

Official Journal of the MG Car Club of Queensland Inc.



ctagon

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MGs at Lobethal Photo from Ross Kelly - report on page 10

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

President's Report

With regard to the Tighe Cams Hillclimb series, next year will see an expanded competition as we try to fit all the competitors into the one series, and not have a second series running in conjunction with the Tighe Cams series as was the case this year. This will involve the series being spread over a two day event starting on a Saturday and finishing on the Sunday afternoon. Details of this new procedure are available on the web site. I hope you have all enjoyed the series as competitors and as spectators.

As from 2010, the Clubrooms will be open only on the first and third Friday night of each month. Come along on those nights for a night of "THINGS MG". Every first Friday night of the month we will try to have a special guest or activity so come along and enjoy whatever it is on offer.

I would like to thank all the volunteers who have worked so hard to make this year a great success as without your ongoing time and dedication these events would not happen. The dedication of our Canteen Staff and of the Officials and all the people who work behind the scenes to make the Hillclimb events happen as well as the ongoing work at the club rooms are greatly appreciated by the committee and, I am sure, by the competitors and the members of the club.

If you at the moment don't volunteer to help at either the club rooms or at the hill please consider offering to help as we as a club only work through the generosity of members and others who willingly offer their time and efforts in various ways to make the club function. So please contact any of the committee members if you can help; it will be greatly appreciated.

I was recently in England and France and while in France I went to the British War cemetery in Normandy to pay my respects. I was impressed by the way the site is maintained. It is looked after by the Commonwealth War Graves Commission which does a first class job. As I was walking along the rows of graves I decided to pick out a grave at random. I then touched the headstone and thanked them for what they had done and the sacrifice they had made. I estimate I did this fifty times but regretfully could not do it to all of them as there was so many. I also spent time in northern France at some of the sites

where Australians had fought in World War I. It was very moving and I certainly had a tear in my eye. Now you are wondering why I have mentioned this in a car magazine. The reason is that their sacrifice gave us the freedom that we have now. This allows us to enjoy motorsport and of course drive the cars of our choice including MGs and I am sure most of you are grateful for their service and sacrifice. Also I am writing this report on Remembrance Day which is of course a very important day and prompted me to write about it in this article.

While in France I only saw two MGs, a MGB and an MGZR. This was strange as I expected to see more as we did drive all the way around this beautiful country. When I returned to the UK however I saw a lot of MGs especially MGFs. I enquired how the new MGF was selling but from what I was told it is not selling well. Mainly in part to the fact that the body shape is still basically what it was when first introduced. The new company that owns MG is planning, so I have been told, to design and sell a completely new model sports car. We will have to wait and see if that does eventuate. If this does happen I wonder if it will come to Australia. I hope it does and I hope this price is realistic, so the MG Dream Continues.

I would like to thank the committee who have all worked hard to ensure the club and the Hillclimb continues with the high standard which has been the hallmark over the years. We will be putting on more entertainment at the Noggin 'n' Natters on Friday nights to try to encourage more attendance. Remember it's your club house so come along and enjoy the company. The library is well stocked and has some very interesting books and magazines so please visit the club rooms and visit the library area, which is upstairs.

Finally I wish all of you a safe and happy festive season. Please drive safely and with due consideration to other road users and may 2010 be all you wish it be.

Safety Fast



Peter May
(President)



Some words from Elaine...

Here, in the final issue of the Octagon for this year, is another feast of Club reports but space has been found to include an article of general interest, reproduced with permission from 'Safety Fast' magazine. This inclusion should be of great interest to our 'Letter to the Editor' writer in this issue whose letter may provoke some further correspondence.

We thank our Chaplain, Ken Trudgian, for his regular Christmas message. We regret that we don't see Ken too often these days (he regrets it too) but it is always good to read his relevant seasonal message each year.

An important milestone has been reached in the Club's history but life for the Committee has been so busy with this year's events and preparing for next year's that it has slipped quietly by. In the past five years the Club membership has grown from 436 (October 2004) to now be in excess of 800 members. I remember when we had a special presentation to our 500th member and it seems like only yesterday. Maybe this continuing increase in numbers means that someone somewhere is doing something right; sometimes, unfortunately, it is hard to tell because the positive feedback is always overshadowed and out numbered by the negative. I can tell the membership is continually rising as each Octagon produces a long list of names in the new members listing.

There is some important news in here about changes for next year and some coming events. Please read them and note the changes.

The calendar continues to get longer and at this time of year we try to give you the complete calendar for the following year to assist you in your planning. The calendar is as complete as I have it; however not all chapters have as yet submitted their calendars for next year. Keep watching the webpage for updates; you can download updated computer files of the calendar throughout the year.

As a supplement to the Octagon I have been putting out a fairly regular email newsletter to those in the

metropolitan area to remind them of events particularly at the clubrooms in order to encourage greater use of this facility. These are only effective if I have your current email address. If you haven't been receiving these and would like to, please email me (you don't have to be in the metropolitan area to get one of these!) your current email address.

Could I remind all members that your renewal of membership forms will be coming soon? You may have already received them before you get this Octagon. Please please take the time to check your information on the forms and make any necessary amendments, particularly to email address.

My thanks to those of you who, throughout the year, have produced your reports for me on time to meet deadlines and to those of you who think of the Octagon when you have a reproducible piece of gossip for Sump Plug or a contribution to Bits and Pieces. Please keep them coming in.

May I also express my thanks to Glenda Crew, our webmistress and our other communicator of information of Club events. After every event, Glen is inundated with emails from me containing reports, photos, updates etc and they are always immediately acted upon with never a word of complaint. For example, just this morning (Nov 30th as I write this) she received 15 emails for updates relating to numerous webpages and those updates were done almost while I am about to send the next request to her. She is a living treasure who is rarely seen who works quietly and efficiently at her computer for the benefit of all of us.

There will be a change to the dates of issues for Octagons as from next year. They will be two-monthly starting from January. This is in order to enable reports of major events such as the presentation of Club trophies, the National Meeting and the Qld Hillclimb championship to be published much sooner after the event than the current arrangement has allowed. Closing date for the next Octagon, to be published in January, is the end of this year.

Notice Board

From the beginning of 2010, the Clubrooms will open only on the first and third Friday nights of each month with hot food starting at 6.30 pm priced as low as \$2.50. A night navigation run which could take the form of a tabletop rally will be conducted on the third Friday of each month.

Your assistance is sought in helping to get people along to the clubrooms by offering to be a guest speaker or suggesting the name of one. Any ideas will be welcomed. Contact John Tait on 3376 1216.

Following the Christmas Noggin 'n' Natter on Dec 11, the Clubrooms will be closed until their reopening on Friday 15 January.

Clubrooms close until 15 Jan

Events in early 2010

Fri Jan 15	Clubrooms reopen - Original and Wild MGB night. Contact John Tait 3376 1216.
Sun Jan 17	Late afternoon run. Meet at the clubrooms at 4.30pm. Contact John Tait 3376 1216.
Wed Jan 27	Midweek run, meet at J C Slaughter Falls at 9am - Contact John Tait 3376 1216.
Fri Jan 29	Presentation of trophies for Tighe Cams Series and MGCCQ Mt Cotton Hillclimb series.
Fri Feb 5	New members' night at the Clubrooms. Come along and have your questions answered.
Sun Feb 7	Early morning run; meet at 7am at Keperra. Contact John Tait 3376 1216.
Sat Feb 13	The big event - Annual dinner and presentation of Club trophies. Your invitation was sent with your membership renewal letter or it can be downloaded from the club website.
Wed Feb 24	Midweek run; Meet at Doug Larsen Park at Beenleigh at 9am - Contact Bruce Ibbotson 3366 1889.
Sun Feb 28	Social day with Sprite Car Club. Contact John Tait 3376 1216.

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

Membership

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

Wade Anderson	Chris Beard	Paul Timbercake	John Prefontaine
Stuart Gross	Tony Gavin	Terry Jones	Fred Koolstra
Jack Howard	Gavin McAlpin	Tony Basham	Jacqueline Hutton
John Lippiatt	Roger Marshall	Anthony Toft	Barrie Hutton
Matthew Macken	Paul Romano	Keith Murdoch	
Warren Robb	Kevin Rowell	Len Knott	

And a warm welcome back to Blair Salter, again!

Some Important News

MG Car Club of Queensland Inc.



2010 Calendar

A 2010 Calendar featuring MGCCQ photos has been compiled and printed. The calendar is in A4 landscape format with one A4 photo page per month and one A4 calendar page for each month. They are ideal calendars for using as a wall diary of events. (They are not calendars of Club events; these can be downloaded from the Calendar page of the website at any time.)

These are now for sale for \$20 each and may be purchased from the Clubrooms or by mail order by adding an extra \$2 for p&p. Simply drop a note to the Club postal address along with a cheque or use the order form available from the Regalia page of the Club website.

Family (or social) membership is now available for the spouse or child (under 18) of a full member. Application forms are available from me or from the Membership Secretary, Peter Rayment. Before applying, please be aware that a family member cannot use the membership to apply for a CAMS licence, gain club points nor vote at meetings nor move nor second any motion nor hold Club Office. However, it does mean that those taking out Family Membership will get to feel that part of the Club; it also means that they will not need to sign the visitors' book when you come to the Clubrooms.

Renewal of membership forms are either on their way to you or will be soon. Can I please remind you that, if you have a car on special vehicle registration, commonly referred to as 'concessional' registration, you must continue with your membership of an incorporated Club such as ours to qualify for that registration.

The annual Club dinner and presentation of trophies will be held on Saturday 13th February at The Pavilion, Alan Border Field, Albion. Your invitation was included with your renewal of membership forms and can also be downloaded from the Club website.

Our guest speaker and presenter of trophies is John Muller, a founding member of the Club and Club Captain from 1956-58. We should all learn something about the setting up of the Club and of its early days from John's talk and provides great motivation for coming along.

Please attend also to make the night memorable for all those who have competed diligently throughout the year for the beautiful perpetual trophies on display in the foyer of the Clubrooms.

The Pavilion is located on a leafy village green at Allan Border Field, Breakfast Creek, and boasts superb views, ample free parking, and is just seven minutes from the heart of the City.

On arrival, Canapés will be served in the downstairs reception area overlooking the field. We will then move to The Captains' Room, on the first floor where our dinner and trophy presentation will be held. This room has its own private bar facilities and enjoys a panoramic view over Allan Border Field and its surrounds.

This will be a very enjoyable evening and we look forward to your company.

As mentioned in 'Words from Elaine', the calendar, because of its length, this year contains only Club events, events such as State Championship race meetings for which our members gain Club points and events to which the Club receives special invitations.

As from the beginning of 2010, the Clubrooms will be open on the first and third Friday of each month. Every effort will be made to have something special happening each time while every third Friday will see the Night Navigation run leave from the Clubrooms or a tabletop rally be held in the Clubrooms.

A Christmas Greeting

"These things seem to creep up on me without notice:)). These were some of the words in Elaine's email to me and they made me smile. It's amazing how many things do creep up on us every day of our lives, or so we think. As I sit here and ponder the words to say, Elaine's words remind me of the many smiles such things bring us as we are often reminded about what we've forgotten and who and what reminds us; birthdays, anniversaries (especially our wedding) and other such occasions.

BUT CHRISTMAS! It seems to me that it is one event that would be difficult to forget or have creep up on you, unless it's the Christmas shopping. However let's just leave that there for a moment.

Lately I've noticed something else **CREEPING** up on me, **OLD AGE**. In myself I feel (I think) no different. Yet there seems to be an extra expanse around my waist and it's harder to run, but worse still is when I look in the mirror. Then the kids on the bus constantly remind me I'm from a past, way past generation which sometimes makes me feel a part of my wife's "Family history". Soon I'll qualify, if not already, as a Father Christmas.

