

Official Journal of the MG Car Club of Queensland Inc.



# ctagon

No. 5

October 2009



Concours 2009, at the University of Queensland

Patron: Dick Johnson

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

## MANAGEMENT COMMITTEE

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| Carly Mattea (Richard)   | 3325 0409 | 0410 310 452 | moffmat@bigpond.com               |
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| Rob Brown (Kaye)         | 3885 3019 | 0414 187 712 | rjbcoach@bigpond.net.au           |

## OFFICIALS

|                                  | Name           | Phone     |                              | Name                  | Phone             |
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| <b>Event Secretary</b>           | Fred Sayers    | 3359 2623 | <b>Hillclimb</b>             | John Davies           | 3341 6798         |
| <b>Event Sec. Asst.</b>          | David Robinson | 3255 9037 | <b>Library</b>               | David Robinson        | 3255 9037(w)      |
|                                  | Richard Mattea | 3325 0409 | <b>Point Score</b>           | Ian Fettes            | 3803 3858         |
| <b>CAMS Delegate</b>             | Gary Gouling   | 3351 3506 | <b>Membership Sec.</b>       | Peter Rayment (Delia) | 0407 693 947      |
| <b>(Alternate)</b>               | Ann Thomson    | 3378 1368 | <b>National Meeting</b>      | Desley Collins        | 07 3245 3149      |
| <b>Chaplain</b>                  | Ken Trudgian   | 3886 3409 | <b>Co-ordinator</b>          | patdes@bigpond.net.au | 0408 57 55 29 (m) |
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| <b>Club Captain (Social)</b>     | John Tait      | 3376 1216 | <b>Far Nth Qld Chapter</b>   | Justin Nicholls       | 4057 8273         |
| <b>Co-ordinator (all events)</b> | John Tait      | 3376 1216 | <b>Wide Bay Chapter</b>      | Ian Bryant            | 4124 9771         |
| <b>Webmistress</b>               | Glenda Crew    | 3341 4397 | <b>Darling Downs Chapter</b> | Rick Neville          | 4696 9776         |
| <b>Clubrooms</b>                 | Tony Slattery  | 3391 3022 | <b>Capricorn Chapter</b>     | Gurney Clamp          | 4939 4760         |

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# President's Report

My plan was simple: to arrive at the general meeting where I would, with the approval of the members, be voted in as President. However my MGF had other plans for the evening's activities as on the way down to the clubrooms from where I live at Caboolture, there was a very loud bang. I later found out I had blown a radiator hose. So I never did make it to the meeting; however, I was still voted in as President.

I am greatly honoured to accept the position of President and for the next twelve months I shall do my best for the Club and its members.

I would like to thank the committee members who have stood down for all their hard work during their time on Committee and also wish to thank the new and the continuing committee members for their willingness to take on the responsibilities associated with Committee membership. Without their support and effort the Club would not function.

I intend to carry on the great work of the previous Presidents David Miles and Richard Mattea during their time in that position. I only mention David and Richard as they are the two Presidents who have been in that position since I have been a member of the Club.

David, in his time as President, arranged, amongst other things, the purchase of our present clubhouse at Rocklea and with the Club's willing volunteers had commenced the refurbishment of the inside of the building. Some of the improvements include the mezzanine and the painting of the floor. Most of this current work has been carried out by a small team of workers headed by Tony Slattery. There is still more work to be carried out which includes extending the mezzanine so that all the library books will be upstairs and then the removal of the old storage area where the magazines and regalia were stored. Once

finished this area will be where the pool table will be located. Under the mezzanine will be a lockable storage area and alcove for the sound system. The bar area will in time have a new purpose built bar and food servery area. This new bar will have a nice visual appeal and suitable storage for the bar stock and this will greatly add to the décor of the clubrooms. I would like to see in my time as President new furniture purchased for the clubrooms; this would be new tables and more comfortable chairs.

Mount Cotton of course will not be forgotten and the improvements and upgrades to our impressive hill climb venue will be ongoing thanks in no small part to Dino Mattea and the other volunteers who give up their time to work on making this site such a great place to race and for spectators to view the events.

I along with the committee will be working to improve both the clubrooms and the hill climb so if you have ideas don't be afraid to approach a committee member or write to the club with your thoughts.

