would like to extend to all fellow club members the opportunity to purchase all our paint products at Trade Price. This will be available to any club member who shows his /her membership card at the time of purchase. There is no time limit on this offer.

We would be very grateful if you could pass this information onto your members through your next newsletter.

Regards
Roslyn Evans

Dear Colleagues,

As you might imagine we have seen on TV, the devastation that the floods have caused in Queensland and hope that you, your members and their cars are all safe & well.

It is difficult to know how to express adequate feelings at a time like this, but our thoughts are with you. We have kept up to date with current status, via your website and messages from other clubs, such as Victoria, and the photos that we have seen, say it all.

As the 'mother club' we feel that we would like to help out and make some sort of donation to your refurbishment fund.

On a happier note, I will be attending the 'Natmeet' at Newcastle in April when I would hope to meet up with you guys again.

All the best, and keep on smiling! Please pass this message on to all of your members.

Best regards,

Paul Plummer, the Kimber House staff, and all your friends in the UK

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CLUBROOMS

January 2011

At the first meeting for the year the Committee decided to donate \$1000 to the Flood Appeal not realizing that within a couple of days we would become victims too.

Our situation would have been much more dire but for the hard work of Ian Fettes and the Robinson family in going to the Clubrooms and moving as much of our gear as they could to the mezzanine level and into the Committee room. Their efforts proved to be very valuable for the Club as the Clubrooms were inundated with water to a depth of approx 2m, the water stopping just short of the second top step to the upper level.

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

Tony Slattery who had experience in post-flood clean-up in 1974 led the recovery process and a band of helpers armed with a trailer of cleaning equipment was quickly mobilized to go out and give assistance where needed. A call went out to find Club members who needed that assistance at their homes and they were given priority over the Clubrooms. The Lettens and Chris Carwell and Dee Anderson welcomed the arrival of our group of helpers including Tony, Peter May, the Walkers, the Clydesdales, Dino Mattea and the Willesdens. There were other Club members whom we contacted as we thought they would have been affected but they advised us that they had sufficient other helpers so, while being appreciative of our offer, they were able to be independent of our offers of help.

Saturday 15th Jan was the day to start on the Clubrooms and about twenty members rallied to the call. So many arrived that some were diverted

to assist Chris and Dee for a second day. Others volunteered but had to be advised that we had enough helpers at that time and that travelling time in the incredible traffic jumble just wouldn't make it feasible for them to attempt to make the journey. Some had attempted this and just couldn't get through the traffic.

Others contacted us with apologies as they were already busy assisting family and friends who had been flood-affected. As a result of the good turnout, the lower level of the clubrooms was stripped of its contents, the reclaimable items were washed, the unreclaimable added to the huge piles on the footpath and the floor and walls had their first wash. Many thanks to the happy band of helpers (most of whom are in the photo) who proved the truth of the adage 'Many hands make light work'.

Our heartfelt thanks go to all these people and also to those who responded to email requests and offered accommodation (both personal and for cars). Huge thanks also to those who have given financially to assist our recovery including the MG Car Club of Victoria and the MGCC UK. CAMS has also indicated that they will be assisting us financially. Thanks, too, to those who have continued with the work following the cleanup and, in particular, to Neil Lewis who organized the work which enabled the certification of the electrical system enabling the reconnection of power.

To every one of who has assisted in any way, no matter how large or how small or what type of offer, we say a very big "THANK YOU".

We are pleased to be able to report that following a lot of work by a lot of people the Clubrooms are now re-open for use though in a much more basic state than before. Some new tables have been purchased, the thoroughly cleaned chairs returned, a borrowed refrigerator installed and a very interesting bar clamped to some posts in a fine example of improvisation.

PPS UNLEADED RACE FUEL

Fuel Prices

R100	100 Octane	\$110/20 litres
Turbo 105	105 Octane	\$115/20 litres
CX	110 Octane	\$125/20 litres
CXV	115 Octane	\$169/20 litres
(Also Available in 200 Litres - POA)		
Medical Grade Methanol		\$70/20 litres

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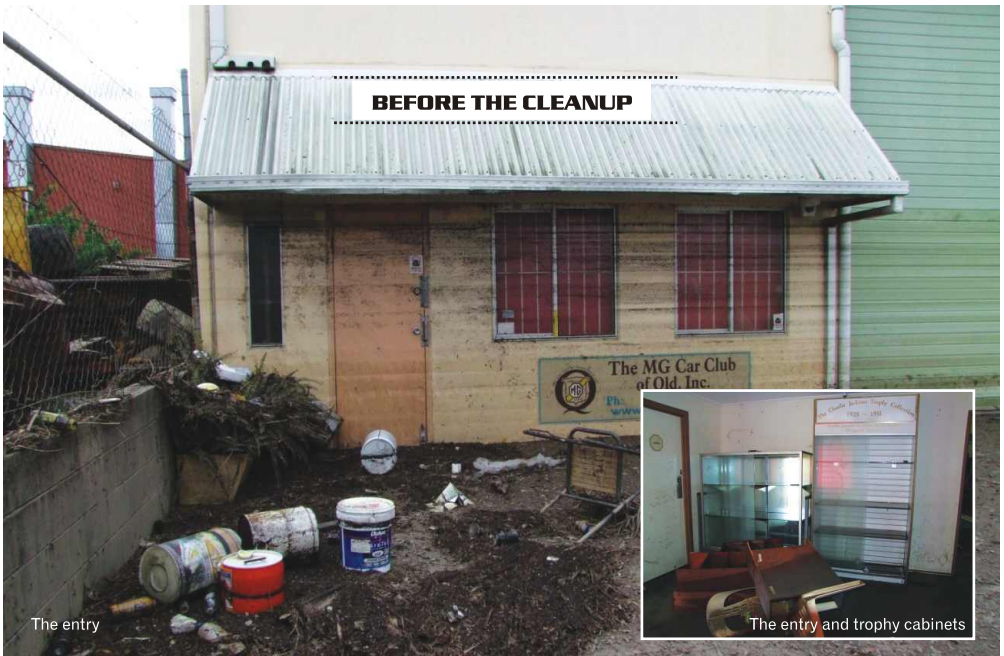
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Now, we'll let the pictures do the talking

BEFORE JANUARY 2011



BEFORE THE CLEANUP



The entry



The entry and trophy cabinets



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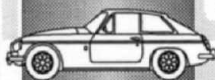
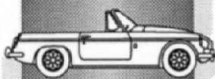
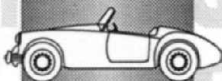
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First look inside