CREEPING down, though, are the run times at Mount Cotton. In selling my MG recently I was talking to a chap about the times at the Hill. Not long ago the 40 second run was an occasion, now 37 and the impossible? "30" second run would not even be considered. But now even that seems to be creeping up on us.

What saddens me is that I've missed being there; it's crept up on me that somehow I've not had the time or made time to be there. I'm sure that has been the situation for many of us at times and in so many areas of our lives. When we do stop and think about it we perhaps wonder why but also realize that that sadness so often is our own doing that we have let things creep up on us.

Back to Christmas; well for one thing we really can't say that it creeps up on us because the whole world, especially the **SHOPS** and Children really let us know it's coming. There is something else about Christmas though which may help us all (well maybe not a 30 second run). Christmas is a good time to stop and reconsider our lives. To put a new perspective to who and what we are. We can't change what's behind us but we can have a more positive view of the future.

To me **CHRIST** makes all the difference. The Christ of Christmas allows me to cancel out the things of the past best forgotten but also allows me to look forward with an eager anticipation for the future. Yes, I know old age will not allow me to do the things I once did and enjoyed, such as driving at the Hill; there are many fond memories, but there are many other enjoyable opportunities creeping up on me. All I have to do is enjoy them and I hope and pray you do also.

May I wish you all a very blessed Christmas and a New Year filled with hope and expectation.

Your Chaplain Ken

Letters to the Editor

Hi Elaine,

I wish to support Paul Lupton in his letter (OJ Aug 09 page 43) in that we as the MGCCQ must continue to run the MG cars in the club in the sporting events which complement these cars. Our club cars run from 1920's through to the latest MGT's but the majority of our cars are in the 1950-1970 vintage and are to be looked after not knocked around in speed and motorkhana events. If the national's continue to disappoint the majority of true MG owners then it will fade and with the emphasis in our club now being on motorsport (sure and this keeps the coffers tinkling) we might as well change our name back to the QMSC as of old. I would like to see more articles in the OJ pertaining to old time MG escapades.

Yours Sincerely

Bruce Mutch MGCCQ No 2392 - Safety Fast

Response from Editor:

I think this letter should provoke some responses and I look forward to receiving them. However the actions of Pre-War car owners such as Ross Kelly who are actively campaigning their 1930s cars in motorkhanas and hillclimbs with great gusto (see the Pre-War report elsewhere in this 'Octagon' and photo below) speak much louder than any words.

In response to Bruce's request for articles on old time MG escapades: space has finally allowed me to run the article 'MG wins the Marathon', reproduced with permission from 'Safety Fast'.



Ross Kelly looking after his NB Magnette at the hairpin at Mt Cotton



John Price goes a little further in looking after his B at the same place. (Photos by Steve Johns)

INVITATION TO CLUB MEMBERS

Car Clubs, including ours, have been contacted by the Rotary Club of Stones Corner with an invitation for our Club members to be part of a select group of cars to be the first to drive through the Clem7 tunnel on its opening. This will be known as the Clem7 First Fleet Cavalcade Event. The offer is open to 50 cars; to be eligible you must make one of the 50th largest donations to the nominated charities which will benefit. You can contact Geoff Bail on 3849 3805 or download a form from the News page of the Club website.

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Ross Kelly looking after his
V8 Magnette at the hairpin of Mt Cotton



John Price gives a little brother a lesson in fast driving
But the same place (Photo by Steve Johns)

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Junior

development program

New Committee member, Neil Lewis, has initiated a Junior Development program for youngsters aged between 12 and 16 with the aims of fostering an interest in motorsport and of assisting young people to gain a basic understanding of how to use a motor vehicle in a safe and sensible way. He intends to devise a training plan for each individual participant based on their abilities when they first enter his program and there will be a maximum of four in each training group. He is also hoping that this program will encourage younger people to join our Club.

The first session was held in the pits at Mt Cotton on the morning of November 21 with the maximum four participants in attendance. After their 'pit' time, Neil took the group for a walk around the hillclimb. Everyone, including their parents, were delighted with the program and it was given special commendation in the CAMS Stewards' report of the day.

If you want further information about the course or how to become part of it, please contact Neil Lewis on 3807 6273.



LIDDLE'S

CYLINDER HEAD ENGINEERING

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58 Bullockhead Street,
Sumner Park, Qld.

Phone:
(07) 3376 2991



Ross Kelly (pictured at Mt Cootthai)

PRE-WAR NEWS AND UPDATES

By Ross Kelly -- grkelly@bigpond.net.au



A black period has descended on the Pre-War MG owners of Queensland, the mystery N has disappeared. The Kelly NB, after being driven over-enthusiastically, is now awaiting new crown wheel and pinion plus a set of new axles thanks to the driver trying to chase down an SS Jaguar at Lobethal Grande Carnival. Being towed backwards around the course gave plenty of time for reflection on engaging the preselector at 5500rpm without lifting the right foot. Col Schiller's 14/40 was engaged in similar behaviour, chasing down a modified Bullnose Morris, when the motor seized.

Dino Mattea has had to do an engine rebuild in the L Type following a mysterious noise which developed after the National Meeting. This proved interesting and a tribute to the tough qualities of the 1087 cc motor which started life as a Wolesley and then became the basis for many MMM's including the K3. A broken piston was found in number six cylinder which was held intact by the Piston Skirt Ring. Judging from appearances the piston had been broken for some time. The lack of any normal indicators such as loss of oil pressure, missing, blow-by etc delayed the death rattle amongst all of the other

common clatter. In fact the failure was most likely back in 2000 when coolant leaked through what proved to be a brand new but porous cast iron cylinder head. At that time number one piston and gudgeon were broken and the head was then treated to rectify the porosity. Dino is now sure that what was then not evidenced at that time is the effects of the same "hydraulic" on number six. The ultimate was a slow developing process, which also caused slight damage to the cylinder bore. Dino hopes to have the car back on the road before Christmas.

During September I was fortunate enough to attend Beaulieu Autojumble and Goodwood Festival of Speed, two great events that if possible should not be missed for the car nut. The Autojumble with 2000 stands certainly needs the two days available for looking for and buying those elusive parts. There was a great range of books, new parts, model steam trains, motorcycles, luggage, clothing etc but second hand MG parts were thin on the ground. On the Saturday an informal gathering of pre-war MG owners was organised with owners from the USA and the Continent to talk and swap notes on their great finds.



Ulster despite stopping twice in a twenty-minute race to top up the car's radiator. It was by far one of the most exciting races I have seen in a long time.

The Kerr and Kelly NBs were together at Leyburn Sprints for the annual around the houses and an enjoyable weekend was capped off with success for both cars. The MG club concours at the University of Queensland attracted a better than expected rollup of pre-war cars with Col Schiller bringing the ex Magilton SA, Ross Letten in the PA, the Kelly NB and C Type.

John Townsend drove my NB at Speed on Tweed this year; John thoroughly enjoyed the weekend and reported a well-organised event continuing with the standard set by Roger Ealand and his supporters. A quick run around Mt Cotton Hillclimb in under sixty seconds at the MG Only Event was squeezed in before leaving for Lobethal Grande Carnival where a great time was held by all until the large bang in the diff called a halt to the day and Collingrove Hillclimb on the Monday.

Col Schiller and Tony Slattery attended The Beechworth event and Col has sent in a separate report detailing his trials and tribulations with the 14/40. Peter Kerr has been out and about attending the Gold Coast MG Club Concours taking first place in the Pre-War Section with the N Type.

Goodwood Revival was on the following weekend. It is hard to decide the highlights of three days, the beautiful women in 40's clothing, the great cars stretching from the car park to the race track or the combination of Vulcan Bomber, Lancaster Bomber, Spitfires, Mustangs and Messerschmitt flying overhead at low altitude.

The race for the Brooklands Trophy on the Sunday was a smorgasbord of the finest pre-war cars, Alfa Romeo 8Cs, Bugatti Type 50 and 59, 1929 Bentley, a brace of MG K3s and Barry Walker's newly acquired J4. They were outpaced by Patrick Blakeney-Edwards in a 1929 Frazer Nash Super Sports. Patrick came in a close second to Nick Mason's 1934 Aston Martin

Breakfast Run

18th October 2009

Report by Ron & Bev Clydesdale

The cool morning failed to deter those in open cars who met at the Clubrooms for a 7am departure. The route used main roads in the early part of the run with a more scenic drive for the rest of the way to Victoria Point. The park was very popular but we were able to make good use of the barbecues and picnic shelters.

The following people and their 18 cars were in attendance:

Cyril and Marie Bennett	MGTFBRG
Bev Clydesdale and Edna Rogers	HondaEuroRed
Ron Clydesdale	MGARed
Doug Cooper	Toyota MR2Red
Malcolm Eames and Stuart Lowe	MGBBRG
Errol and Wendy Hoger	MGBCamino Gold
Tom and Joy Lane	BMWZ3Blue
Ross and Shez Letten	MGBBlue
Roger and Anne Patridge	MGABRG
Tom and Lyn Pearson	MidgetRed
Aubrey Ross	MGTCBlack
Barry Smith	MGBGTWhite
John and Marian Tait	MX5Red
Allan and Joyce Tebbutt	MGTFRed
Kev Trower	MGBGTRed
Gary and Judy Tucker	MGTC Red
John and Pat Walker	MGBGTV8Red
Andrew and Susan Willesden	MGBBlack



SumpPlug

Which Club members were the recipients of a phone call from the management of their motel asking them to keep their noise level down while in Stanthorpe for the sprint series? And then which other members tried desperately to disassociate themselves from these miscreants by creeping back to their own room as quietly and unobtrusively as possible under cover of darkness?

Which Club member normally charged with the care of our hillclimb showed his concern for another circuit by trying not just once, but twice, to clean it by dumping the contents on his car's radiator on it?

And who was it who ran out of fuel on the midweek run at Lakeside he must have been having too much fun to take time out to refuel.

Club member's wife has just bought a new 335i BMW which has the "comfort access" option -- meaning you need only approach the locked car with the key/transmitter in your pocket and you then simply pull open the driver's door, the unlocking occurring magically. When she approached her car at the supermarket on her first outing in it, she put her hand into the door handle and pulled. Nothing happened. She tried again, panic rising...had the new car failed so soon? Then she looked up and saw her car was in the next bay. The best part is the first attempt was on a totally different make of car. Hmmm.

At the test and tune session at the hillclimb on Nov 21, the driver of a blue and white Triumph GT6 (who shall remain anonymous to protect the guilty) decided generously to give his son a drive of the car. Son comes down to the starting line all ready to go, light goes green, revs rise and engine cuts out. Father comes down to the starting line and declares that son isn't giving it enough revs. Son and all other observers say 'It's run out of fuel' which, much to father's embarrassment, proved to be the case. To be fair to him, he did then run back to the pits and returned, even more red-faced before but this time because of the heat, with a can of fuel which quickly got son back on track.



And which Club member just can't bear to see the finishing line? (Photo by Steve Johns)

Social News

Well it has been a very busy couple of months with my "normal" Committee duties as well as competitive and social events.

It was very pleasing to see the turnout we had for the President's information and forum night. There was plenty of useful feedback from members and changes are already in place as a result of your wishes. Desley Collins had the latest National Meeting information available and Bev Clydesdale got things started with costume theme planning and ideas.

The attendance at our first "Show 'n Tell", the MGTD Spectacular, was great and made the evening very successful indeed. Bernie Pereira brought along his TD Mk2 and Graham Moore brought his TD. Both gentlemen were kind enough to give a short talk on the history of the model and the history of their cars while we all looked on in admiration at their beautiful MGS. It was an excellent opportunity to get a close up look at these cars as they approach their 60th birthday. Thank you Graham and Bernie for giving us this privilege.