I would also like to see more members attend the clubhouse so we will be looking at having things happen at the Friday night Noggin 'n' Natter which will make you wish to come along. We will be having guest speakers and rocker cover racing as well as other events.

I hope in time to get to meet the members of the club who have not yet met me. I race the Subaru open wheeler at the Tighe Cams hill climbs along with my son David so make sure you come along to the Hillclimb and introduce yourself.

I have been a member of the Club since 2004. My brief history is: I came to Australia from the UK in 1968 when I was eleven years old. We moved to South Australia and I went straight to High School. After 4 years of schooling, I then

had an apprenticeship as a welder but I never completed my apprenticeship as I joined the Army and then completed nearly 21 years military service. I then went to college and worked in the IT industry until I retired due to health issues in 2003. I have always been an MG fan and bought my first MGB in 2004 and still have it till this day and also own an MGF 1997 model.

I am married to Debbie; we have 2 children, David and Jamie. Jamie is married and expecting our first grand child in November.

I would like members to support the Christmas

raffle. Information on this is in the calendar insert. The more tickets we sell, the more prizes there will be, so please purchase tickets so that we can make the Christmas function a really enjoyable social event.

Hope to see you at the Hillclimb or at the club rooms.

Safety Fast!



Peter May  
(President)

## Some words from Elaine...

As always, the number of events and reports on them take up the bulk of this issue of the Octagon. Perhaps the next one will allow for some more general articles .... or have I said that before?

Because of a lack of space in this issue our usual book review has had to be held over to next issue. It has also been necessary to abridge the very interesting letter received from Arthur Holloway on the mix of travel and motorsport overseas. If you are thinking of including motorsport venues in your travels, contact Arthur to get the full details.

Once again we sadly have to report the loss of someone close to our Club. Margaret-Ann Ayers, wife of longtime member and racer Lionel, died recently. Margaret-Ann was also Lionel's partner in his business and in his racing and they were rarely apart. Our sympathy goes to Lionel and his family.

John Campbell's letter also advises us on the death of someone who contributed to the Club and it is good for us to be able to acknowledge

her previous unknown work for the Club.

On a happier note, there has been enough material provided, somewhat unwittingly, by our members for Sump Plug to make a return for this issue. Keep up the good work, both providers of the 'good oil' and those who provide the 'spills'.

Following our Annual General Meeting we have some new committee members. Profiles of two of them are included in this issue; there are more still to come. Check out the information on the inside of the front cover to find the names and contact details for Committee members and many of the others who ensure that the Club continues to function and to provide events of a diverse nature for you to enjoy.

Go to page 33 for some information from your new Club Captain (Social).

Closing date for material for the next Octagon is slightly earlier than usual at 26th November as we attempt to cooperate with our printer in getting it out to you before Christmas.

# Notice Board

The Clubrooms are open every Friday night (except for the Christmas break) with hot food starting at 6.30 pm with prices starting as low as \$2.50. The Club tries to provide a special hot meal each 3rd Friday of the month with prices starting from \$5.

Wed Oct 28 Midweek run. Lunch will be at Lakeside where participants will be able to have five 'happy' laps of the circuit and a BBQ lunch for \$15. As the run will be a fairly short one, it would be appropriate for Pre-War and T type owners to take part. Contact Elaine Hamilton 3893 2438.

Sat Oct 31 Social tennis night (See calendar insert for more information)

Fri Nov 13 Special Noggin 'n' natter at the clubrooms. Peter May will be hosting a forum and discussion session and there will also be a planning session for costumes for the 2010 National Meeting. Hot food will be available from 6.30pm with the discussion sessions starting at 7.30pm.

Sun Nov 15 or 22 Junior day and training day at hillclimb. Contact Neil Lewis 0417 773 425

Fri 20 Nov 'Come and try' night navigation run starting from the clubrooms. No CAMS licence necessary for this one so come and give it a go. Be there at 7pm

Sun Nov 22 Run organized by Pre-War and T type group. Contact Dino Mattea PH 3263 2625

Wed Nov 25 Midweek run. Contact Lloyd and Catherine Cree Ph 5537 5297

Sun Dec 6 Pre-War and T Christmas get together but ALL WELCOME! Luncheon at Ashgrove Golf Club, Waterworks Rd, The Gap starting with nibbles on the deck at 11.15am. For \$27 per head you get nibbles, main course of roast dinner (alternate drop), sweets, coffee and tea. The surroundings are excellent, parking is secure so bring your MG, and drinks are at bar prices. Advise Cyril Bennett 3300 3915 or Dino Mattea 3263 2625 of your intention to attend or contact them for more information.