Kitchen area



The view from above

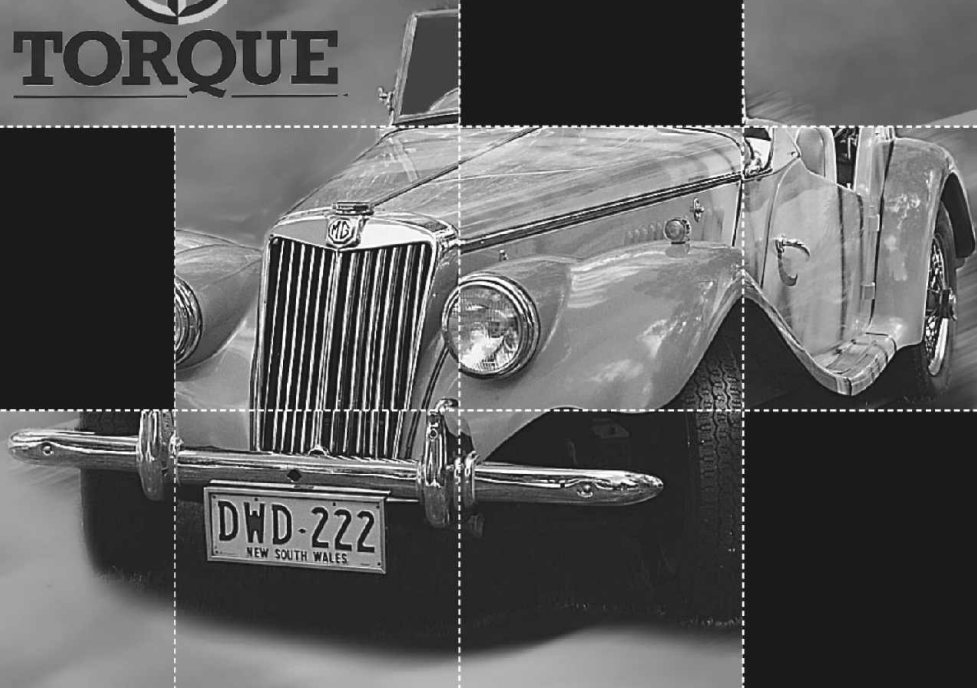


The AV area

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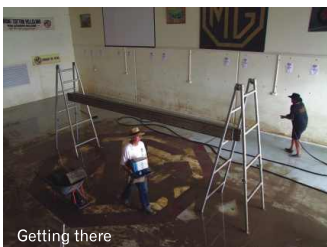
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An ironic sign



A floor starts to emerge from the mud



Getting there



Bye bye bar fridge



An outside view



Lending a neighbour some helping hands



Some progress is seen



Malcolm expresses his feelings



Not the usual mail today



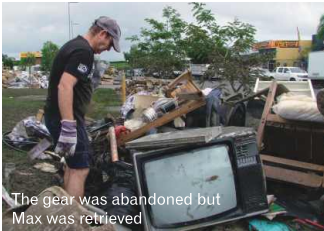
To keep or not to keep



Past and present Presidents pitch in to help



Roger looks at where his kitchen once was



The gear was abandoned but Max was retrieved



The kitchen crew



What was the kitchen



Will prepares to join the throng



Yes, that was the bar



Nothing left

People return

AFTER THE CLEAN UP AND BACK IN USE



Where is the kitchen?



Where is the bar?



Using the bar

Annual Dinner and Presentation of 2010 Club Trophies



A beautifully presented table



Guest speaker, Denis Geary



Overview of the room

Despite the focus of attention moving to the recent flooding, we still had a good crowd of 85 at the Annual Dinner and Presentation of Trophies held at The Pavilion, Alan Border Field, Albion on Saturday 29 Jan. Perhaps it was the knowledge that the guest speaker, Denis Geary, would prove to be entertaining and encouraged by his 'stooge' John French in the audience that brought people along.

Denis gave an interesting and entertaining account of his introduction to (formal) motor sport and of his introduction to the MG Car Club of Qld. Denis joined the Club in March 1959 after going to a race meeting at Strathpine and deciding to race his Healey on the race track there rather than less formally on his frequent trips to the Gold Coast where he was a lifesaver. He discovered that he could pass MGs on the highway

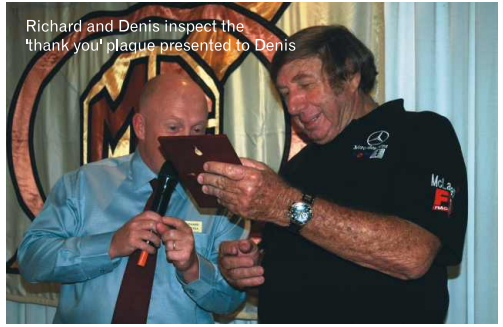
but not on the circuit so that began his passion for success and ultimately his purchase and competition in at least 30 various competition cars.

It was good to have all the Club trophy winners except for one who had a previous commitment present to collect their trophies. Many of the trophy winners have won 'their' trophy multiple times while others were making their mark for the first time. The trophies given for service were announced on the night with John Knoblauch receiving the Brian Tebble Trophy for service at Mt Cotton hillclimb and Richard Mattea receiving the Miles Hunter Trophy for Centre Achievement which is for service to the Club.

Thanks go to Kerry Strange for her excellent organisation of the function.



French, Carole Corness and Ann Thomson



Richard and Denis inspect the 'thank you' plaque presented to Denis



The trophy winners with Denis Geary

Winners



GC REID TRIALS TROPHY FOR NIGHT RUN DRIVER

Brant Rayment



**MRS E A HUNTER TROPHY FOR
TOURING ASSEMBLY NAVIGATOR**

Selena Rayment



THE M E HUNTER MOTORKHANA TROPHY

Brant Rayment



VISCOUNT NUFFIELD SPEED TROPHY

Roy Davis



CONCOURS (Trophy donated by Denis Geary)

Cyril Bennett / John Boyce / Ken Wilson



THE HOWARD TROPHY FOR BEST ALL ROUNDER

Brant Rayment



PETER USCINSKI TROPHY FOR MARQUE SPEED

Roy Davis



LADIES TROPHY

Carly Mattea



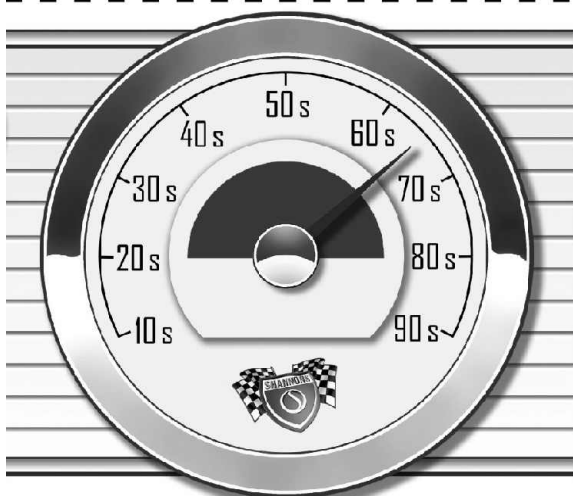
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Cyril Bennett



BEST MG

Malcolm Spiden



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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)	MGF	John Boyce	3345 2530
MGB	Graeme Walker	0431 678 319			

AFTERNOON FISH & CHIPS RUN - 6 FEBRUARY 2011

By John Tait



The old and the new turned up for the run



The Hall-MGB on its first Club run

It's a good thing that this run was planned for late afternoon as the heat and humidity in the Brisbane region was oppressive. 16 cars assembled at Bunyaville Sate Forest Park for departure at 5:00pm on the 65 minute drive.

New members Laurie and Annette Hall came along with their lovely white MGB that came into their lives late in 2010. Welcome Laurie and Annette; we hope you enjoyed the run and that you will continue to enjoy the activities that the club offers.

We didn't quite get away without incident. Firstly, Stu Gross broke off the passenger side door handle on the Koolstra MGF when helping to lower the soft top. Stu was initially devastated but had been nicely set-up by Fred because the handle had broken some time back. Stu promised that he would look for some product at Bunnings that would fix it permanently; we're unsure in which context the word "fix" was used.

Secondly, the Tebbutt TF decided it wasn't going to play the game and failed to proceed just after the starting gate. The Walkers and Boyces stayed to assist but the TF was having none of it. It was taken home on the back of an RACQ truck and Allan and Joyce arrived later on in their less recalcitrant (and air-conditioned) Audi.

The run went without any other incidents via Lake Samsonvale and the bayside to Morgan's Seafood at Scarborough. We arrived well before dark and welcomed the cool of the sea breeze to dine on seafood and catch up after the Christmas - New Year break.

I'm looking forward to seeing our members and guests out on the various social runs planned for the year.