If you weren't there you missed a great evening. Never mind, we are opening the clubrooms in 2010 with an Original & Wild MGB night on Friday 15 January 2010. We'll be looking at Andrew Willesden's very original Mk1 MGB and Jaime Massang's beastly B. Don't miss seeing these club concours class winners in the clubrooms.

There are plenty of runs planned for 2010. To get the year rolling, Sunday runs start on 17 January 2010 with a late afternoon run to one of the bays for Fish 'n Chips. There is an early morning BYO breakfast run to the north side of town on 7 February 2010.

There will be a midweek run every month (except for December) for those who can manage to get away on the fourth Wednesday. The first midweek run is on Wednesday 27 January 2010.

We also have our New Members night at the clubrooms on 5 February 2010 and the Trophy Presentation dinner on 13 February 2010 details elsewhere in the Octagon.

Mark the dates in your calendars now so you don't miss out on the enjoyment of these events and check the club calendar on our website at www.mgccq.org.au for the latest updates. Make sure that Elaine Hamilton, our hard working Secretary, has your current email address so you don't miss any email updates.

Have a very happy and safe Christmas and don't forget the Christmas Noggin 'n Natter on 11 December 2009. I look forward to a socially eventful 2010 with you all.

Cheers,

John Tait
Vice President
Club Captain (Social)

Bits & Pieces



No, that is not an MGB bus! With 41 cars on the October midweek run, some people decided to find alternative places to park.



If anyone knows the current whereabouts of this TC, number 9536, engine number 10199, could they please let me (Elaine) know so I can pass the information on to a friend of its former owner.



Updated lists of our library's resources have been compiled and are available on the News page of the website. This allows you to check through these to check our stock from home by title, subject, author or shelf list (the order the books are on the shelves). Please come along on Friday nights and make use of this wonderful resource.



Can you pick the driver of this early racing car? Don't be misled by the number! This is a photo taken in 1957 of a then 19 year old rev head who drove this car on the road (nearly losing his job) but loved every minute of the experience (the drive, not nearly losing his job!). The car had a Holden Grey motor and MG Transmission. The driver was a 19 year old Cyril Bennett who still remembers the experience very clearly.

News has come from Brian Woodhams advising us that he has stepped down from Executive of MG Car Club in the UK and therefore as Overseas Director after many years in the role. We've sent him expressions of thanks for all his work over the years.

Amazing news! The Club membership has now exceeded 800 members. Just five years ago it was 436. We must be doing something right :)

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Congratulations to our members who made the trek to the Haunted Hills track in Victoria for the Australian Hillclimb Championships on the first weekend in November. Bill Norman won his class and took out 6th place outright, Paul Masterson achieved a first in his class while John Gilbert took out 2nd in his class. Bad luck story was that of Danny Mischock whose event came to an end before he reached the venue in a collision with a kangaroo. Fortunately Danny and his mother were uninjured but the same couldn't be said for the Escort. Danny has asked that his thanks be passed on to all those who contacted him offering support and concern for his and his mother's wellbeing as follows: "My Mother and I would like to send a word of thanks to everyone who rang and offered their help and support following our accident interstate on the way to the AHCC and also for condolences at the premature death of the Escort which will be replaced by an even faster Escort hopefully in time for the Tighe Cams Series."



John Gilbert in action at Haunted Hills where he reports he had four days of racing and four seasons of weather. He also reports that about 1/3 of the field went off track and a lot of damage was caused by the tarmac melting in the high heat. He has recovered from his 'jet lag' after a quick trip home and took part, briefly, in the Test and Tune on Nov 21 and is looking forward to 2010.



The test and tune afternoon on Nov 21 saw some cars there that were new to the hillclimb. Amongst them was this Esprit Sports 1300 purchased by Steve Johns (who supplies us with lots of excellent photos of hillclimb events) for his nephew Terry to drive. The Cappucino will not be retired but will be making only one set of runs around the hillclimb each meeting as Chris still won't let it rest.

Nov 21 was Terry's first outing in the car and he immediately beat his best Cappucino time rewarding his uncle's faith in his abilities. Apparently his long term goal is to better the longstanding Sports 1300 record.



An initiative of the Club's this year was to do something practical to improve the driving skills of young drivers. The Club gave \$1100 to Safe Driver Training which was used to give Redlands high school students the chance to participate in this very worthwhile program. Peter May and John Tait are pictured with the presentation cheque.

A rare event thing happened at the hillclimb at the final round of the Tighe Cams series. A potential sponsor approached with cheque book in hand offering to sponsor a sign at the hillclimb because of the good exposure it would give his new business. The new business is a Spec Saver store at Victoria Point which will open in the new year. Please support that business and all others which support the Club through advertising at the hillclimb, in the Octagon and sponsorship of events such as the Qld Hillclimb Championships.



Peter May recently had the pleasure of going to the SQIT Award Ceremony in Warwick to present the Best Student award (the MG Shield) to the winner, Greg King, pictured with Peter. Greg also received an engraved pewter mug and a set of tools. This prize will be awarded only one more time as the course will be discontinued after next year.

The results of the MGCCQ Mt Cotton Challenge Series published in the last Octagon were incorrect due to there being two Michael Burkes competing at the hillclimb. Corrected results for places 1-4 are:

- 1 Dave Homer
- 2 Bob Bowden
- 3 Daryl Duncan
- 4 Michael Burke



October midweek run including the Lakeside experience



The promise of some 'happy laps' at Lakeside drew more participants than normal for the October midweek run. In fact, there were 41 cars on the run of which more than half were MGs ranging from T types to modern Fs. Other marques included Mazda, BMW, Subaru, Porsche, Mercedes, Volvo, Nissan and Crossfire, providing a line-up of beautiful machinery which would have had the traffic control officers on the Mt Mee Rd entertained (twice) as the mobile car display wended its way past!

Among the participants were a number of members new to the Club and a number of members new to midweek runs. We hope that they will all be back for another one another time. It was also good to have David and Meryl Miles on the run and to have both of them behind the wheel as part of the Lakeside experience.

The run to get to Lakeside included a morning tea stop at Bullocky's Rest, a beautiful lakeside picnic spot which was new to many of the runners. An around-the-dam and up and down the mountain drive through Dayboro and Mt Mee eventually saw the group at Lakeside right on the designated time of 12.30 and right on cue for the excellent BBQ lunch on offer as part of the Lakeside deal.

But the best was still to come as John Tetley's promise of 5 laps expanded along with his generosity until everyone had had their fill (or had run out of fuel) by about 3.30pm!

It was gratifying to see so many happy faces and to have so many expressions of thanks for a good day out along with demands for the outing to be either an annual or monthly one!



Just a few of the cars at the morning tea stop at Bullocky's Rest



a happy relaxed group at morning tea; what was that



Ted Jones's Mercedes AMG65 defies description



the cars patiently wait while...



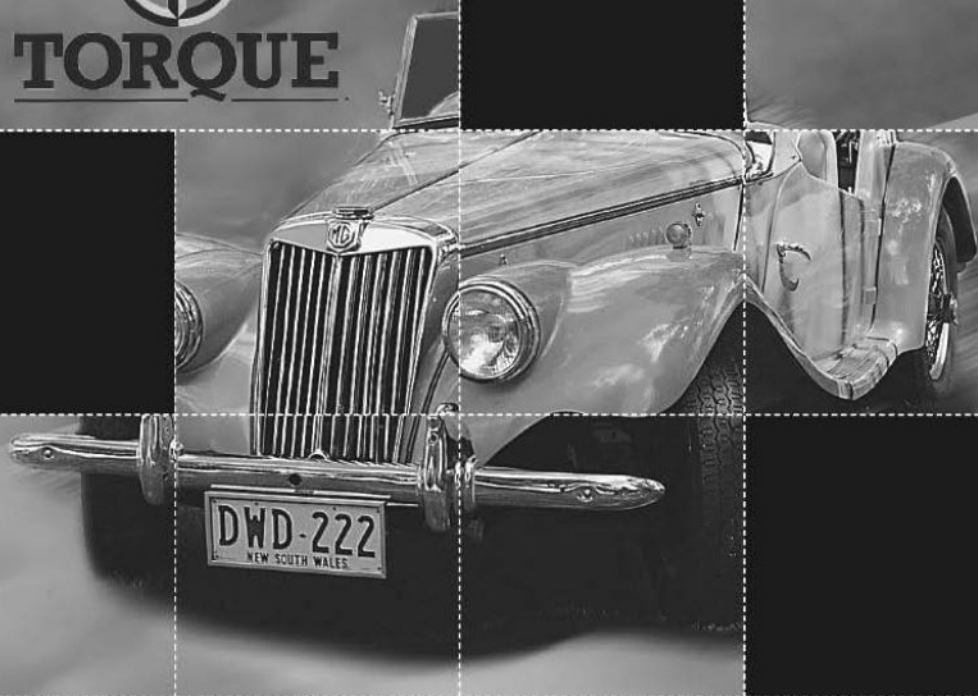
...their drivers happily ate



part of the procession into Lakeside



Then it was track time for most ...



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Lumley



October midweek run including the Lakeside experience

cont.

Participants were:

Barry Smith
Tom and Ailsa Storrie
John Tait
Chris Hurling
Ray Pearson
Peter May
Ted Jones
John and Tricia Cranley
Rick Devonshire
Greg and Rhonda Hannant
Jeff and Pat Heslewood
David and Meryl Miles
Douglas Cooper and Robina Lawson
Pat and Desley Collins
Ian Fettes
Denis and Diana Kelly
Allan and Kaye Dansie
Bruce Mutch and Ross Brundkhorst
Dylan Bigg
Stuart and Wendy Gross
Nick Holman

MGB GT
Subaru
Mazda MX-5
MGB GT
MG Midget
MGF
Merc. AMG 65
Honda NSX
MGB
MGB
Subaru
BMW
MR2
MGB GT
BMW Z4
MGB
Toyota Prado
MGB
Crossfire SRT6
MG TF (modern)
MGB

Matt Johnson
Denis Thomas
Owen and Leon McNeill
Kerry and Val Horgan
Neil and Jenny Summerson
Trevor Mills and Fred Enever
John Lochran
Tony and Ann Jones
Roger Paltridge
John Walker
Ron Clydesdale
Richard and Gillian Hill
Allan and Joyce Tebbutt
Aubrey Ross
Malcolm Campbell
John and Glen Boyce
Joy and Trevor Jones
Vern and Elaine Hamilton
John and Maisie Campbell
Bill Donovan

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MGB
MGB GT
MX-5
BMW 330
MGB
MX-5
Nissan 200SX
MGA
MGB GT V8
MG Midget
MGB
MG TF 1500
MG TC 1250
MX-5
MGF
MGA
MGB GT
Porsche
MGB



Including Allan and Aubrey in their T types



Denis and Diana gave the experience the 'thumbs up'



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TIGHE CAMS HILLCLIMB SERIES 2009

By Ace Reporter

final!

STOP PRESS!

L A T E N E W S !

The final round of the Tighe Cams series was held on Nov 29th which doesn't leave time with our deadline for this issue for a full report. It will be available for the next issue.

However, we can report on the highlights of the meeting which were as follows:

Warwick Hutchinson became the 14th member of the exclusive 'Under 40s Club' with a run of 39.82 before a severe storm put an end to any more serious runs for the day.

declared the Tighe Cams Series winner for 2009.

Other major awards were:

Best open wheeler	David Robinson
Best sports car	Bill Norman
Best sedan	Michael Collins
Russell Crew Trophy for Best MG	Brendon Todd
Kay Hawley award	Elizabeth Dowler
MGCCQ award	David May
Accurate Suspension award	Chris Moore

Brendon Todd in action at the final round (Photo by Russell Witt)



It was 'thumbs up' from Warwick after his first sub 40s run.