Fri Dec 11 Christmas Noggin 'n' Natter including the special Christmas raffle. Tickets available every Friday night at the clubrooms.

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.**

Joanne Macdonald  
Rob White  
William Jones  
Paul Bradshaw  
Simon Watt  
Ross Woodford  
Colin Snell  
Amber Brownlie

Douglas Cooper  
Graham Arnold  
Gregg Clarke  
Jason Evans  
John Davies  
Alex MacFarlane  
Darren Ramsay

Brian Gilbert  
Ken Goldsmith  
Terence Dwyer  
Eric Beckman  
John Lippiatt  
Stephen Johns  
Denis Cotton

Victoria Hastings  
Odeh Habash  
John Lochran  
John Robertson  
**Welcome back to**  
Tyrone Gilbert  
Robert Romano





# Bits & Pieces

Hillclimb drainage then and now.....



These two photos were taken at a working bee prior to 1968 when the hillclimb was being built. They show the drainage pipes all nice and shiny and new; it also shows them as a source of work and play. Apparently Ann Thomson also took her turn inside the pipes at one stage but managed to escape.....

More than forty years have passed and, as for us all, the toll of the passing years left the pipes in the condition below. Dino is prepared



Fortunately we have hard workers like Dino Mattea and Peter Mezaros prepared to do hard work and get dirty in the process of replacing them.... And taking on some of the less obvious improvements at the hillclimb. Many thanks to them and the others involved in this necessary but unseen work.



Roy Davis thought we may be interested in the photos below taken when he was in the Haynes Motor Museum in Hampshire England. The actual photos are pictures on the wall of the museum. It is the best museum in the world so I'm told and I would believe it. The first photo is the assembly line of MG factory and other one is one of the first MG motor race cars.



Two beautiful sights near the timing shed at a recent hillclimb were Mary Caplet with baby grandson ....



..... and a modern MG sedan belonging to a Steward of the Meeting.

A website you may like to investigate is [www.justcarsforhire.com.au](http://www.justcarsforhire.com.au) in case you would like to have your car listed there. If you decide to do so, please contact Elaine Hamilton for the discount codes.

Some great definitions from Rob Brown

### **UNDERSTEER**

is when you hit the wall with the front of the car.

### **OVERSTEER**

is when you hit the wall with the rear of the car.

### **HORSEPOWER**

is how fast you hit the wall.

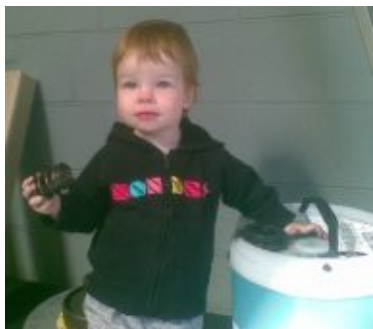
### **TORQUE**

is how far you take the wall with you.



Ever wondered what would happen if your diff mount tore like a piece of paper as you crested Lovers' Leap at the hillclimb? John Broadbent found out recently and described the experience as 'too fast to be scary unlike the women with pushchairs in the shopping centre who really scare him'.

We need to apologise to Fred Douglas for we omitted his results from last Octagon. Fred competed in the 2A/2B races his races at the Mazda Nationals at Morgan Park with results of 1x2nd, 1x6th, 1x8th, 2x10th, and 1x11th. We try hard to report accurately however being amateur reporters sometimes we get it wrong. Sorry for this oversight.



Mummy and Daddy's little helper?



Like father, like son..... Harvey Mill's elegant TC poses beside son Jon's elegant and rare Ferrari 550 after our Concours at UQ.



The improvements at the clubrooms are not happening by themselves. Here are the people making it happen.....



.... And here they are surveying their work.