RUN PARTICIPANTS - 6TH FEBRUARY 2011

John & Marian Tait	MGB GT	Yellow
Bruce & Tip Ibbotson	MGC GT	Sandy Beige
Glen & John Boyce	MGF	BRG
Bernie & Charmaine Pereira	MGTD Mk2	Silver
Allan & Joyce Tebbutt	MGTF	Red
Denis & Diana Kelly	Toyota Corolla	White
Aubrey Ross	MGTC	Black
Cyril & Marie Bennett	MGTF	BRG
Ray & Mary McGhie	MGB GT	Blue
Stu & Wendy Gross	Ford	Grey
Quinton & Janet Woolmer	MGB	BRG
Charlie & Sandy Provis	Holden	Silver
Laurie & Annette Hall	MGB	White
Fred & Janine Koolstra	MGF	Gold
Ross & Liza Swinbourne	MGA	BRG
John & Pat Walker	MGB GT V8	Red



Participants



There was a good line-up of pre B cars

MIDWEEK RUN - 27 JANUARY 2011

Our first run for 2011 in the Brisbane region started with this midweek run attended by 22 cars. The run took us from Logan River parklands to the cool of Cabbage Tree point for morning tea via the back roads of Logan.

We then travelled off highway (well that was the plan followed by most) via Mt Cotton to Redland Bay hotel for lunch. Although there was no breeze and it was quite hot on the hotel patio, everyone seemed to enjoy the drive.

It was very pleasing to see Gary and Judy Tucker come along in their beautiful TC and Ian Kirkpatrick bring his gleaming MGA. I look forward to seeing more pre-MGB era cars at our social drives in 2011.

RUN PARTICIPANTS - 6TH FEBRUARY 2011

John & Marian Tait	MGB GT	Yellow
Bruce & Tip Ibbotson	MGC GT	Sandy Beige
Barry Higham	MGB	White
Jeff & Pat Hesslewood	Subaru	
	Impreza	Silver
Allan & Joyce Tebbutt	MGB	Blue
Denis & Diana Kelly	MGB	Red
Lloyd & Catherine Cree	Mazda MX-5	Silver
Peter Gannon	MG Maestro	Red
Douglas Cooper	Toyota MR2	Red
John O'Dell	MGB	Yellow
Ian Fettes & Karen Dobbyn	MG 1100	Cream/Red
Gary & Judy Tucker	MGTC	Red
Aubrey Ross	MGB GT	Orange
Greg & Rhonda Hannant	MGB	White
Ian Kirkpatrick	MGA	BRG
Blair Salter & Judith Johnston	Lotus Elite	Yellow
Vern & Elaine Hamilton	MGB GT	Blue
Kerry & Val Horgan	Mazda MX-5	Revolution Gold
Denis Thomas	MGB	BRG
Stu & Wendy Gross	MG TF	Grey
Shaun Rankin	MGB GT	Red
Will Charlton	Holden	
	Astra Conv	Blue
Neil Mills	MGB GT	Red
(joined at lunch)		



MIDWEEK RUN - 23 FEBRUARY 2011

By John Tait



The morning drizzle cleared to a fine day as we departed JC Slaughter Falls parking area. The group increased from 12 to 14 cars as we travelled along the Western Freeway, picking up Jeff & Pat Heslewood and Laurie Hall enroute.

Three cars joined the group at Rosewood for morning tea and the remainder of the run. From Rosewood, we drove through Laidley and Coominya to Logan Inlet at Lake Wivenhoe for a picnic lunch. The scars of the January flooding were still clearly evident in the area between Laidley and Coominya. There were indications from grass on fences that some of the roads we were on would have been under at least a metre of water.

It was again very pleasing to see some earlier MGs out there on the run, particularly the Spall's ever pretty MGY and Colin Fox's beautiful racing green MGTF which was having its recently rebuilt engine run in. The TF went along very nicely indeed with just a small oil leak appearing from the oil filter area an excellent result for its maiden (longish) trip.

Another pleasant day out on country roads with good club company.

And another perspective on the run from Bruce Mutch alias Charlie Brown.

Lockyer Valley Day Run Highlights - Rich Country

By Bruce Mutch

The Midweek run on Wed 23rd Feb organised by John and Marian Tait provided a high light as to how The Lockyer Valley and similar adjoining valleys have evolved over the centuries into some of the richest cropping land in Australia, if not the World.

We drove up the Cunningham Highway for smoko at Rosewood. After crossing the Bremer River and

seeing the flood height there, we then continued through Grandchester and into the Lockyer Valley at Laidley. We drove through Lucerne paddocks and vegetable crops which had water over them during the 2011 floods up to the top wire on fences. There was water borne grass still hanging on these fences indicating the extent of the floods.

However, these valleys are surrounded by some of

the poorest hill country covered with forest timber species Ironbark , Gum, Mountain Box and Lantana scrub. The big rains have over the years and successive floods have covered the land and dropped wonderful silt which is now many feet thick . It is jet-black alluvial soil that will grow anything. An American once said you could bag this up and take it home for fertilizer. When one looks through the evolution of where we drove on the day, the land all along the way through Forest Hill, Gatton, Glenore Grove, Plainlands, and Coominya is absolutely wonderful. Crops that have

been replanted already include lettuce, cabbage, beetroot and in the months to come lucerne will be in abundance.

We completed the run on the banks of Wivenhoe Dam at Logan Pocket for lunch and a chat. A wonderful run and a real eye opener as to what Nature does. Just a pity that we humans at time get in the way . Thanks Slipstream.

Charlie Brown. MGCCQ

RUN PARTICIPANTS

John & Marian Tait	MGB GT	Yellow	Kerry & Val	Mazda	Evolution
Bruce & Tip Ibbotson	MGC GT	Sandy Beige	Horgan	MX-5	Gold
Allan & Joyce Tebbutt	MGB	Blue	Bruce Mutch	MGB	Camino Gold
Denis & Diana Kelly	Toyota		Greg & Rhonda Hannant	MGB	White
	Corolla	White	Tom & Ailsa Storrie	Subaru	Red
Aubrey Ross	MGB GT	Red	Jeff & Pat Heslewood	Subaru	Silver
Colin Fox	MGTF	BRG	Laurie Hall	MGB	White
David & Meryl Miles	MGB GT	White	Trevor & Joy Jones	MGA	Red
Blair Salter &	Toyota		Lloyd & Catherine Cree	Mazda MX-5	Silver
Judith Johnston	Corolla	White	Bill & June Spall	MGY	Green/Black



Tighe Cams Mt Cotton Hillclimb Series Presentation of Trophies - 4th Feb



Some of those attending

Following the 'problems' at the Clubrooms, this event was relocated to Tighe Cams at Wacol and we thank them for their providing the venue for this at such short notice. Thanks also go to our Club members who worked on the improvised catering system on the night which worked so well in providing food and drink for the attendees.

Thanks also go to Ken and Pauline Graham, donors of the trophy for the Best Young Driver, and Glenda Crew, donor of the Russell Crew Trophy for Best MG, for their continuing support of these awards and for their attendance.

Full results were published in the January Octagon.

The Winners of the Major Trophies are...



David Homer, winner of the Series for 2010 with Dean Tighe of Tighe Cams. David also won the Best Sports Car award and won his class.



Michael Collins, second outright for the Series, winner of best sedan and class winner



Best Racing car winner and winner of the class Formula Libre up to 1300cc, Rod Johns



Anthony Toft, winner of the MGCCQ Encouragement Award for Male drivers.