The outright winner of the series had to be decided on a tie-breaker when both Bill Norman and David Robinson tied on 92 points. On a tie-breaker (where the winner was based on the one who broke his record by the greater margin) David Robinson was



Presentation of hillclimb trophies for both Tighe Cams and MGCCQ Challenge Series will be held at Tighe Cams on Friday 29th January.



Other Events

OCTAGON NOVEMBER REPORTS

The Queensland Challenge (round 6 of the Interclub Challenge Queensland) commenced with two manoeuvring tests at the Willowbank Precinct, the first down the Drag Strip. The roads through the Driver Training and then the car park complex formed the course layout (using many of the roads as for the Willowbank Tarmac Challenge earlier this year) for the second test. Both tests were run twice in the early morning. Once completed, the touring road course ventured through Peak Crossing, Roadvale, Kulgun, Teviotville, to find the Engelsburg Memorial Park in Kalbar and the Showgrounds for the next driving skill test. Out of Kalbar, up the hill to find Goetsch Road and another crossing of Warrill Creek to bring the group into Aratula then Frazerview were the next of the sites to visit with the Director using some 10 kilometres of very smooth dirt past Rangeview Property, the Retreat Hotel in Rosevale, then Coleyville to find the Lion John King Memorial Shelter, before a return to the Willowbank Precinct for a regroup.

Next a tour using Paynes Road to Ebenezer, Rosewood, Tallegalla to cross the Warrego Highway at Minden before travelling through Tarampa and Lowood for the group to enjoy the lunch break at the Wivenhoe Spillway Common. The traditional driving skill test using the roadways in the reserve was held both before and after lunch. Then a final quick tour loop for the afternoon. The tour would journey along Wivenhoe Pocket Road, into Fernvale for a veer right into Clive Street before passing the Lowood State High School Hall, the Tarampa area and the old alignment road into Coominya past the Bellevue Homestead and return to the Wivenhoe Spillway for the traditional tests, this time in the reverse direction.

That concluded the competitive part before the exchange of experiences occurred. The MG team was Ian Fettes/Mike Anderson (Charade), Tony

Jones/ Bill Jones (Tony's dad in their Nissan 200SX), Chris McMahon/Brian Krieger (MGB) and Malcolm Spiden/Bevan Harris (MGBGT).

The WRX club won the day for the Teams results, followed by HSCCQ, NDSCC, then MGCCQ and with one round to complete this season WRX leads on 54 points from MGCCQ 52 points, HSCCQ 51 points.

Excuses heard from a co-driver after the event for not being faster than the driver: the driver was so slow on his run that when it came to my turn the angle of the sun shone more into my eyes blinding me at the critical T Junction turn: the driver had used the brakes so hard that he flat spotted the tyre: the driver had changed the brake bias without telling me.

The retort from the driver was the co-driver did not know how he had to actually stop in the finish garage.

INTERCLUB CHALLENGE **ROUND 7 - DIRT SPRINT**

Final event for the 2009 Interclub Challenge was a Dirt Sprint organised by the WRX Club of Qld and held on the IWMAC circuit. The 26 entrants also enjoyed lunch provided by ICQ which was appreciated by all. WRX had 2 teams, IWMAC 2 teams with one from HSCCQ, and 3/4 of a team from MGCCQ and after 7 runs the teams places were WRXQ winning with 546 points from IWMAC on 515 points, HSCCQ on 498 points and MGCCQ with 467 points in fourth position.

MG team Ian Fettes (Charade) 4th in class A, Tony Jones (Nissan 200SX) 5th in the very large class D and Malcolm Spiden (MGBGT) in 26th overall place.

Final Teams results for the 2009 Queensland Challenge series were WRXQ 64 points, MGCCQ and HSCCQ 59 points, IWMAC 29 points, NDSCC

17 points, QMini 12 points, GCTMC 10 points and BSCC 6 points.

Final top ten individual places were Steve Faulks (WRXQ, 917), Troy Moffitt (HSCCQ, 903), Malcolm Spiden (MGCCQ, 745), Ian Fettes (MGCCQ, 738), Tony Jones (MGCQ, 722), Neville Scott (WRXQ, 688), Jeffrey Knibbs (HSCCQ, 644), Michael McMillan (WRXQ, 542), Jonathan McGowan (WRXQ, 402) and Simon Grounds (WRXQ, 399). The full seasons results are available on website www.icq.org.au

Thanks to the MGCCQ members who competed this year:

Mike Anderson, Will Chalton, Doug Cox, Jenny Cox, Doug Daniels, Jeff Daniels, Allan Dansie, Ian Fettes, Dan Gibson, John Gibson, Pauline Graham, Ken Graham, Bevan Harris, David Homer, Glen Hooper, Tony Jones, Bill Jones, Brian Kirkby, Bran Krieger, Simon Lake, Rodney Lapworth, Paul Masterson, Carly Mattea, Richard Mattea, Alan McConnell, Chris McMahon, Brant Rayment, Chris Sloane and Malcolm Spiden.

MGCCQ Mt COTTON CHALLENGE

ROUND 3

SPORTSCARS

In the up to 1600 cc Marque sports Cars Darryl Duncan (Fiat X19 Dallara, 49.07) was quickest from Gwynneth Holman (MG Midget, 59.88), and Carly Mattea (MG Midget, 62.42).

Giles Cooper (Lotus Elise, 48.94) was quickest in the 1601 to 2000 cc class from Pat Collins (Mazda MX5 for his quickest time to date 51.79) with Desley Collins (Mazda MX5 also her fastest time to date 53.36 and close to Pat's time) then John Price (MGB, 55.45) Nick Holman (MGB, 56.66), Vern Hamilton (MGBGT, 59.22) locked in a great dice throughout the day with Russell Black (MGB, 59.32) Elaine Hamilton (MGBGT, 65.70). Roy Davis (Triumph GT6, 47.53) won the over 2001 cc class just 0.36 outside the record.

Sports Cars up to 2000 cc class Terry Johns (50.51) Chris Johns (51.67) both in Suzuki Cappuccino

Turbo. The gasket between turbo and manifold was leaking thus not holding pressure so instead of running at 13 psi it had dropped to 5psi. The over 2001 cc class saw Scott Goody (GEM Clubman, 46.19), Graham Goody (GEM Clubman, 49.05), and Ian Fettes (BMW Z4, 49.23).

SEDAN TYPE CARS

All Wheel Drive class went to Glen Hooper (Mitsubishi Lancer GSR, 44.32 on his last run) from Scott Sadler (Subaru WRX, 48.15 on his last run), Matthew Mingin (Subaru WRX, 50.46), Michael Burke (Subaru WRX, with runs of 61.31, 58.92, 57.88, 57.20, 56.06, 55.71, 55.06, for a best time of 54.97).

Sports Sedans up to 2000 cc was won by Bill Totley (Anglia, 50.53); David Malone (DJM Torana XU1, 56.88) winning the over 2001 cc class.

In the Improved Production group Mike Anderson (Daihatsu Charade, after a shake-down run on the previous day for the Queensland Challenge) was quickest in the up to 1600 cc class in a time of 55.49 secs. The Over 2001 cc class went to Darryl Barrington (BMW 323i, 59.17).

Road Registered up to 1600 cc saw Jeffrey Bird (Morris Mini, 54.60) finish ahead of Alan Roberts (Alfa Romeo 33, 56.99). In the 1601 to 2000 cc Nev Newton (Ford Cortina which is for sale for a very reasonable price, 55.28), Stephan van der Merwe (Escort panel van, 57.47), Murray Gauld (Hillman Minx, 58.49), Stephan's father Jurie van der Merwe (Escort panel van, 62.96). The van der Merwes broke an axle on the first run but were able to source a replacement on Sunday morning repaired and returned to compete in the final 4 runs. David Homer (Suzuki Swift Turbo) won the over 2001 cc class in a best time of 47.28 secs from Bob Bowden (Datsun 180B SSS, 51.41), Bill Evans and Robert Brown (both in Holden Commodore with runs of 60.67 and 61.78 respectively).

FORMULA CARS

Superkarts class went to Cameron Hoswell in his PVP International with a best time of 45.96. The



Formula Libre up to 1300 cc saw Paul Van Wijk (BKZ07) the quickest with a 42.70 run from Chris Lake (Suzuki Escargot Mk2,48.08), and Graham Arnold (Meakart TD04,48.56). Simon Lake found he had no clutch went attempting to start and when started found he was unable to change gears. With permission from Clerk of Course he was allowed a rolling start which would be seen as an unofficial time of 55.21. In the largest capacity class Rod Johns (Norris Hawk Mk2,40.08) was the quickest as well as Fastest Time of Day with Tom Lane (VW Wasp racing) next on 58.52.

HISTORIC

Group K went to Barry Smith in his Ford V/8 Special in a time of 57.42 secs; Group L to Warwick Williams (Maserati 250F replica, 54.03); Group N to Brad Stratton (DJM Mechanical Torana XU1, 48.69). The other competitor in Group N, Glen Wesener (Torana GTR) suffered mechanical problems when the timing gears went out of mesh and in turn broke the timing cover curtailing his run and depositing oil over the front of the engine thus ensuring retirement. Group O went to Geoff Frizell (Elfin Mallala replica) with a 52.12 sec run.

Group T, which is a new class for those sports cars with an actual racing history but not eligible for Group O, went to John Broadbent in his Triumph Spitfire in a run of 53.97. This class is open to Production and GT cars with an Australian competition history prior to 31 December 1981 and competed in events which specifically catered for marque or production sports cars. Some genuine factory built competition variants of standard production sports and GT cars constructed between 1 January 1941 to 31 December 1977 with/without a competition history and consistent with their marque may be eligible.

Best MG up to 1600 cc Gwynneth Holman 59.88

Best MG over 1600 cc John Price 55.45

Fastest Time of Day Rod Johns 40.08

Most Improved Matthew Mingin

Final results for the Mt Cotton Hill Climb Challenge series are to be found on the web site.

Outright: David Homer Suzuki Swift Turbo

Best Sports Car Darryl Duncan Fiat X19

Best Sedan Car David Homer Suzuki Swift Turbo

OCTOBER NIGHT NAVIGATION RUN

Set by Brant and Selena Rayment the instructions took the crews past the Pat Rafter Arena, under 4 bridges before a first crossing of the Brisbane River to arrive at the Indooroopilly area using Radnor Street/Witton Road to the Riverside Cafe at Lone Pine. Onwards to Pullenvale Road and for anyone following that Charade there was 'instant daylight' which was very useful travelling over Pullen Pullen Creek. The route then brought the crews onto Mt Crosby Road, under the pipeline, over the Kholo Creek bridge into the very winding George Holt Drive past the windmill house at no 9 to cross the Mt Crosby Weir, past the Melon Hut, and find the Kholo Road pump station which is strangely situated on Kholo Road. Then onto the Warrego Highway for the return journey to the clubrooms whilst observing the heights of some 6 bridges as well as the distance to Brisbane Airport and two prominent advertising signs.

Members participating were Mandy Tighe/Carly Mattea (Commodore), Ian Fettes/Mike Anderson (the well lit Charade) and Malcolm Spiden (MGBGT).

NOVEMBER NIGHT NAVIGATION RUN

To make the final event for the year more amusing and entertaining the night run incorporated a mystery murrdr (say it with a Scottish accent) from the book of the play of the film of the same name. This mystery scenario is set in the English countryside in the year of 1922 by that Scottish Director, Doctor Thadduss played by Brian Krieger, which explains the accent. Major Acne, played by Major Clearskin, has been found murrdrered (auch the noo) and thus the crews in the night navigation run are to help the ace detective Inspector Lucas, played by Hurry Hu, find the murderer.