# LIDDLE'S

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## VALE MARGARET-ANN AYERS



Margaret Ann, the wife of longtime Club member, Lionel Ayers, died recently. Our sympathy goes to Lionel who has lost not only his wife but also his partner in both his work and his motorsport. The accompanying photo was taken by Brier Thomas at Lakeside in 1971.



Lionel and Margaret-Ann at a recent Old Members' Night at the Clubrooms.



Another wedding! This time the car features as the Willemsen B is used to transport the bride to her wedding.



The new Porsche Panamera took time out from its round Australia promotional tour to visit the hillclimb during the Porsche hillclimb on Sept 26. While there it posed beautifully against the background of the starting line.

*(Thank you to Porsche for permission to reproduce this photo taken by their official photographer, Peter Watkins.)*



Roy Davis filled the hillclimb pits with a different range of vehicles when he took on the task of extending the pits.



The chain gang of Greg Voltz, John Walker and Malcolm Spiden contemplate the task ahead of them.

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|--------------------------------|----------------------------------|-----------|
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| <b>Geartorque</b>              | 6/3485 Pacific Hwy, Slacks Creek | 3808 2020 |
| <b>Performance World</b>       | 1/4 Ferric St, Virginia          | 3865 5550 |
| <b>Autobarn Lawnton</b>        | 690 Gympie Road, Lawnton         | 3889 7488 |
| <b>Pro Dirt Motorsport</b>     | 63 Colebard St West, Archerfield | 3277 9877 |
| <b>Swift Race Engines</b>      | 1/14 Rodwell St, Archerfield     | 3277 9123 |
| <b>John White Race Engines</b> | 8 Deshon St, Woolloongabba       | 3391 8533 |

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# Profiles

## Rob Brown

New committee member



I am 65 years old, married to Kaye, and I am a retired state public servant. The reason I wanted to join the committee was to give back a little to the sport that I have had so much enjoyment from.

Having been a Drag Racing and Speedway man for a VERY long time, I am only new to

hill climbs but I love it.

I was a member of the Mustang Owners Club for about 10 years until I sold the Mustang to buy a LINCOLN CONTENTIAL, now under restoration for the next ????? number of years.

I have also taken up Rocker Cover Racing (Big Boys Toys) which is great fun if you don't take it too seriously. When I am not watching American Football on TV I spend my time running Performance Petroleum Supplies, makers of PPS unleaded race fuel and distributors for Cadillac Race Oil.

## John Tait

New Club Vice-President & Social Club Captain



I was born, bred and educated in Brisbane. I started my working life as a cadet civil engineer at the Queensland Main Roads Department. After a few years of that, I started a career that spanned some 31 years as a military pilot and flying instructor. My service included the RAAF, Army and contract jobs with the UAE and Royal Saudi Air Forces. I retired (early) in 2003 to adopt the

role of house husband and very ordinary amateur golfer.

Apart from a keen interest in aircraft, I was very interested in cars, especially sports cars, for as long as I can remember. A Triumph TR4 was my pride and joy in my late teens and helped me snare Marian who has been my wife and best mate for 36 years of the 39 years I have known her. We have two children and a beautiful two year old granddaughter who we can never see enough because she lives with her Mum and Dad in London.

Sports cars owned and loved through the years have been the TR4, two MGBs and three Mazda MX-5s including our current 2007 model. I have been a member of the MG Car Club of Qld since 1996 and have enjoyed social events, day runs, night assemblies, hillclimbs, track events and the 1999 National Meeting at Gosford. Mid-week runs are fun these days but thoughts of returning for some runs at "The Hill" keep bubbling up.

The time has come to give something back to the club that has delivered so much and I aim to help maintain the standards of the MG Car Club of Qld through my committee involvement.

# For Sale



**MGF**, 98 Abingdon Special for sale. BRG with biscuit leather upholstery, 6 stack CD, 109000Km. VGC, Safety Cert.

**\$11,900.00** Please contact Ken Trudgian 0413305449.

**1968 Mark11 MGB** with overdrive, stereo cd player, vinyl roof and cover, leather upholstery and in excellent condition.

**\$18,500 ONO**

Contact Ken and Diane Woods - [dianeandken@bigpond.com](mailto:dianeandken@bigpond.com)



# CLUB CONCOURS 2009

By Dino Mattea

The event this year was held at a new venue, the UQ Campus on the lawns abutting Campbell Road and with the backdrop of the splendid Mayne Centre and the Forgan Smith Building. The scenario of the lawns, trees, historic buildings, a fine sunny day and some 60 cars glistening in the sunlight was pure magic.