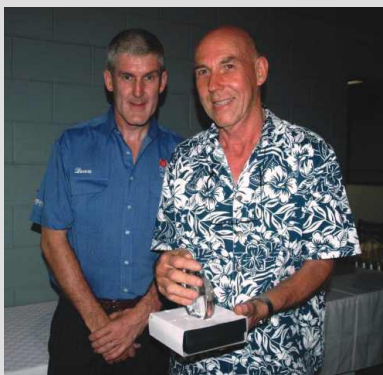


Terry Johns, winner of the Best Young Driver award with trophy donor, Ken Graham. Terry also won the class for Clubman Cars up to 1300cc

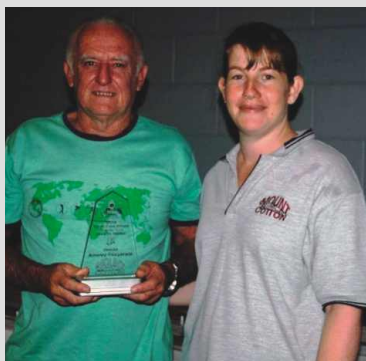


Glenda Crew with Brendon Todd, winner of the Russell Crew Memorial Trophy and also class winner of Group S

Some of the class winners who were in attendance



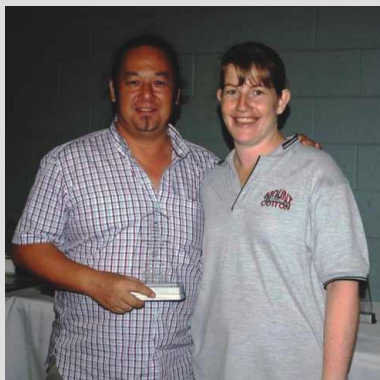
Dean Tighe with third place winner, Bill Norman and class winner, Sports Cars up to 2000cc



Ainsley Fitzgerald, Clubman cars 1301-1600cc



Andrew Willesden, Regularity



Ferris Lee, Production rally cars



Daryl Duncan, Marque sports up to 1600cc



Geoff Frizell, Group O



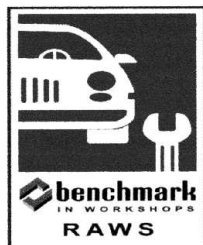
Barry Smith, winner of Group K



Graeme Wood, Prod & Inv Cars, incl.
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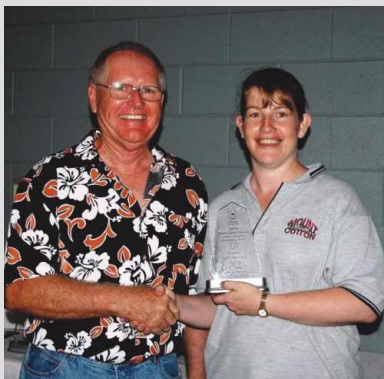
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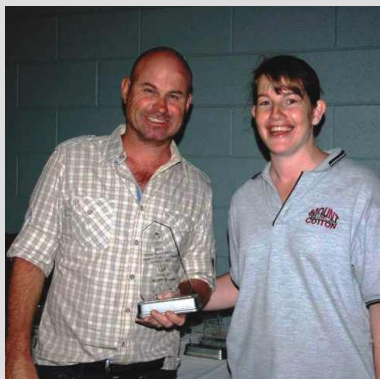
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Scott Dean, Improved Production up to 1600cc



Neil Lewis, Group N



Tyson Cowie, Sports sedans up to 2000cc

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Series 1

By Ace Reporter

Very hot and sticky conditions greeted those in attendance for the first round for this year. Reports of above 34 degrees Celsius in the local newspapers give some indication of the discomfort over the meeting. The highlight of the event was the new class record by Terry Johns who lowered the Sports 1300/Supersports class record previously set by Vern Hamilton in October 1998. First to congratulate Terry were Vern and Elaine Hamilton who were delighted to see Terry achieve this record with Vern making the presentation at the prize giving at the conclusion of the meeting.

REGULARITY and HISTORIC

Peter Rayment recorded fewer points lost to win the Regularity class in his MG Midget with minus 16 points ahead of Malcolm Spiden (MGBGT, 24 points down), then Lindsay Derriman (Fiat Abarth 695 SS, minus 25), John Tait (Mazda MX5, 26), Andrew Willesden (VW Golf, 29), Shaun Renkin (MGBGT, 104) and Jamie Trapp (MGBGT V/8, 108). Jamie had a loss of 9 points after the 7th run however needed to return home on before his final attempt. The agreed rules require being those in the Regularity to participate in all runs. In the Historic classes Group K went to Barry Smith (Ford V/8 Special, 56.71 seconds) then Ross Kelly (MG NB, 59.75), both incurring some troubles over the course of the meeting.

Group N saw Brad Stratton (Torana GTR XU1, 49.38) win from Neil Lewis (Cortina, 50.10), Paul Shergold (Cortina, 52.65) and Kirsty McAndrew (Cortina, 55.11). Steve Purdy won Group S in his MG Midget (51.85) from Bob Bear (Alfa Romeo 1750 GTV, 54.05), whilst Ross Rundle won Group V and set a new class record of 53.78 in his Elfin Malmark Formula Vee. Ross Kelly completed his first two runs before the keyway which enables the bevel gear to drive the camshaft broke on Ross's third attempt. Barry Smith undertook some preventative maintenance during the early part of the month as he replaced the brake wheel cylinders which he found not operating. All was working up to the commencement of Barry's first run when it was discovered the new cylinders were leaking brake fluid.

A quick trip to acquire 2 new ones and once installed provided a similar result. Again 2 additional new parts were installed this time only one leaking. Once the flexible hose in the line was changed the system seemed to be working as designed enabling Barry to complete his remaining runs until the final run into the hairpin for the final time when the fourth cylinder failed, luckily without incident. Further investigation is warranted.

SEDAN TYPE CARS

Production and Invited cars up to 1600 cc went to Sasha Grbic (Honda Civic) with a best time of 56.01 secs ahead of Gary O'Mullane (Toyota Corolla, 57.82). Glenn Trigger (BMW E30 318is, 50.21) won the 1601 to 2000 cc class from Liam Lavin (Nissan Pulsar, 51.19), whilst Mitchell Allwood (Ford Falcon XR6 Turbo, 52.56) was quickest in the larger engine capacity class from Patrick Hager (Nissan Skyline R33 GTST, 53.60), Bill Evans (Holden Commodore, 58.16), and Robert Brown (Commodore, 62.36).

The Modified Production and Invited Cars up to 2000 cc saw Ian O'Hara win in his Lancia Beta Coupe (50.63) then David Jones (Ford Fiesta XR4, 52.14) and Dave Sidery (VW Type 1, 55.12). Dave reminded us that 'VWs do not run on the smell of an oily rag especially with fuel injection'. The normally reliable VW gave Dave no end of trouble this meeting after he had swapped the Weber Carburettors for injection. In the 2001 cc and over Scott Anable (BMW E30 325i, 49.90) was quickest from Douglas Anable (BMW E30 325i, 55.36) and Ray Ferguson (Prince Skyline, 56.53). Doug was having his first event in the BMW, a 2.5 litre engine stretched to 2.7 with a Waggott camshaft and forged pistons.

Scott Dean won the Improved Production class up to 1600 in his Toyota Tercel with a 48.51 sec time from Steve Arlidge (Suzuki Swift GTi, 51.61) and Graeme Wood (Suzuki Swift GTi, 52.73). Danny Mischok (Ford Escort, 46.39), Gary Pitt (Escort, 48.40), and Shane Merrick (Datsun 1200 Coupe, 49.05) filled the places in the middle capacity class with Ken Graham (Datsun

1600 SSS, 47.35) just some 0.25 seconds ahead of John Gilbert (Commodore, 47.60) and Pauline Graham (Datsun 1600 SSS, 48.26) in the 2001 and over class. Ken and Pauline's Datsun was just a shell earlier in the week after substantial work had been carried out to repair the damage inflicted to the rear of the Datsun by an inconsiderate driver at a GEAR drive day last year.

Just 0.56 seconds separated the minis (of both the Leyland and BMW heritage) in the Sports Sedans up to 2000cc class as Jeffrey Bird (Morris Mini K, 51.33) finished from Gavin McAlpin (Mini Cooper R50, 51.80), then Daryl Morton (Morris Cooper S, 51.89), Neil Lewis (Datsun 1000, 53.02) and Ken McAndrew (Datsun 1000, 53.15). David Malone (Torana GTR XU1, 45.95), Glenn Anable (BMW 2002 turbo, 49.90), Roger Bartlett (Escort turbo, 51.35), Phil Harrys (Mazda 323, 51.66) recorded the times in the 2001 and over class.