Suspects are Patriarch of the Cross dynasty Professor Cross, played by Professor Morronarto, his wife Mrs Cross played by Mrs Higgins, their lovely daughter Vera played by the voluptuous Miss Stein, her close friend Miss Adventure, played by the very tall Lolita Campanino, the housekeeper Mrs Gasket played by Mrs Hellfire, and the femme fatale Tessa Green played by the seductress Lily von Strupp. The stage play attracted such a small audience that it ran only once for about 1 and a quarter hours duration which was about the same time required to complete the route of this Come and Try night run.

The clues to find the murderer were to be found from the answer first along Tramore Street for the roadworthy certificates, the colour centre on Dolls Street, Torque power in Beatty Road, the caterers in Blunder Road, Hantech at 624 Progress Road, down Wacol Station Road over the Western freeway to the Centenary Stormers Soccer club on Westcombe Road and the new Oxley Mews Estate on Pannard Road.

MG members who competed were new runners Tyson Cowie/Celise Cowie (Falcon Ute), Troy Mansfield/Helen Mansfield (Sprite Mk1), Don Robertson/Elizabeth Downer (Honda Integra), Brant Rayment/Selena Rayment (Falcon S/Wagon), Mandy Tighe/Carly Mattea (Commodore), Ian Fettes/Mike Anderson (Charade), and Malcolm Spiden/with new member Ray Pearson (MGBGT).

So the consensus of opinion was Miss Adventure should be charged; however we all accused an innocent person for it was Professor Cross who was the guilty party, which supports our non

inclusion on any jury.

For 2010 the organisers will schedule night navigation runs (without murder mysteries) on the third Friday of the month commencing on 19 February, 19 March, 16 April (either night run or table top rally), 21 May, 18 June, 16 July, 20 August, 17 September (Ironman Weekend), 15 October and 19 November.

MOTORKHANA

22 November was the last round of the MG motorkhana series for the year and proved to be a very hot day. The Come and Try Motorkhana drew a bumper field and with two runs on each event, 4 tests were able to be conducted on the day. Tests conducted on the day were Plumb Crazy, Tee Garage, Eighty Eight, and Tryangles. It was good to see many new competitors and many Junior competitors attending on the day. These including Jayden Brown (Mazda 323), Ryan Collins (Formula Vee), Vikki Hastings (Commodore), Selena Rayment (MG Midget), Cody Collins (Formula Vee) and Tony Hastings (Commodore). Many regular drivers attended including Matthew Johnson (MGB), Brant Rayment (MG Midget), Becc Scott (Sprite), Ian Fettes (Charade), Brian Krieger (Sprite), Mike Anderson (Charade), Zoe McConnell (Skyline), Alan McConnell (in Noel Caplet's Paris Special Renault Motorkhana) and Malcolm Spiden (MGBGT).

The come and try motorkhana series and motorkhana championship series will be held again in 2010 and dates will be advised when known.

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Kevin Heffernan, Group N: Holden Monaro HG



circuit racers

A pictorial tribute to some of our circuit racers. Hopefully we'll capture more of them 'on film' at our first race meeting at Morgan Park on 13/14 March next year. These photos were taken at the State Championship round on 7 and 8 November by club member, Malcolm Campbell.



Gary Goulding, Sports Sedan: Ford Escort Mk1



Carol Jackson, Group H: Holden Torana XU1



Bill Verriam, Racing cars: Raymond RD3



David Robinson, Historic racing Group B: Cheetah Mk6



Rick Miles, Formula Ford: recently purchased Kookaburra



Cars at the Yacht Club

By Dino Mattea

Pre-War & T Type Run

Sunday 22 November 2009

Twenty cars arrived at Colmslie Beach Reserve between 8.00am and 9.00am for a short morning run to The Royal Queensland Yacht Squadron at Manly.

The weather was fine and promised to be another hot day. So the breeze at Colmslie from the Brisbane River and the shade of the trees was most welcome. Similarly, the destination beside Moreton Bay promised the same relief.

Breakfast at Colmslie



After breakfast by a few, morning tea or a natter by others, the group were assembled and briefed, given a Run Sheet and a Questionnaire. The former set out the route for the short run, the latter to offer some suggestions for the group's programme for 2010.

The run picked up and followed a section of the Southern Moreton Bay Tourist Road bringing the group to the RQYS before 10.00am. Three additional cars joined the gathering at RQ, having had commitments preventing them starting at Colmslie.

At RQ Ross Letten assumed the role of tour guide, with a lecture in the shaded dining area, followed by a walk through the moorings, and to an inspection of a magnificent Yacht, a Schooning 50 Ft. ocean going Catamaran "RENAISSANCE".

After the tour, the group returned to the Dining Area for some social exchanges and for lunch which could be ordered from the Yacht Club Bar & Café. It was a most



the 'Renaissance'

relaxing, informative and pleasant way to enjoy Sunday with your MG and friends.

Those attending:

John and Marian Tait
Bruce Mutch
Graham and Jill Moore
Dino and Margaret Mattea
Gary and Dawn Lawrence
Barry Higham
Harvey and Daphne Mills
Paul and Denise Trower
Kevin Trower
Ross and Shez Letten
Ray and Mary McGhie
Cyril and Marie Bennett
David and Meryl Miles
Errol and Wendy Hager
Denis and Diana Kelly
Alan and Carolyn Robinson
Terry and Lyn Jones
Nick and Gwynneth Holman
Gary and Judith Tucker
Tom and Joy Lane
Mike and Chris Carr
Neil Mills
Clive, Anne & Michaela Mulder

Red Mazda MX5
Camino Gold MGB BL
Black MG TD
White MGA Coupe
Black MGB GT
White MGB MK II
Red MG TC
Red MGB
MGB GT
T/T Blue MG PA
Blue MGB GT
Green MG TF
Grey MG ZB
Camino Gold MGB BL
Red MGB
White Toyota Kluger
White MG TC
Red MG TF
Red MG TC
Blue BMW Z3
Black MG TF
Red MGB GT
Citrus MGB V8



The cars at Colmslie



MGB WINS THE MARATHON

Run non-stop for 84 hours around the Nurburgring, the Marathon de la Route can justly claim to be the world's longest motor race. This year's event (1966) was won outright by an 'MGB', the first post-war international outright win for the Abingdon marque.

Story and pictures by Peter Browning, Team Manager for the M.G. team.

They call it Le Marathon de la Route and that's a pretty appropriate title for an event which is longer than all the world's classic sports car races rolled into one - Le Mans, Sebring, Nurburgring 1000 km, Daytona, and the Targa Florio.

The Marathon goes back some 30 years and has its origins in the legendary town-to-town races that were the dramatic start to the motor sporting history. Until last year the title was attributed to the Spa-Sofia-Liege Rally, that classic of all rallies recognized (along with the East African Safari) as one of the toughest trials of car and crew.

Sadly the Liege is no more. The ever-increasing holiday traffic and restrictions imposed by the tourist associations have made it impossible to run the event as it was originally conceived. To take its place, the Belgian organizers of the Liege last year created an entirely new Marathon, a 72-hour non-stop 'race' around the Nurburgring in western Germany. But unfortunately the event suffered from hasty preparation, insurance restrictions which meant fairly sedate schedules (particularly at night), and far too much time was allowed for servicing which meant that there were many more finishers than was in line with previous Marathons. It was simply too easy.

But in true Liege style, the organizers were quick to improve their event and this year's Marathon was very much back to the traditions of the old Liege. In no way, of course, can the new event take the place of the old rally - the organizers don't intend it to. But as an

entirely new form of competition it certainly stands alone as a unique event. Although run to rally regulations, the Marathon is an out-and-out race; indeed it has already been dubbed 'the world's longest motor race'. Unlike a conventional race, however, it's a bit of a mathematical Marathon which can be won or lost through one mis-read pit signal, by refuelling one lap too early or one lap too late, or by being one fraction of a second late on any lap over the 84 hours.

Every car is set a bogey lap-time according to its group capacity. This ranges from 16 minutes in the day (19 minutes at night) for the big touring cars and all the G.T. cars to 20 minutes in the day (23 minutes at night) for the small touring cars. For the G.T. cars this represents an average speed of 66 m.p.h. during the day and 56 m.p.h. at night. That may sound rather tame but I hasten to assure you that a 16-minute lap around the tortuous Ring is only just about 'bn' in a standard 'MGB' under ideal conditions (and conditions are seldom ideal at the Ring! And, by the way, the race is run over the full 17½ mile Nurburg course.

To allow time for refuelling an extra 5 minutes is allowed every 10 laps. An extra 20 minutes is allowed every 50 laps for running repairs and servicing. Every car runs for the full 84 hours (they start rally style at 1-minute intervals) and the car which completes the greatest number of laps within this time is the winner.

Penalties for exceeding the bogey lap-time are really severe



During the first morning of the race, Julien Vernaave brings the winning 'MGB' in for a routine stop. Chief Mechanic Den Green snatching a few seconds to replace a smashed headlight unit.

and this is where the event is won or lost. For every lap completed within the bogey time you are credited with the full lap distance of 28 km. But for every one second late you have 200 metres deducted from your total distance. The severity of these penalties is apparent when you appreciate that you only have to be 2 minutes 20 seconds late on any lap to lose the equivalent of one complete lap on your rivals.

A further illustration of how severe the penalties are can be seen from the results of this year's event when one competitor who could not quite keep up to schedule covered some 5800 km. on the road but received over 7000 km in penalties so he ended up with a negative result of some 1200 km. How

demoralizing to go racing for 31 days only to find at the finish that in theory you've still got over 1000 km to go before you start! Getting back to the regulations for the event, the final straw is that the maximum lateness allowance for any one lap is only 30 minutes.

It is, on the whole, a very fair marking system offering no advantage to any particular type or size of car. The faster cars are set a tougher schedule and so receive more opportunities of being penalized. The slower cars have a less severe schedule so they have less chance of being penalized over the 84 hours. Wet weather and early morning mist (traditional weather at the Ring) also serve as a good leveller between the slower and faster cars. The only criticism is that the schedule for all the G.T. cars was the same (thus an MGB had to compete on equal terms with a Ferrari) but this point has already been put to the organizers and, if there is a bigger G.T. entry in next year's Marathon, then I think we can expect to see more realistic schedules.

Our choice of car for the Marathon was an easy one for, with such an impressive list of long-distance racing successes to its credit, clearly the 'MGB' was the car for the job. Our team consisted of two cars, this year's class-winning Targa Florio car which had been prepared by the Special Tuning Department and a car from the Development Department which, by the way, had already done 10,000 miles in 10 days at an average of 100 m.p.h. at M.I.R.A. for a publicity run for Shell oil.

For our drivers we chose racing rather than rally experts. Andrew Hedges, almost a veteran long-distance M.G. man by now, was paired with the very successful Belgian driver, Julien Vernaave. In the second car was Roger Enever (son of M.G.'s Chief Designer, Syd Enever), who in a very short time has made quite a name for himself driving M.G.s in marque



All smiles at the finish: Left to right mechanics Klaus Kuhlmann and Cliff Bray, Andrew Hedges with Den Green, and Julien Vernaave with Eddie Burnell on the right.



Alec Poole (left) and Roger Enever don't seem too upset about their broken half-shaft which robbed them of a certain second place only five hours from the finish.

sports car races. Roger was paired with Alec Poole, well known for his David and Goliath acts with that indecently fast Markl Sprite.