The day did present to the volunteer judges, officials and organisers a task that demanded energy and enthusiasm. They were all well rewarded with what has been reported to be the best Concours that club members can remember.

Almost every Concours Class was represented, with the notable exception of Class U-the MGY Sedan and Tourer. A last minute electrical gremlin eliminated Bill Spall's fine example.

## CLASS WINNERS

The full results are printed below and all deserve mention. But some that stood out were Col Schiller's MGSA, Ross Kelly's MGC Type, Bruce Jackson's MGA, Bernard Pereira's MGTD Mk 2, Brant Rayment's MGC, Meryl Miles MGZB and the Midget and MGTF of Ron Clydesdale and Cyril Bennett respectively.

## OUTRIGHT WINNERS

The winner of the Pre MGA group was the very rare MG TD Mk 2. This car has been painstakingly restored by Bernie Pereira. The Post MGTF outright winner was a red MGA presented by Bruce Jackson and was another result of many years of careful restoration. The Post 1980 winner was an MG ZR 160 Hatch of Ken Wasley who brought along three very fine examples of modern MG Sedans.

In his announcement of the prize winners, President Richard Mattea gave credit to the high standard of cars presented. Even the Non Marque exhibits gave the Judges a headache trying to separate the fine examples on display.

Congratulations to the Judges, to Matthew Holmes for making it possible to use the U of Q venue and Bill Ferguson and Rodney Lapworth, the nominated Event Organisers. Thanks also to the caterers, the Indooroopilly Scouts Group and The Coffee Man.

I predict that this experience may well set the scene for a repeat next year. Let's hope that UQ will host us in 2010.

Class A: Pre-War Touring  
 Class B: Pre-War Sports under 1000cc  
 Class C: Pre-War Supercharged Racing & Sports over 1000cc  
 Class D: MGTC  
 Class E: MGTD  
 Class F: MGTF  
 Class G: MGA Roadster (Single Cam)  
 Class H: MGA Roadster (Twin Cam)  
 Class I: MGA Coupe (Single Cam)  
 Class J: MGB Mk I (Pull door handles)  
 Class K: MGB Mk I (Push button handles)  
 Class L: MGB Mk II  
 Class M: MGB BL and later  
 Class N: MGB Rubber Bumper  
 Class O: MGB GT Mk I and Mk II  
 Class P: MGB GT BL and later  
 Class Q: MGB Rubber Bumper  
 Class R: MGB GT V8 and Costellos  
 Class S: MGC GT and Roadster  
 Class T: MG Midget  
 Class U: MGY Saloon and Tourer  
 Class V: MG Magnette ZA to Mk IV  
 Class W: MG Front Wheel Drive  
 Class Y: MG Specials (Post TF)  
 Class Z: MG Super Specials  
 Class ZA: MG RV8  
 Class ZB: MGF  
 Class ZC: MG SALOON POST 2000  
 Class ZE: over 4000cc post 01 Jan 2000  
 Class ZF: MG TF  
 Class NM: Non-Marque Touring

Col Schiller  
 Ross Letten

Ross Kelly  
 Harvey Mills  
 Bernard Pereira  
 Cyril Bennett  
 Bruce Jackson  
 Ron McLeod  
 Graham Moore  
 Andrew Willesden  
 Jason Evans  
 Peter Gannon  
 Bruce Mutch  
 Bruce Hill  
 Neil Mills  
 Barry Smith  
 David Miles  
 Bernard Pereira  
 Brant Rayment  
 Ron Clydesdale  
 No Entries  
 Meryl Miles  
 Clive Mulder  
 Matthew Johnson  
 Jaime Massang  
 Lenore Ferguson  
 Scott Ramsay  
 Ken Wasley  
 Ken Wasley  
 Ken Wasley  
 John Cranley



*Bernie Pereira's MG TD Mk 2, photographed not at the Concours but at the hillclimb on the Open day ....*





...and along with some of the other class winners



the moderns



the judges at their briefing ....