2010 Ironman Champion Steve Faulks was the quickest in his Subaru WRX STi to win the All Wheel Drive Forced Induction class with a best run of 46.89 from Michael Burke (Subaru Impreza WRX, 47.96) and Matthew Humphreys (Toyota Celica ST185, 54.91).

RACING CARS

Adrian Holmes was the quickest in the Formula Vee class with a 49.60 run on the eight climb in his Elfin NG FV, with Cody Collins (Hornet, 51.11), Ryan Collins (Hornet, 52.64) and John Ritter (GAS, 60.55). The sight of Bill Norman in a conventional racing car (an historic Lola Formula Ford) took some getting used to but Bill quickly showed his adaptability by winning the Formula Ford group with a 45.30 second run.

Formula Libre up to 750 cc went to Michael Ciccotelli (Gladiator LC500, 43.43) then Gregory Bouwhuis (Eliminator LC500 Mk2, 47.53) and Graham Arnold (Piranha TD4, 54.55).

In preparing for this event the Lake family found the brake master cylinder had seized (those long Christmas breaks when cars are not driven); once repaired and a quick test up the driveway at home the Escargot Suzuki was running well until clutch problems intervened during the second runs. With this resolved Simon Lake was able to capture the class win (751 to 1300 cc Formula Libre) in an excellent time of 41.81 secs from Paul Van Wijk (BKZ07, 42.69), Chris Lake (44.91) and Bran Kirkby (BNG#1, 45.46). The 1301 and over class went to Warwick Hutchinson (Van Diemen RF92 RPV02, 39.89) with John Boyce (Kadtcha VW, 43.80) then John Moore (Hi-Jinx Off Road Buggy, 45.59).

SPORTS CARS

Sports Cars up to 2000 cc saw Chris Johns (48.93) some 0.16 seconds ahead of Anthony Toft (49.09) both in the JFR Suzuki Cappuccino turbo. Paul Buccini won the the 2001 cc and over class with a 46.86 sec run in the Ford Mongrel with Jeffrey Graham next in his Mazda MX5 (54.79 secs).

Marque Sports cars up to 1600 cc went to Darryl Duncan (Fiat X19 Dallara, 49.10) from Neil Sivyver (Mazda MX5, 55.49). Patriarch of the Collins family Pat won the 1601 to 2000 class in the Mazda MX5, with a 51.00 sec run to finish ahead of Peter Andrews (MGF, 53.92), with Desley Collins (Mazda MX, 58.01) quicker from Russell Black (MGB, 58.80), Stephen Callaghan (MGB, 62.43), and Denis Cotton (Porsche 914 Targa, 64.75). The 2001 cc and over class went to Mark Crespan (Ford Mongrel, 46.43), Roy Davis (Triumph GT6, 48.55), and Haydn Netwery (Datsun 240Z, 54.68). David Homer, 2010 Tighe Cams series champion, won the All Wheel Drive Sports Cars with a best time of 43.69 which is 0.02 sec outside his own class record. Unfortunately David could not continue after the fourth run as the Suzuki Swift Evo turbo developed turbo problems.

Sports 1300 Supersports class saw Terry Johns (Esprit Sports 1300) first lower the class record to 44.13 then a 44.09 to win the class with Chris Johnston having his first run at Mt Cotton in the Kajera Supersports with a best run of 49.52 secs. The Clubman cars went to Ainsley Fitzgerald in his Westfield SE with a 47.72 sec time.

TOP SIX

With the non-appearance of some of the regular Top Sixers there was the opportunity for others to have that desirable extra run at the end of Sunday's competition. Warwick Hutchinson was the victor (with another sub40s run) with other competitors being John Boyce, Michael Ciccotelli, Paul Van Wijk, Terry Johns and Simon Lake. Simon had posted a 41.81 to win his class and take second place outright then improved on that with a 41.66 in the Top Six competition. Other major trophies were won by Steve Purdy (Best MG) and Patrick Hager (Most Improved - for best first-timer at the hillclimb).

This meeting witnessed very few stoppages, drivers having their first event at Mt Cotton as well as some good times recorded especially by younger competitors.

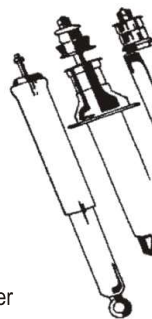
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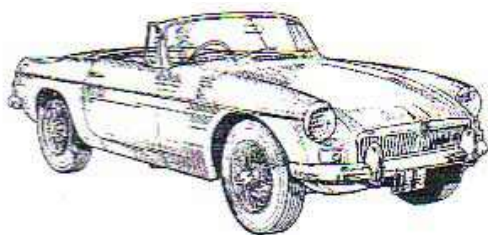
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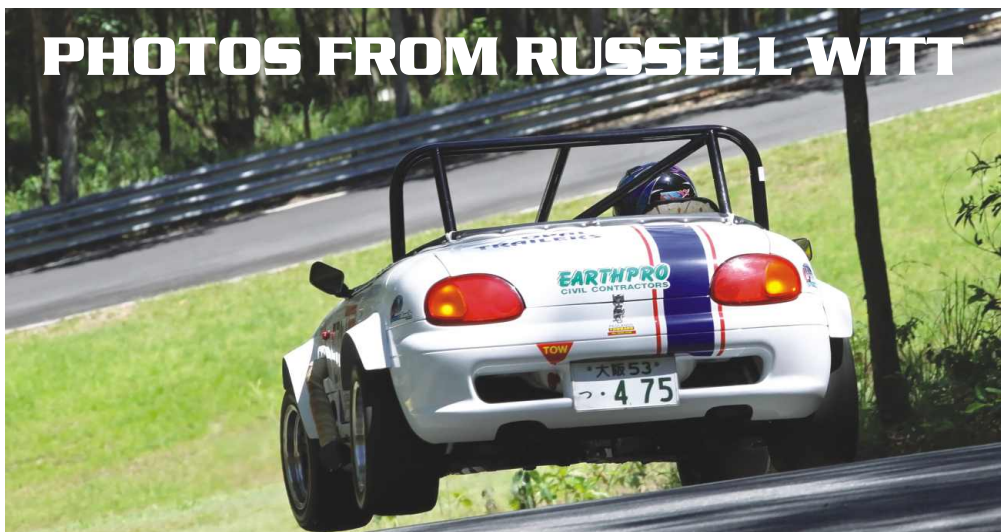
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CATALOGUE**

PHOTOS FROM RUSSELL WITT



Above; Chris Johns decides that two wheels on the ground are enough to get him over Lovers Leap in the 'new' Cappucino. Below (L-R): (1) Guess which vehicle has had the most views' Russell's website? (2) Enthusiastic Club and hillclimb supporter, Denis Cotton, enjoys 'punting' the Porsche around Mt Cotton. (3), Andrew Willesden left the MGB at home and tried out the Polo instead but will it be as regular as the B? (4) Ian O'Hara is beginning his third year at Mt Cotton and tries three-wheeling the Lancia through Lovers Leap.



Chris Johnston tries a bit too hard to catch up to Terry Johns in the family Kajera.



It will take a while to get used to the sight of Bill Norman in a beautiful and convention racing car. This one is an historic Lola Formula Ford.



Ross Rundle is another newcomer to the historic scene and is delighted with his acquisition of an Elfyn Malmark FV.



Hopefully John Ritter will get more runs in the GAS FV next time.