In an endeavour to retain something of the old Liege traditions the Marathon still starts and finishes in the city of Liege, there being a non-competitive but compulsory liaison section to and from the Ring. Scrutineering took place in the beautiful courtyard of the Palais des Princes-Eveques, a fairly informal affair although one or two competitors were sent away to fit bumpers to their cars to comply with the rally regulations.

The entry was somewhat disappointing: only 37 starters, most of them being factory entries or privately driven factory cars, but it was an interesting and varied entry representing cars from 11 countries. In the touring category there were the big 2½ litre Tatra from Czechoslovakia (which sound like F1 cars), a rare 1litre Mazda from Japan, a full team of Dafs from Holland, several of the very rapid little 1300cc. Glas which usually go so well at the Ring, assorted GTA Alfes, and a full turn-out of 2 litre B.M.W.s. Most threatening opposition in the touring category, however, were the Cortinas, Ford having three strong teams entered through Ford France, Ford Belgium, and the British Alan Mann team.

In the smaller grand touring category the opposition included another privately entered and well-turned-out 'MGB' of Wolf Kniese and George Bialas, a pair of Belgian-entered Porsche 911s, a works Sunbeam Tiger driven by two Belgian privateers, and an Equipe National Belge Ferrari GTB.

After the presentation of the cars and drivers at the Casino at Chaudfontaine just outside Liege, the cavalcade with its police escort arrived at the Ring. The start at midnight was an anxious one for the drivers, for no practising was allowed, the cars were dispatched at oneminute intervals, there was no allowance at all made for the standing start so the drivers had to get down to their bogey times immediately! Many of them had never driven over the full circuit, the Nurburg's south curve being seldom used for motoring events, and of course it was pitch dark.

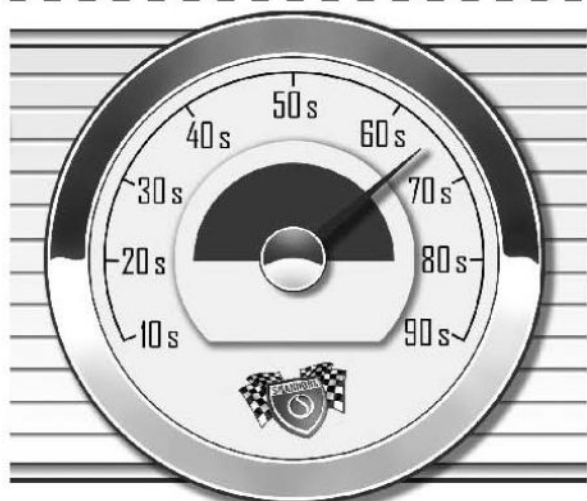
For the M.G. team those opening laps were disastrous and it

was very nearly a mighty short Marathon for the Abingdon team! Roger Enever took the first spell in M.G. No. 46 because he knew the circuit pretty well having done a bit of private practice during the previous week-end. Unknown to Roger, however, road-menders had since been at work and had re-surfaced one of the corners leaving a treacherous coating of loose chippings on the circuit. Poor Roger arrived on the scene on his very first lap, got the M.G. into a wild slide, went flying off the road, down into a ditch, up the bank on the other side, back down into the ditch again and just managed to make enough headway to crawl back over the rise onto the circuit again. Very shaken and pausing only to kick the spotlights back into shape and remove surplus mud from the car, Roger pressed on to the pits, the M.G. having the doubtful honour of making the first pit stop. More serious, Roger was 3½ minutes over the bogey-time, gaining penalties which put us some 1½ laps behind the opposition almost before the race had begun!

As if that was not a bad enough start, no sooner had the mechanics straightened out Roger's car than Andrew Hedges went missing on lap two in the second M.G. He had found exactly the same patch of loose chippings but he had made a far better job of his accident than his team-mate! The M.G. completely cleared the ditch, ploughed its way through a hedge and ended up in a field! With smashed lights Andy had great difficulty in finding his way back onto the track and several precious minutes were lost before he could find the hole in the hedge and take a running jump out of the field back onto the track! Losing 4½ minutes, the second M.G. hobbled back to the pits, fog lights akimbo, all the front jacking points smashed off, bodywork crumpled, one headlight missing, and fuel pouring out of a split tank like Niagara Falls. While onlookers thought that the M.G.'s race was run, our gallant mechanics, Dan Green, Eddie Burnell and Cliff Bray, set to work repairing the smashed lights and stemming the fuel leak with the magic Isopon. Within a couple of minutes Andy was back in the race, heavily penalized for his delay but at least the car was running. Back in the pits there were sighs of relief as the two M.G.s settled down to some steady lappery well within their bogey times. The Marathon was under way albeit after a highly dramatic start!

Our plan for the race was to run the cars to a carefully controlled schedule, fast enough to keep them well placed up amongst the leaders without undue strain on the car or crew. While we certainly hoped to be well placed in the class, and perhaps the G.T. category, I don't think any of us honestly expected to win the Marathon outright. Our race plan was to stop every 10 laps (175 miles - 2½ hours) for fuel and an oil check. The drivers were to change every third stop; this gave them about 7½ hours' driving followed by 7½ hours' rest. While this seemed a pretty long driving spell it proved to be the right decision, for it allowed the drivers an equally long rest period so that they could get a proper meal and about 6 hours solid sleep. Several of our rivals chose shorter driving stints, only to find that their drivers were not really getting adequate rest between spells.

Those in the pits had an equally tough schedule although we had done everything possible to make their 84 hours stay as comfortable as possible. Hotel rooms were booked for all the team right by the circuit but sleeping accommodation was also provided in the pits in a very snug pneumatic Igloo tent



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Still struggling to repair those smashed lights after the second lap crash, Eddie Burnell and Den Green set about the battered MG.

fitted with camp beds, tables, and chairs. As there was no refuelling from the pits we were able to cook our own meals and light refreshments. Nicole Vemaave acted as our most efficient chef throughout the 84 hours.

Much to the amusement of the other teams we had a couple of Moulton Stowaway bicycles for speedy trips from the pits to the paddock and from the circuit to our hotel. We also brought with us tarpaulins and plastic sheeting so that our living pit could be completely closed in when it rained. When we turned out all this paraphernalia at the circuit we must have looked like Chipperfield's Circus setting up. But we certainly had the last laugh on our rivals when the nights turned cold and the rains came down! One foreign press man commented that our well-organized pit with its never-ending supply of hot tea was the British team's secret weapon! Our four mechanics served 18 hours on duty and then had 6 hours' rest; this gave us at least three people on duty at any one time. Alan Zafer, our odd-job liaison man, always seemed to be around when he was wanted and I never did really discover when he went to bed during the 84 hours! Gordon Banitt also did yeoman service as my stand-in on the watches and lap charts. We were also very pleased to have with us Klaus Kuhlmann a very useful hand from Messrs. Woodhouse, the M.G. Distributors in Cologne.

But to return to the race: the misfortunes of the opening laps had put us right at the bottom of the leader board in the early stages and everyone in the team was on their toes during that first night as the M.G.s sped on to make up for lost time. The mechanics were kept busy during those first few hours for the

cars were still in bad shape after their shunts and, unlike a normal race where one long pit stop could have got them roadworthy, with the constant pressure of the Marathon's bogey lap-times it was a case of making repairs rally-style - a little bit here and a little bit there at each pit stop.

Fortunately that first night was fine and there was only a little early morning mist in the mountains, so the two cars were able to press on and make up some of their lost ground. By breakfast the Enever/Poole car had moved up to a more respectable 16th place while the Hedges/Vemaave car trailed in 34th place, more time being lost during the night with repairs to the leaking tank. Taking an early lead was the Equipe National Belge Ferrari of Bianchi and de Keyn which was setting a pace which nobody could hope to match.

As the sun came up and we changed from night to day-time schedules morale was fairly high in the M.G. camp. As one wit remarked, 'Oh well, only three days to go!' Throughout Wednesday morning both cars continued their climb up the leader board and after 12 hours racing the Enever/Poole car had reached eighth place while the second M.G. had jumped up to 19th place. By now the mechanics had got both cars ship-shape and the drivers were able to make up time during the pit stops and press on, well within their 16 minutes day-time bogey.

Meanwhile others had been less fortunate. Two of the very fast GTA Alfes had dropped out, one with starter motor trouble, the other crashing. The works Tiger was out with a big hole in the sump. The most significant retirement,

however, was the Alan Mann Cortina of Bohringer and Kaiser which had gone out with a faulty ammeter which had caused a mild electrical fire under the dashboard.

Wednesday continued without drama, the two M.G.s running like clockwork, our only concern now being broken wheels. The first indication of trouble came when Alec Poole lost time when he had to change a collapsed wheel out on the circuit, a subsequent check revealing that the wheels on both cars were beginning to shed spokes. Although we had a fair stock of wheels at the circuit an SOS was sent to Abingdon for fresh supplies, just in case.

Even by slowing down a little to save the wheels and suspension, both cars were still making up ground, Hedges/Vernaave now lying 10th while the Enever/Poole car had climbed to fourth place behind one of the 911 Porsches, a very fast Swedish-entered Volvo, and the leading Ferrari. The third 'MGB' of Kniese/Bialas was also running well in 18th place and so the M.G. team was safely intact and leading the manufacturers team prize at this stage!

And so into the second night. One Le Mans gone, two to go! Early morning brought 100 laps completed (1,750 miles) and time for the second of the 20 minute stops for servicing. The nearside rear hubs on both cars showed signs of wear at this stage so it was decided to change the bearings while there was time. The pit crews on each car made a race of it, one taking 11 minutes for the job and the other bettering this time by two minutes! (I bet the Service Manual allows a little more than that for the job!) Apart from this the drivers reported the cars to be in fine fettle, so there was no other work to be done and the two M.G.s were soon back in the race having used only half of their allotted servicing time. Oil consumption was working out at no more than a pint every 10 laps (175 miles) with the fuel consumption running constant at around 16 m.p.g.

That second night brought more retirements. One of the little 1,300-c.c. Glas which had been going very well dropped a valve; a piston seized on one of the works NSUs; an R8 Renault was disqualified for being pushed on the circuit; and one of the little Fiat-Abarths crashed.

There was also trouble amongst the leaders. The less-experienced de Keyn had taken over the leading Ferrari from Bianchi and had twice been off the road during the night; the yellow GTB was looking decidedly battered. In second place now was the Belgian-entered Porsche 911 of Meert/Berger which was lying just ahead of the Volvo, which in turn was dropping back with water pump and overheating troubles. Enever/Poole were holding fourth place while Hedges/Vernaave were up to sixth, one of the GTA Alfas making up the M.G. sandwich in fifth spot.

Thursday dawned another beautiful day with little of the dreaded early morning mist; indeed, the weather so far had been exceptionally fine and warm. Things in the M.G. pit were looking very rosy, for now the second-place Porsche had been disqualified for reversing on the circuit and the fifth-place Alfa had disappeared off the lap charts; so now the M.G.s lay in third and fourth places behind the Volvo and the Ferrari. Sadly the third 'MGB' was soon to drop out with a broken fan belt out on the circuit; rather foolishly the crew were not carrying a spare on the car.

As half-distance approached there were strange scenes in the pits as the mechanics carried out servicing more in line with a

record attempt than a race! By now the M.G.s had clocked up some 2,800 miles so it was time to check things like battery levels, grease the steering and suspension, and check the gearbox and axle oil levels. All was in order and now the M.G.s set out in second and third places behind the Ferrari, the Volvo having succumbed to its overheating troubles and dropped off the leader board.

The Cortinas, however, which up to now had been playing a waiting game, were coming into the picture. The Ford Belgium car of Ickx/Staepelaere and the Alan Mann entry of Elford/Neerpasch were running in line astern behind the two M.G.s.