... and at work



the As were A1



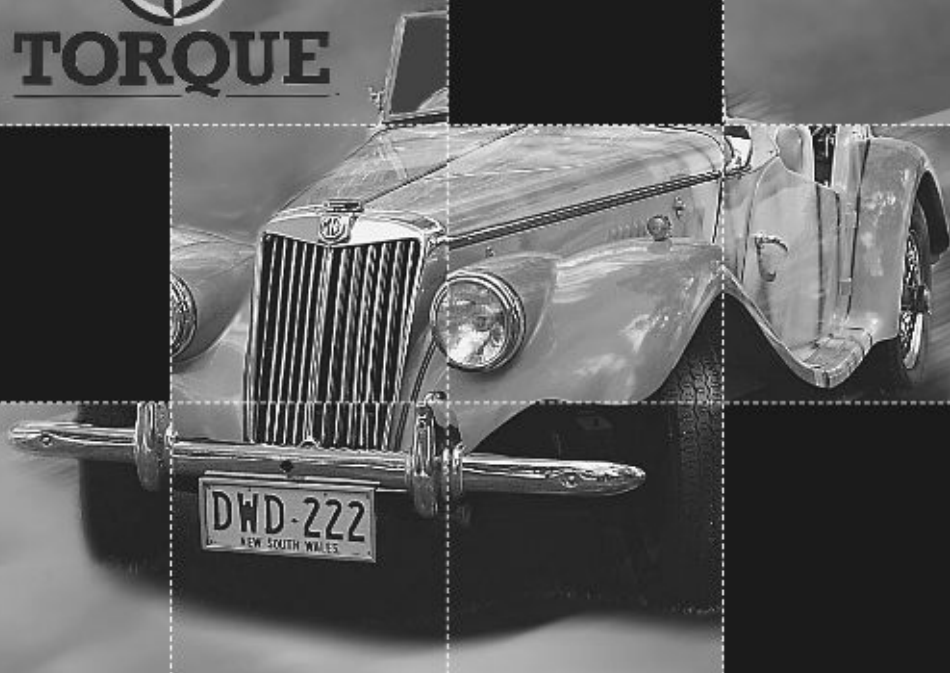
Bernie Pereira and proud grandson receive their award



Bruce Jackson was another major winner as was ....



Ken Wasley who had his hands full of trophies



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**Lumley** 

# SumpPlug



It's official! We have an internationally recognized star in our midst who has now appeared on the world stage. Check out the gallery section of the BP Ford Abu Dhabi World Rally team website ([www.wrcford.com](http://www.wrcford.com)) to locate him lurking in the bushes whilst getting a view of some excellent WTC action. Said star, otherwise known as our Compliance Checker, was doing duty along with fellow Club members Brian Krieger and Chris McMahon who were manning an impromptu spectator site on a shakedown before the rally proper started when he was forever immortalized.

Which committee member bravely passed a Sheriff's car in his MGB roadster and where?

Which Darling Downs Chapter member discovered the way to cure a fuel problem with an MG was to slam the door of the car? All members may (or may not) benefit from this advice!

Sump Plug hears that there were some red faces on the Sept midweek run. Read the run report to find out why!

Who has the most gallant husband in the Club? Who was it who volunteered to get an umbrella from the car to protect his wife from the sun at Speed on Tweed and returned with a large beach umbrella? He topped this act of gallantry off by returning to the car to get a smaller umbrella when the large one finally became too heavy.

Also at Speed on Tweed, one group found refuge from the sun by sitting in the shade of a fellow Club member's pit tent right beside the marshalling area. Sump Plug doesn't need to ask why they were constantly being asked for steakburgers and drinks by MGCCQ Club member-competitors as they prepared to line up for their runs.

And another from Speed on Tweed: Who was the competitor from Cairns who on Friday got half-way through a blue Pepsi can before realizing it was not a blue Tooheys beer can? AND he had been told that beer has 4 crosses on the side.

Another competitor has taken up bowing to the crowd as a new hobby, since he cannot now pursue his other hobby since crashing his very fast white Escort. Sump Plug would have liked to have seen that!

Still at Speed on Tweed..... who was more astonished when a Club member went to the assistance of a lady in a little white car who had somehow found herself very out of place in the marshalling line? Club member found herself face to face with swimming legend Dawn Fraser. The words 'fish out of water' apparently came to mind but were not uttered.