Chapter Chatter

By Gurney T Clamp

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

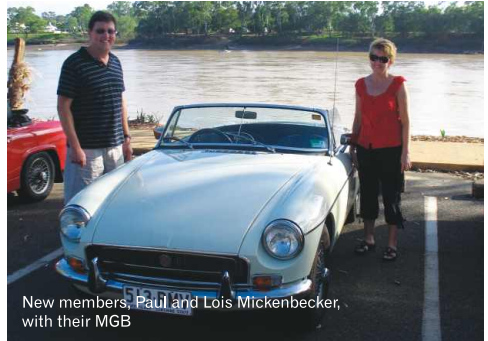
BREAKFAST @ Botanical Gardens Rockhampton Tour. Sunday 20th February 2011

Once again the fear of rain was in the minds of a number of members leading up to this tour as rain had been predicted for the weekend and, as was predicted, it rained as the coastal group toured to meet up with the Central group in Rockhampton. The road conditions were wet due to the rain that fell just in front of them most of the way.

Even as early as 6.30 a.m. it was obvious that it was going to be a hot one, but the coastal group of Phil King, Gurney and Gloria Clamp, Tom and Kathy O'Dea, Ian and Rosemary Carlton, Don Madden, and new member Jenny Hill with her traveling partner for the day Stacey Handysie in her Triumph TR4 indicated that they were looking forward to the day and headed off to Rockhampton. Gurney had to stop to pick up fuel and Tom a fuse. On arrival in Rockhampton the coastal group were met by a large number of Central members including Jim Armstrong, Peter and Tracey Breed, Stuart and Ada Clark, Terry Dwyer with Jo Emmert as a passenger, (Jo's car was in for an engine overhaul) Ian and Leanne Mc Keague, Brian and Glenis Russell, Pat and Stephanie Sullivan, Phil and Pam White, Ian and Linda Wilhelmsen and new members Paul and Lois Mickenbecker in their recently purchased Ivory 1971 MGB Roadster.

After a short chat Ian Wilhelmsen was appointed the tour leader and the combined group were on their way to one of the Fitzroy river side car parks for a photo shoot of the record number of 16 cars ever to attend a Capricorn Chapter meet. From the river side the group traveled to the Rockhampton Botanical Gardens restaurant for breakfast via the unplanned but appreciated Rockhampton scenic route. Our thanks go to the staff for a well prepared and enjoyable meal. During breakfast Dale and Margaret Volling joined the group to take it to 17 cars as did Trevor Anderson and his partner in their every day use car.

After the superb breakfast at the Botanical Gardens, the convoy of MGs then headed to Bouldercombe via Kabra and Poison Creek road. This run gave us the



New members, Paul and Lois Mickenbecker, with their MGB

opportunity to get used to the new club UHF radios but unfortunately one of the units refused to cooperate. Hopefully a few hours on the charger will fix this little problem. All was not lost, however, as Brian Russell came to the rescue with a couple of his own units which were then put into action with Brian and Margaret Volling being the operators. The next trip scheduled for March to Many Peaks should see us familiar with their use and hopefully making the trip a safer one for all concerned.

Whilst a stop had not been planned for this short run, the leading MG of the Wilhelmsens decided that due to the hot and humid conditions, a brief refresher at the Bouldy pub was required. It has become apparent that this particular MG cannot pass such establishments without stopping to "refresh" so future runs may see it bring up the rear of the pack so it can't lead the others astray. After the said refreshments had been consumed, the group then headed back to Rockhampton after a most enjoyable breakfast run.



Breakfast at the Botanical Gardens

Chapter Chatter

By Brian Phillips

DARLING DOWNS CHAPTER



The Beginning of 2011 has been very traumatic for us all. Floods have had an impact personally on many members with some very sad losses and damage to property. Lots of damage to roads has meant that we have had to change some of our runs.

Monthly Run January 2011

Sunday 30th January saw 26 keen members assemble at the TIC for the first run of the year. The planned run to Plainlands Hotel for breakfast was abandoned due to the damaged roads and road closures in the Lockyer Valley. A substitute shorter run to Highfields was selected. The run took us through the older parts of leafy Toowoomba then northwest out on the Old Goombungee Road. The damage to the countryside from the recent flooding was evident everywhere. It is always good to have a plan "B" in your pocket as the proposed road up to Highfields was also closed. A bit of backtracking brought us out on the New England Highway and on to Highfields. The local Hot Rod Club had made an unscheduled stop at our breakfast venue so we parked between these Modified Mobile Mechanical Monster Machines and brought a little class to the car park. A late breakfast was enjoyed by all.

Midweek run - Wed 9th Feb

Our first midweek run for 2011 was to the Railway Hotel at Allora. Sixteen people attended with much socialising and many stories about flood experiences. An enjoyable meal and good company. We are still affected by the bad weather from January as it took June and me over an hour to travel from Highfields to

Allora. The major hold up was at the East Greenmount washout.

The Great Outback Tour 12 27 August, 2011

The Darling Downs Annual Tour is becoming an icon for MG enthusiasts. I believe there are 18 vehicles ready and rearing to go this year. There are several older vehicles intending to participate in the outback epic. The older cars booked in are an MG N, MG J 3, MG Y, MG TD, MG TF, and a Morris Marina. The total convoy of 18 cars should make an interesting sight in the outback towns. Trevor Watkins is doing a wonderful job of coordinating this now famous event. The recently purchased two-way radios will be a very useful addition while travelling through the outback.

Electrical Theory by Joseph Lucas

Positive ground depends on proper circuit functioning which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

Thank you to the Morris Register of Queensland for this information.

Mid Week Overnight run - May 11/12, 2011

This year's run is taking us down to the South East corner of Queensland and Northern NSW through some very scenic MG friendly territory. The road has

been checked out and declared MG friendly after the recent deluge. Toowoomba participants will meet at 8am. at TIC. We will meet the Warwick group at 9am at Leslie Park Warwick Departing at 930am for a short run to Killarney Falls for morning tea. Then we'll go down into Boonah and on to Rathdowney Hotel for lunch. After we are rested and refreshed we will journey on to Beaudesert and Canungra then nearly to Nerang, passing the Hinze Dam before travelling between Lamington National Park and the Springbrook National Park down the beautiful valley to Natural Bridge picnic ground for afternoon tea. We will then cross the NSW border and on to Murwillumbah where happy hour awaits followed by a BBQ tea. The accommodation is at the Murwillumbah Motor Inn.

The return journey has us travelling to Kyogle then crossing the border ranges via The Risk and the beautiful Lions road via Running Creek to Rathdowney and Boonah for lunch at the Dungandan Hotel.

This will be a popular run so don't miss out get in early.

For further information contact
Ron Gillis: jrgillis@bigpond.com
Ph: 4634 3267 Mob: 0427 714 037



Chapter Chatter

By Ken Freeburn

FAR NORTH QUEENSLAND CHAPTER

WET WET WET. No its not the old pop group but a statement from the Far North.

We have been unable to have any functions to date this year after a cyclone just to the south of Cairns on Christmas day and Yassi earlier this month. We have had enough rain! To give you an idea of how much, Cairns has had just over 1 metre of rainfall for the month of Feb! That works out [in the old money] to one and three quarters of an inch per day.

We are planning a day run to Mareeba on Sunday 13th so hope it fines up by then. Anne and I managed to get to Brisbane for the presentation dinner and caught up with a lot of friends from days gone by. I trust that by the time the next Octagon is due I will have a more comprehensive report from FNQ.

COME and TRY MOTORKHANA

Another hot day for the last Sunday of this summer greeted those attending the first motorkhana for the year. Run under the come and try format this gave an opportunity for those either new to this form of the sport or who may not have participated for a few decades to receive instructions from experienced competitors

For others it was to get back into the swing after a couple of months break over Christmas.