The early hours of Friday morning saw the Ford challenge make its mark when the Elford/Neerpasch car came through to split the two Abingdon cars and take third place. With both of our cars well placed and running comfortably within their limits we decided to let the Enever/Poole car off the leash a little to see whether we could bait the Cortinas into speeding up. Some spirited early morning driving by Alec Poole set the Cortinas a fair pace; they took up the challenge and, just as we had hoped, they paid for their efforts! The Elford car started to overheat in the morning and finally blew up on the



After his 7½ hours driving stint, Julien Vernaave hops aboard one of the team's Moulton bicycles for a speedy trip to the hotel and a well-earned meal and a rest.

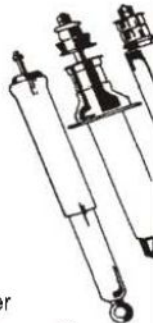
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CATALOGUE**

circuit!

The second of the Cortinas (now leading the touring category) seemed to give up the chase when its sister car dropped out and Ickx decided to drop back and play for a safe finish. And so with a mere 24 hours to run the status quo was resumed with the two M.G.s back in second and third places.

Obviously we had no chance of catching the Ferrari on the road, but nevertheless there was now hope of an M.G. victory, for clearly there was some concern in the Ferrari camp for their less experienced and very tired second driver de Keyser. Poor Bianchi had been forced to do more than his fair share at the wheel, driving one spell of over 18 hours over Thursday evening and Friday morning before handing over to de Keyser in the early afternoon. And then came the big drama!

In typical Nurburgring style the daddy of all thunderstorms suddenly hit the circuit. Within seconds the track, which was by now really thickly coated with rubber dust, was turned into a skating rink and immediately the whole fortunes of the race were changed. The very first casualty was poor de Keyser who put the leading Ferrari off the road in no uncertain manner, the car being a complete write-off; fortunately the driver stepped out unhurt.

So now the M.G.s were first and second overall! - but before we could signal the good news to the drivers the smiles were wiped off the faces of the M.G. team. Coming down the straight towards the pits Roger Enever had the terrifying experience of the car aquaplaning right out of control as it hit a river of rainwater running across the track. The M.G. skimmed right across the road and landed on its side in the ditch. By some miracle the car was almost unmarked, for it had landed in soft ground, but it took a very shaken Roger and some willing helpers some 18 minutes to get the car back to the pits, these penalties dropping the car to fourth place.

On top of these dramas Andy Hedges came into the pits to change onto wet weather tyres, this stop costing him valuable time, and now the situation on the leader board showed the Ickx!

Staepelaere Cortina in first place with the Hedges/Vernaave M.G. second, the Volvo back in third place, and the Enever/Poole M.G. fourth.

With 12 hours to run, the battle against the Cortinas was now well and truly on, as Julien Vernaave took over for the final early morning spell. Making the best use of the wet-weather tyres on the still damp circuit, Julien slowly whittled away the Cortinas' advantage and after a steady drive the M.G. was comfortably back in the lead. Alec Poole had also put up a splendid show to bring the other car back up to second place, so once again the M.G.s were back in 1-2 formation, leading the field!

But luck did not last for Enever and Poole. As their car pulled away from the refuelling pits (cars were not fuelled at the pits but at special bays before them) a half-shaft snapped - and as the car would have been disqualified if it were pushed or if a spare had been brought up from the pits there was nothing to be done but retire the car. A tremendously disappointing end (only five hours from the finish) for young Roger Enever and Alec Poole, driving together in their first big-time Continental international. But for their two off-course excursions they could undoubtedly have won the Marathon outright!

Now, with only one car in the running, those final hours

became sheer torture for those in the pits, everyone checking off the 15-minute laps as M.G. No. 47 sped on its way to victory. Andy Hedges drove the final stint and slowly pulled out a three-lap lead over the Ickx/ Staepelaere Cortina, while seven laps down was the third-place car, the 2-litre BMW of Kooby/Pizzinato.

The suspense of that final lap was sheer murder! Everyone in the pits was having secret thoughts about all the possible things that could go wrong with the car on that final tour and prevent Andy from reaching the finish before the dreaded 30 minutes time-limit was up. For Andy that must have been the most agonising lap of all, for unlike a normal race there could be no slowing down and that last lap had to be completed under the bogey time.

It was not surprising therefore that the M.G. pit went just a little bit wild when No. 47 came flying over the brow to take the chequered flag, Andy giving a flash of the lights (what was left of them!) to acknowledge the waves, cheers, and the strange pit signals from the team at the same time making a crafty swerve to avoid the carefully aimed champagne corks!

And there was just cause for the M.G. team to celebrate, for it had been a worthy team effort. Our drivers had proved that, both in driving skill and stamina, they could out-pace their rivals. Our mechanics had done marvels getting the two cars roadworthy after their early crashes, and not a single second had been lost on the routine service stops. Due credit must, of course, go to the cars themselves which, apart from the replacement of the rear hub bearing and the somewhat alarming consumption of wheels, were going better at the finish of the 84 hours than at the start. The final distance covered by the winning M.G. was 5,620 miles; only 14 cars survived the 84 hours and the MGB was the sole finisher in the G.T. category. It had been a Marathon well worth winning!

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A comforting signal, thumbs up, and a friendly wave from the pit greets Andrew Hedges as he goes into his final lap.

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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
MACHETTE SALOON	David Robinson	3255 9037(W)	MGF	John Boyce	3345 2530
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Chapter Chatter

By Gurney T. Clamp

CAPRICORN CHAPTER

The day started off with the central group (Dale & Margaret Volling, Terry Dwyer and traveling partner Phil White, Jo Emmert, Pat & Stephanie Sullivan, Peter & Tracey Breed and a welcome back of Janelle Thomasson) meeting up with Stuart and Ada Clark (Goovigen) at the Kershaw Gardens car park. Before they headed off to Yeppoon, the group decided to travel via the enjoyable route through Cawarral to avoid the large amount of road works being carried out on the Yeppoon/Rockhampton highway arriving at Beaman Park Yeppoon to meet up with the coastal group of Joe Daly, Don Madden, Ted Pidcock and Gurney Clamp.

The group then traveled to Appleton Park in Yeppoon where there were greeted by Kay from the Capricorn Helicopter Rescue service which was the nominated charity that the club was going to support on the day by providing rides in their choice of MG in return for a donation made directly to the Capricorn Helicopter Rescue Service.

The response from the public was well received with the older model MGs proving to be popular followed by the red MG Bs with white proving not to be a popular colour.

Following the successful morning a number of members took part in the Annual Pineapple fest grand parade down the main street of Yeppoon. We discovered later that Joe Daly won a prize for best vintage car in the parade. He then generously donated the money to the Club to pass on to a charity of their choosing. The members' wives made several enquiries at restaurants in and around Yeppoon during the day to find a suitable place to have our Christmas gathering.

Many thanks to Ian and Linda Wilhelmsen for their donation of \$50 directly to the Capricorn Helicopter Service on Monday.

The end of year get together is scheduled for Nov29.



At Appleton Park, Yeppoon.

Chapter Chatter

By Rick Neville

DARLING DOWNS CHAPTER



2009 has been a good year for the Darling Downs Chapter, albeit with a very mild winter. The runs have however been quite varied and accepting that our club cars are all automobiles, from a distinguished heritage of course, we have completed the mix by adding the planes in August and the trains in September. The planes came courtesy of the Watts Bridge run in August followed at the end of September with the trains, courtesy of Bob and Yvonne in Dalby. Both were fascinating runs of great interest and variety.

The September run was a special one for the children so participants were encouraged to bring youngsters along. Thanks to Ron Gillis's contacts from his teaching days we were introduced on this run to a fascinating display of one man's achievements. Ron suggested the monthly run should terminate at Bob and Yvonne White's property in Dalby so that we could have a look at a model steam train set-up of epic proportions. The miniature railway system, comprising 1.7 km of tracks, tunnel, high level bridge and even a coal mine, is set in landscaped gardens that complement a faithful replica of a colonial house that would not be out of place in heritage listed Windsor in NSW. The

railway buffs amongst us enthused all afternoon over the way Bob had developed a railway system that was perfect in every detail. Ron was assisted by Ben Cain who organised the route to Dalby. In another dust storm and chilly weather we left the Toowoomba Information Centre for Palm Valley near Cooyar where the morning tea break was taken. Palm Valley was an ideal spot to have a break as it was not only well sheltered from the wind and dust but also it gave our closet bushwalkers an opportunity to view palm trees a short walk from the picnic area. The run to Dalby went through MacLagan and 'The Bun' on sealed roads that tested suspensions in those places where the black soil had caused subsidence. On arrival in Dalby the party split up. Those with children in tow went to the Golden Arches whilst the majority dined in style at a Chinese restaurant across the road. After lunch, we assembled for a tour of the railway and, hopefully for some, a ride on a train. Bob and Yvonne made us feel very welcome even going to the extent of providing afternoon tea for what was a largish crowd. This was a different sort of run for the Chapter so it was pleasing to see so many turning out on the day. Participants were: Trevor, Dell & Luke Watkins (Falcon S/W), Stephen & Matt Colclough (MGTF), Ben & Anji Cain (MGB GT), Gene & Faye Lucas (MGB), Ian & Maria Weatherby (MGB), Brian & June Phillips (MG TF 1500), Ron & Judy Gillis (MGB), Shayne & Di Baker (MGB), Denis & Imelda Logan (MGB), Jim Carstens (MGB), Graham & Brock Cope (MGC GT), Lyn & Aiden Cope (MGC), Gary & Janis Lawrence (MGTF), Hammond & Daniel Rieck (MGB) and Tom & Carolyn Armstrong (Subaru).

The October run began with the group gathering under a shady tree at Leslie Park Warwick on a



very warm Sunday morning. Several comments were made comparing the weather conditions of the previous Warwick run when the group met on a very cold damp Warwick morning. It was great to welcome Barry and Pat Scanlan to the run in their recently purchased MGB (formerly of the Cope Stable). Unfortunately Barry and Pat, due to a work call out, could not join the run until morning tea at Gladfield, where we were also joined by Kevin and Sylvia Johns. The run then proceeded through the Village of Maryvale, in the foot hills of Cunningham's Gap Main Range National Park. The drought conditions are very evident in this normally rich green mountainous area and it can be quite a shock to us City dwellers who mainly travel only the highways. We then wound our way back through the Goomburra Valley, Forest Springs area to Clifton and, via some detours due to road works to our final destination, Cambooya. Lunch at the "Bull and Barley" was of the usual high standard and the food and fellowship was enjoyed by all. Participants were: John McLean & Jane Heferan, Grahame Peacock, Stephen & Desley Colclough, Ben Cain (Angie joined us for lunch at Cambooya), Trevor & Del Watkins, Graham & Lyn Cope, Denis & Imelda Logan, Bob & Mavis



Marsh and Barry & Pat Scanlan.

The year is rapidly coming to a close and with the end of one year comes the promise of a brand new one. To help bring a fresh approach to 2010 and to spread the administrative load there are a number of new convenors taking on the task of organising the runs on the Downs. Stephen Colclough is taking over from Rod Alford as Toowoomba Convenor, John McLean is taking over from Bob Marsh as Warwick Convenor, Ron Gillis is taking over from Trevor Watkins as Midweek Convenor and Brian and June Phillips have taken on the task of organising the Darling Downs Tour for 2010. Thanks must go to these and all other members of the Darling Downs Chapter who are so willing to take on the organisational work to keep the Chapter such a good group to belong to. Best wishes to all in the MG fraternity for a happy festive season and enjoyable motoring in 2010. Safety Fast.