MG members participating Alan McConnell (Hyundai Excel), Brant Rayment, Carly Mattea, Richard Mattea all in MG Midgets, Russell Black, Matthew Johnson, Malcolm Spiden in MGBs and Pauline and Ken Graham in their Datsun 1600. Tests on the day were Double Loop, Multiple Loop, Tryangles, Tee Garages, Qld Mothballs, Corridor. Future motorkhanas will be listed on the calendar on the website

Chapter Chatter

By Ian Bryant

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

The Wide Bay Chapter kicked the New Year off early, as it normally does, with a Twilight Run on Sunday 9th January centered on a simple Noggin 'n' Natter over fish 'n' chips at the Urangan Pier Precinct. The very threatening weather cleared at assembly and remained well behaved until well after the 30 members in 15 cars - ten were MGBs - had dispersed home. Ellen and Ken Wilson attended in Ellen's YT, Des See in his MGB (and later joined by Joan), George Leceij borrowed the Bezant TC, Paul Overton and Jan in their MGB experienced their first busy Chapter run this time around.

Peter and Vicky Worland with Lily the d*g also attended modern while Bill and Liz Manns arrived by Shanks' pony, despite their race-prepared MGA tc being garaged just around the corner.

Marking the National Day and the Wide Bay Chapter's seventh year of operation - some 56 members enjoyed a Wednesday afternoon barbeque in the shady garden grounds of Legacy House at Hervey Bay. Trevor and Lorraine Drummond brought their MGF, Peter and Margaret Elson went Austin A40, Darrell and Jackie Martin in his MGA, while Blair and Joan Francis drove their MGB. Peter Boxall and Fred Nelson produced the goods as the Chapter "My Kitchen Rules" barbeque cooks while Alexandra Wolfendale served up the Pavlova and choccy cake and cream and fruit-salad and more Pav and....!!!

The numerous raffles of boys' toys enabled a donation of \$100 to be made to Legacy, with Gary Robertson winning the major prize of a workshop jack donated by Rob Rosewarne and visiting Club member (and past founding Chapter member) Rod James claiming the second major prize. Many thanks to all those who brought salads, green or fruity, and other goodies.

In a classic demonstration of impeccable weather control, Darrell Martin gathered the flock together at Pialba in fine sunny conditions on Sunday, 30 January, and then shepherded them in fine, sunny weather to Burrum Heads for a twilight barbeque. Twenty-nine people attended, with MGBs making up 11

of the 20 cars present. The bbq facility was secured early by Jackie Martin and Alex Wolfendale who, together, threatened all approaching fishos and various other grey nomads with very Frank words. Doug and Sue Ashcroft chauffeured guests in their Jaguar XK, John and Barbara Shield brought their MGB, Peter and Jocelyn Gardener arrived in their Fiat 850, some bloke drove Helen Bryant's MGB, Dave and Margie Roberts showed his MGA. The rain poured down well after most members had tucked their cars up at home for the night!

Bob and Lyn Emslie in their Mercedes 200slk led a morning breakfast run to the Black Dog restaurant in Hervey Bay on Wednesday, 9 February, with 24 members present. Of the 14 cars attending, half were MGBs. These latter included Peter May and Joy Batchelor (MGB), Graham and Chris Scott (MG TD), Ken and Ellen Wilson (MGB GTv8) and Blair and Joan Francis (MGB). The MX5 of Carol and Kevin Charlton later joined the fast run out to Sexie Coffie via Torbanlea, led by the red MGB GT.

Sunday 20 February was a hot day in Paradise - if a bit muggy - and so 25 members in 15 cars (mostly MGBs) turned out for an early morning coffee run and, only by chance, to meet up with Club Members John and Pat Walker at Sexie Coffie in Maryborough. Ron and Lorraine Mills proceeded to the destination in their Daimler SS, George Bezant brought his Riley RMD, Bob and Lyn Emslie drove the smaller of their Mercedes stable, while Ray and Bev Clarence and Keith McKavanagh with Marion Orr took their MX5s. All the MGBs of course were all expertly handled throughout the whole run! It was a very pleasant morning and also a very welcome opportunity for attendees to catch up on all the Club news from a senior Club member who just happened to be on the spot!

The final Sunday run in February saw 27 members in 16 cars - ten of which were MGBs - on an Early Morning Run via Maryborough and Mungar to Tiaro for morning tea. It was terrific to welcome John and Sandra Carroll in their Jaguar E coupe back from their

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extended absences. Phil and Dianne Youel drove their MGB following their return from the Victorian floods and some memorable experiences. Don and Elso Kellam in their MGB were present too, while Gary Robertson drove solo in his Eunox MX5. Garry and Anna Cuthbert were also a welcome addition to the run in their MGB. Bob Mortimer resurrected his MGB GT from the chookhouse to drive to the Maryborough RV, being met at the break in Tiaro by wife Jan delivering a delightful morning tea. The group

departed for home locations before the midday heat could make topless driving an uncomfortable experience.

The Chapter has planned for March a Sunday Twilight run to a local pub and a midweek morning coffee run before the cooler weather allows the comfortable recommencement of day runs towards the end of the month.



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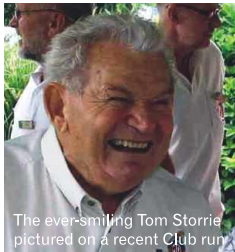
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LIFE CHANGES . . . SELF PROFILE

by **TOM STORRIE**



The ever-smiling Tom Storrie
pictured on a recent Club run

Last October, my wife and I celebrated, and I use that word rather loosely, the 70th anniversary of my contracting polio at age four, in 1939. That was my first life change and one that I will remember always.

In 1961 while I was working at the "Sydney Morning Herald", my wife Ailsa and I bought what we regarded as our first 'sports car', a Triumph Herald coupe. Now don't all giggle at once. You have to remember what was available to us in the small sports car range, and we discounted the 'bug-eye' Sprite as it had no room to speak off. Besides what other car could you lift the bonnet all the way forward and then sit comfortably on the front wheels and work on the engine, and don't discount its 25ft turning circle. That could either be a good thing or a really catastrophic bad design. Just ask Kerry Horgan.

Ailsa and I moved back to Brisbane in 1963 with one daughter and another on the way, and we lived in Villa Street, Annerley at the top of a street complete with lots of 'S' bends. It was while living there I ventured one night down to the MG Car Club clubrooms, and there I met, and was befriended by, Kerry Horgan who I am glad to say is still a friend I am glad to have. I entered into some of the club events, and shortly after that first visit I joined the club. Another life change to remember.

This was brought into focus when our devoted Secretary published some old pictures of a club run sent to her by Keith Anderson, held around April 1963, and what could I see in the background? My old Triumph with, of course, its bonnet up. That car was sometimes borrowed because of its 25ft turning circle when we held a gymkhana at Tingalpa. The members I remember who did so, were Brian Tebble and Iain Corness, and they did the course without incident. There was one time when Kerry Horgan was racing the Ford Custom at Lowood, when the Geoghagen brothers turned up in the new Lotus open wheeler which of course we were in awe of. I don't remember

who made the enquiry to see if we could sit in the car, but anyway we took our turns. Kerry, Iain, Doug Partington, and, I think, Dick Johnson, all got to put their 'bums' in the seat. But when it came to my turn in the line, 'Big' Pete pounced on me and dragged me out. Oops! When I met him later on at the Canberra Speed Shop, and Ray Gulson came to introduce me to him, I told Pete we had met before and the circumstances. Attending club events and the occasional Lowood races created my interest in cars and car sports. Another life change.

In 1964 I applied for a job at the newspaper to be published in Canberra, "The Australian". I was accepted, and we moved to Canberra. By then there was four of us in the family, with the arrival of our two daughters, Jenni and Susan. My time in Canberra proved to be an interesting transition in the work place, for it was there I met Ray Gulson who had just opened up his new venture, The Canberra Speed Shop. Of course I took an interest in the shop and what it sold. Ray and I by that time had become good friends and when the advent of computers came into "The Australian" I took up an offer from Ray, when he moved into larger premises and took on the Alfa Romeo franchise, to become his parts and service manager. I would say that would enter the realm of life changes once again. During my time at Ray Gulson's Canberra Speed Shop, I met some interesting people among whom one was Ivan Tighe, even if was only by phone when ordering George Wade camshafts. But then because of the Alfa sales I met up with Alec Mildren, who was something of a mentor, putting the idea forward that I should open my own shop, something I had not thought off. It was on the occasions of travelling to Mildren's to pick up new Alfa Romeos and drive them back to Canberra, that I met the now 'big' Kevin Bartlett, who was at that time driving for Alec. All these people within the motoring scene added to my 'speed shop' experience, and my time there was one to remember, and I still have a great friend in Ray Gulson.

In late 1967 we returned to Queensland, and to Townsville, our home town, because of a sickness in the family. Sorry to say I had let my membership of the MG Car Club lapse, but when we stopped in Brisbane on our way north I renewed my acquaintance with

friends once again. It was during that stopover that I approached Jim Bertram, owner of GP Cars, with the idea of reopening a branch of GP Cars in Townsville which he had just closed. That was the beginning of a friendship that still carries on today. Jim gave me a hearing, but he was adamant at that time that the Townsville shop would stay closed. But shortly after starting employment at the "Townsville Daily Bulletin" I received, what is now long forgotten, a telegram telling me to go to Ansett, pick up the keys of the shop and a till of money and open up GP Cars Townsville. It was while managing the Townsville shop that I made friends with Blair Salter, now a returning member to the MG Car Club, who managed GP Cars at Chermiside. That friendship still holds good today. I enjoyed my time at GP Cars and I did so and stayed with Jim until he sold the shop to a friend, and I went with the shop as part of the deal.

While in Townsville I took an interest in motor club events, and at one stage Ailsa and I helped in the development and running of the new Savannah Speed way and Drag racing strip. Eventually I started up my own business Dyno Auto Tune with two other partners. With Dyno Auto Tune it just seemed a 'matter of fact' that I take on the Alfa Romeo agency for the area, and it followed on that I approached Jim Reddix to be the service, and sometimes sales agency, for Citroen cars which proved great as Jim and his brother Bob were great people to deal and work with and full of information and help when it came to the Citroen product. Also Bauer Volvo in Mackay approached us to be a service agent for Volvos in the Townsville area.

While involved with Alfa Romeo, I struck up a friendship with John French, then the Alfa dealer in Brisbane. It all happened while on a cruise organised by Alfa Romeo, Australia, to New Zealand, where the release of the new Alfa Romeo Tipo 75 was presented to most of the Alfa dealers throughout Australia. That was an interesting trip and an eye-opener into some people's behaviour on board. As we've grown older my friendship with John has matured with the onset of old age, and now I'd like to think we are good friends. I know I enjoy his company and his life experience.

The partnership did not work out, and after a few years we parted company, which found Ailsa and our family once again returning to Brisbane where again I was employed by GP Cars in Kelvin Grove and it was great to be an employee of Jim's as he was a very considerate boss. I managed to put in a hand written stock card system for Jim similar to the one I had used in the Townsville shop. Jim gave me the position of parts manager. It was during the following years in Brisbane that I, in my small way, played race cars with

Kerry Horgan in his Elfin 600 into which we grafted a Mazda Rotary, for future racing. They were enjoyable years, which included our post-race candle-lit BBQ on occasions.

Again I made a move, in the mid-80s, to go into a printing business venture with a friend in Melbourne, which sad to say did not last. But it was a learning curve which told me never to go into a partnership again. Ailsa, my daughter Megan and I returned to Brisbane in less than a year, tail between my legs. For a time I worked with Reg Tomkinson, in his new business 'Road and Race' but after a short time I was back with GP Cars once again, which Jim Bertram had sold to three of his old employees. During this time I came back to the MG Car Club, and Peter Rayment kindly gave me back my old number, 629, which I appreciated. My time with GP Cars was this time short-lived, as it seemed my attitude was not quite acceptable to two of the partners. And for the first time in my working life, I was dismissed. I didn't feel bad about it for in a way I expected it.

Now that we are older the club has become a focal point for Ailsa and me, and we have had many great days and nights, in the form of club runs and of course our 'noggin' and natter' nights. I must apologise for my lack of attendance recently, this is mainly due to health reasons. Although I have not held any positions within the club, except for conducting a few BBQ's on a Friday night to help out when Mal Kelson wanted a break. For that I apologise. I have enjoyed the good friendship and assistance of many helpful members, which I regard as a "good life change".

Now for the promotional. To all those who have visited our new club rooms as guests, read our great magazine "The Octagon", and maybe enjoyed our club runs as guests, join us as a member, and meet a great group of people who will assist and welcome you all in so many ways to enjoy a great club.

Tom Storrie



Tom with his 'old' friends Dick Johnson and Kerry Horgan at an Old Members' Night at the clubrooms.
(The photo was previously published in black and white with the caption 'Tom, Dick and Kerry'.

MGBs at the 2010 1000km ADAC Classic Car Race - Nurburgring

Text and pictures by Stephen Callaghan

Towards the end of last year I was able to visit the famous Nurburgring race track which is northwest of Frankfurt in Germany. The track is located in and around the town of Nurburg a small village with a medieval castle dominating the high ground of the town.



Car No 93 - 1968 MGB GT leaving the Pits



The medieval castle overlooking Nurburg

My reason for going to the Nurburgring was to watch the ADAC 1000km Classic historic car race to be held on Sunday 12 September 2010. The race was part of the International Oldtimer Festival which had organized a variety of historic races and events over the weekend.

The race was to be run on the combined track that is the Formula One track 5.1 km and the Nordfleichs - the North Loop 20.8 km providing a total track distance of 25.9 km. The race started at about 10.30am and included a mixed line up of traditional and rare historic race cars. Marques included Alfa Romeo, BMW, Porsche, Volvo, Fiat, Mercedes, Ford Galaxie, Ford Mustang and Chev Stingray.

As would be expected with most historic motoring events in both Europe and Australia there was a healthy line up of MG's together with other British stalwarts such as Austin Healey, Lotus and Morgan. However, Porsche and particularly 911's accounted for the majority of the field. Despite some much larger and more exotic machinery, the MG's held their own and performed admirably.



Car No 27 - 1964 MGB on the track at Brunnchen

There are a number of good viewing areas around the Nurburgring track but the best area was the pits along the main straight. As well as the racing it was possible to watch the cars being fueled, serviced and maintained as well as the driver exchanges.

The start of the race commenced with reasonably dry weather however, by about 2.00pm the weather turned bad and heavy rain made the track slippery and dangerous. Such sudden changes in the weather are not unusual in this part of Germany and are quite common at the Nurburgring. Despite the poor weather, a number of failures and poor visibility the cars kept racing and the MG's maintained consistently good lap times.

As the weather got worse more cars succumbed to the elements and retired out of the race. Reliability racing is more about being able to finish than being the fastest. The race went on to about 7.00pm when about



Driver Change Car No 31 - 1962 MG B



On the main straight - Car No 93 1968 MG GT



Exchanging notes - Car No 28 1963 MG B



The ever-present Escort Mk 1 - Car No 132 Escort RS 2000 leaving the pits

1000km had been completed. As would be expected victory was taken by a Porsche 911 of which there were many in the overall line-up. However, all of the

MG's finished which is a great testimony to the reliability and stamina of the breed.

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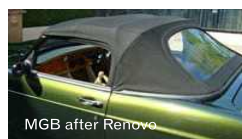


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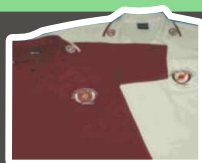
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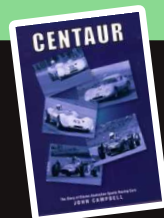
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MG CAR CLUB OF QUEENSLAND INC.

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!

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Please submit your contributions to the Editor
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Race Meetings



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