Chapter Chatter

By Justin Nicholls

FAR NORTH QUEENSLAND CHAPTER



on a recent Chapter run

Well, what a first year for the Far North Queensland Chapter. To begin, I would most like to sincerely thank all those members who have supported me in our first year of operation. There were a few ups and downs in the early months and I feel that learning from these experiences and looking positively towards 2010 that we have a great foundation in which to represent the Marque, enthusiasts and everything that is great about being part of a professional and friendly motoring organisation. So here is looking forward to a fantastic 2010.

As some of you may already know, Julie and I tied the knot on September the 12th in Port Douglas and were very fortunate enough to spend 5 weeks in France, Corsica and Belgium. As luck would have it, during our drive through the very scenic and picturesque mountains and towns of the Corsican mountains, what did we come across? A 1971 MGB!! I had to stop and take a few photos and get a few tips. It turns out that the fellow whom I was talking to (in my best broken French at first) had just purchased the car from the UK and drove it to the south of France where he had it ferried from Nice. We spent a while talking about this and that and had a few laughs. It just goes to show that no matter where you live that there are MG enthusiasts everywhere!

As I was absent for 2 of our programmed runs, I would like to thank our members for continuing with these in my absence. From all reports the only problem experienced was with the weather.

Our most recent run was to Port Douglas,

finishing up at the Rainforest Habitat for 'Lunch with the Lorikeets'. Meeting at the carpark of James Cook University, we welcomed everyone back after being away as well as introducing some new potential members. At first the weather appeared to be getting bad but with great speed and efficiency we quickly made it out onto the open road to head north. Noting that we are currently entering the Wet Season, the humidity as well as temperature in the far north is not really ideal for driving around in a non airconditioned car. But nevertheless we pressed on. After a quick look around the markets and pushing a certain MGA out of the carpark as the reverse gear would not engage, we headed off for lunch. We had a great time at the Rainforest Habitat, it was such a fantastic place to have lunch with all manner of birds flying around. We were also fortunate enough to see two baby Jabiru's only recently born at the zoo. This is a great place to visit if you are ever considering a holiday up to the Far North (we have electricity now so don't be shy).

To close out the day, tentative arrangements were made to get together a calendar for 2010. Our Chapter will be conducting a meeting asap to compile a comprehensive calendar for 2010. If you have any ideas please contact me at mgccqfnq@hotmail.com

Wishing you all Merry Christmas and prosperous 2010 from all from us in FNQ.



MG seen in Corsica by the honeymooners



Chapter Chatter

By Ian Bryant

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

With hardly a Victorian in sight now let alone the final hundreds seen last month careering insanely southwards on the main roads the Wide Bay Chapter of the Club was able to enjoy almost unfettered access to our full range of leafy sealed country roads that abound in the area. Consequently, and studiously avoiding the dangerous Bruce Highway whenever possible, the Chapter's planners managed to squeeze into the 2009 October-December reporting period only two Twilight Runs (TLR), a Long Trip Away (LTA), two Early Morning Runs (EMR), four Midweek Runs (MWR) and two large parties. They'll just have to do better next year!



Museum pieces outside the museum

The first EMR on Sunday 4 October was well organised by the Emslie and Shield girls with 27 people in 14 cars participating in a delightful country-lane run via Dundowran to Dayman Park for morning tea, and then a sausage sizzle in the Hervey Bay Museum grounds. Joan See participated enthusiastically in making halyard ropes for Des (MGB) while Trevor Drummond (MG TF) tried his hand at spinning (a) yarn or two. Bob Bleakley (Saab) happily inspected early forms of transport and a range of infantry entrenching tools while Graham Scott (MG TD) worried whether wife Chris was working too hard. The first MWR for the period the following Wednesday was planned as a visit to the Maryborough Colonial and Military Museum with lunch at the Tinana West Side Tavern

afterwards. This run, attended by 17 people in 12 cars, enabled Ron Mills (Daimler DB18 ss) and Luigi Emgee (MGB GT) to salivate over a restored early armoured fighting vehicle and others to be impressed by the range of flash uniforms and gongs on display. The day turned out to be less than the four-cylinder pub-crawl imputed.

Our second MWR was well planned and conducted by Bob and Jan Mortimer as a delightful country-lane tour and took in Tiaro, the Bauple Museum and various Tiaro-Bauple back roads. Some 14 people in nine cars attended, including George Bezan giving his newly purchased Jaguar XK140 its first Chapter run empty fuel tank and all!

Don Ellam MGB and Greg Staines MGB were able to be present, with Fred and Jo Nelson (Honda) welcomed back from their US/Canada sojourn. The last October EMR on the Sunday saw 25 people in 13 cars take a summery drive to Tin Can Bay for morning tea, and then lunch in the Surf Club overlooking the sand and surf at Rainbow Beach. The Chapter was able to thus welcome Ken and Ellen Wilson, newly arrived from the WA MGCC, driving her MG YA on their first "official" Club and Chapter outing.

"Bob the Bookie", aka Bob Emslie, fittingly kicked off the November programme by again creating a delightful Cup Day atmosphere for the Chapter's enjoyment at home with Lynn. Twenty-nine people in 15 cars enjoyed the Emslie's hospitality at the "Pagoda Pavilions", with a tidysum raised to benefit the Chapter Christmas Party in December.

The Chapter's first November EMR fell on Remembrance Day where, appropriately, an "almost gunfire" breakfast at Trully's on the Esplanade was planned. Organised by "Bob the Bookie's" alter egos, Bob and Lynn Emslie, 18 people in nine cars enjoyed the event. Dennis Taylor (Daimler Dart) attended as George Bezan's guest and it was great to see again Rob and Brenda Rosewarne (Jackaroo) attend. Darrell and Jackie Martin (Honda)

made it, as did Peter May and Joy Batchelor (Toyota). Phil and Dianne Youel gave their Eunosa a

last outing to Hervey Bay and the Wilsons drove their MGC this time around.



Morning tea stop at Tin Can Bay

The last big event on the Chapter's November programme was the LTA to Pomona and Kenilworth over the three days 17-19 November. Staying at the (very) Old Pomona Pub and Cooroy motel, 20 members in 12 cars enjoyed the rather warm Day 1 country drive through Tin Can Bay and Kin Kin to Boreen Point, and then the mountain drive up to Montville and Maleny on Day 2. The silent movie after dinner that evening in Pomona's historic Majestic Theatre, appropriately titled "The Speed Spook", was thoroughly enjoyed by all; Darrell and Jackie Martin (MGA) threw most of the Jaffas and the Fantales failed to keep any jaws locked shut. Des and Joan See (MGB) were intent on smooching in the back stalls, clearly rehearsing for their 50th Wedding Anniversary later this month. Blair and Joan Francis (MGB) wanted to sing but some Italian-looking bloke (MGB GT) just wouldn't shut up. The Day 3 drive to meet up with the Sunshine Coast MGCC at the Kenilworth Park and then a country ramble through the Mary Valley via Gympie and Tin Can Bay to home was uneventful. In hindsight, Graham and Chris Scott (MGB) did prove to be sound sleepers adjacent to Peter and Vicki Worland (Datsun F/Lady) - with only one misdirected midnight meander - while Peter and Margaret Elson (MGB) simply enjoyed the quiet break away in the Pomona Pub's honeymoon suite. Ken and Ellen Wilson (MGC) showed a clean pair of heels on the homeward run while John and Barbara Shield (MGB) played the role of Gympie traffic rescue and

home-run backstop very effectively. That Italian-looking bloke needs a new set of RACQ maps too!

The first Chapter TLR was conducted on Sunday evening, 22 November, and again proved successful. Nineteen people in 11 cars attended the fish'n'chips social event at the Urangan Pier precinct of Hervey Bay, providing an appropriate welcome to new members Kevin Rowell (MGF) and Carol Holford on their first Club and Chapter run.

The final 2009 events, a morning local MWR, the second TLR and finally the Chapter's Christmas Party at the Kondari Resort on Saturday, 12 December, sees the Chapter close down until Australia Day, 2010. At that date, the Wide Bay Chapter will be commencing its sixth year. In the meantime, do come up and join the Wide Bay Chapter on a run early in 2010. After all, with few Victorian grey nomads around now, the roads are relatively clear: except for the blind and deaf Victorian tourists prevalent at this time of the year!

Ian Bryant



The Ladies at Bob the Bookie's Salubrious Establishment on Cup Day



John throwing in the Majestic theatre at Pomona

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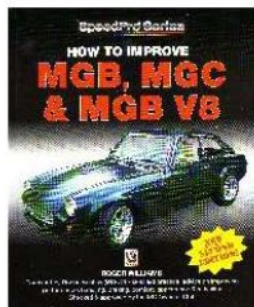
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BOOK REVIEW

The following book has been made available for review by Capricorn Link. It will now become part of the Club's library.

How To Improve MGB, MGC & MGB V8



By: Roger Williams - Reviewed by John Tait

The first edition of this book was written around 10 years ago. This latest version includes updated information because of the increased options available today.

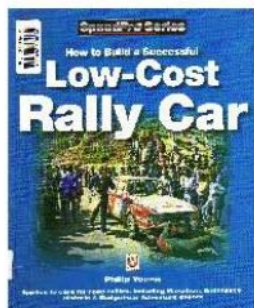
This SpeedPro Series book of 224 pages is very well presented with plenty of colour photos and drawings to get the juices flowing with regard to modifications of the roadster and GT versions of the MGB and MGC. All aspects of the car from front to rear bumper are considered for improvement with many options offered as a means to achieve the improvements.

Because of the scope of this book, there are no "how to" instructions but plenty of advice about "how to get" improvement. The emphasis is mostly on what hardware is available (UK and North America), how you could expect it to improve the car's performance or comfort and some of the advantages or disadvantages of using a particular item or kit. The range of items from engines, transmissions and forced induction through to interior trim, electrics, brakes and suspension systems (including IRS) discussed in the book is vast.

This book is recommended reading for anyone who isn't sure where to start with improvements to their MGB or MGC and for anyone looking for inspiration to achieve a performance pinnacle. However, please bear in mind that no attention has been given to originality considerations.

How to build a Successful Low-Cost Rally Car

By: Phillip Young - Published by Veloce/Capricorn Link Publishing - Reviewed by Joe Daly of the Capricorn Chapter



(This book has been made available for review by Capricorn Link. It will now become part of the Club's library.)

For an MG enthusiast, especially one that has never considered to take their MG off the secure confines of ash telf, certainly never considering rallying, I found this book most entertaining.

This book outlines in detail, tips that cost near nothing however will transform your car into a viable competitive rally car. From wire coat hangers to bathroom silicone and bath plug chains, tips to make sure you're your car not only makes the starting grid, but stands a chance of reaching the finishing line.

This book published by Veloce, covers the retrofitting of additional equipment to the most unlikely of characters, from an Austin A35 & Ford Anglia, to a 58 Morgan & 1800 Landcrab. With 150 how-to photographs, this book not only helps you prepare the car, but also the drivers, with articles on personal preparation including staying healthy, coping with border crossings, and seeking sponsorship.

Author Philip Young says, "Hopefully the book goes some way to debunking the myth that rally preparation is about high cost and high technology". I got the message, that rallying is about having fun and building and operating a rally car on your budget.

Although based mainly around the British and European Rallies such as British road-based rallies, including Historic Rallying, from weekend club events to the Classic Marathon, and long distance events like the Peking to Paris, road-rallies for modern cars, and the "Budget Adventure" events like the Mongol Rally and Plymouth to Dakar, this book is still a serious reference text for those of us competing in more local events such as the 'Sunshine Variety or Endeavour Foundation Rallies' through central Queensland, or as we more colloquially call them here, "The Bash".

These books are also available from all good bookstores. For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au.

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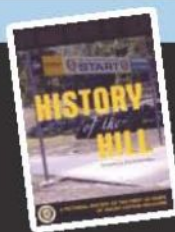
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The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

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)



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