What driver of a prewar side-valve V8 not only broke his new car at Mt Cotton but also forgot to put water in the radiator of the tow vehicle which ran dry on the way home and had to be rescued by the Starter?

Which Club member is grateful for the honesty of our wonderful hard-working flaggies who, amongst their duties, clear debris of all types from the track? It may have taken a while but he was reunited recently at the hillclimb with his air cleaner which had been retrieved from a racetrack many events earlier by one of our fantastic flaggies.

If you have a flat tyre in a Land Rover on a country road there are three chaps you probably do not need around you. In the true traditions of Moe, Larry and Curly these three stumbled their way through a relative normal routine process and thereby set pit stop techniques back a century.



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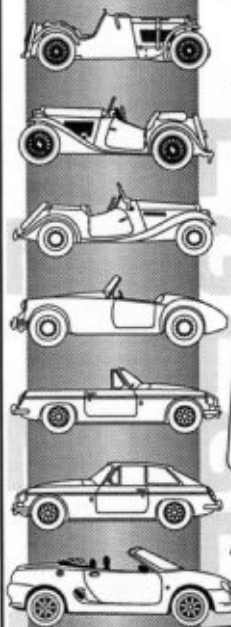
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# TIGHE CAMS

## HILLCLIMB

### SERIES

# 2009

By Ace Reporter

## round 5

There appeared to be a competition before the hillclimb started to find out who had the shortest day. Richard Mattea heard unusual sounds from inside the engine area when unloading MG Midget from the trailer and the Mattea Midget was retired. Further examination revealed a stud, washer and nut to secure the ram tube onto the Weber had found its way into number 3 cylinder, luckily with no damage to engine. Barry Smith had unloaded his new creation; however between the trailer and scrutineering bay it appears the car suffered drive failure as the split pin securing the torque tube sheared. To add to his woes the torque tube Barry had chosen was the only different one made and thus would not match. Thus Barry also was retired from the line up. Michael Peoples had the engine spread over his garage floor which meant Noel Stanaway was a spectator whilst Michael occupied himself at a fishing contest.



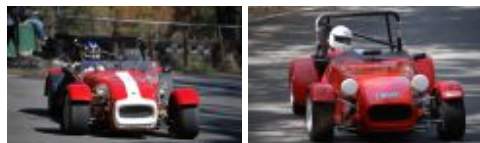
Barry Smith and his new old machine

### SPORTS CARS

Bill Norman lowered his Sports Car class record twice from 41.09 to 41.02 then 40.99 seconds, so close to being the first sports car under 40 seconds. After this record run Bill had a misfire in the GEK and believes this was simply caused when he lowered the position of the airbox to the 4 carburetors to achieve a better

air flow over the rear wing. Next in the class were Keven Johnston (Kajera Sports 1300, 48.07 secs), Terry Johns (49.99) and Chris Johns (50.83) in their Suzuki Cappuccino Turbo. Scott Goody (GEM Clubman) won the over 2001 cc class in 46.79 ahead of Mark Crespan (Cobra, 47.24), Ian Fettes (BMWZ4, 49.18), Mike Norman (Triumph TR7 S/c, 49.78) and John Webster (Westfield, 50.39).

Paul Masterson was quickest in the up to 1600 cc Marque sports Car class with a best time of 44.76 secs in his PRB7 Maximum Clubman ahead of Ainsley Fitzgerald (Westfield Clubman, 47.77), Ross Rundle (Westfield Clubman, 47.83), John Broadbent (Triumph Spitfire - 50.73) and Ron Clydesdale in his MG Midget with a 61.72 sec time. With a .57 of a second covering the first three in the 1601 to 2000 cc class with Giles Cooper (Lotus Elise, 50.38) finished ahead of Ron Prefontaine (Lotus Elise, 50.82), the MGA of John Walker (50.95 secs) from the MGFs of Peter Andrews (53.48) and Craig Winter (MGF from Hervey Bay on 54.53), then Don Robertson (Toyota MR2, 55.13) and John Price with an excellent time of 56.19 secs in his MGB. The larger capacity class was won by Roy Davis with a best run of 47.12 secs in his Triumph GT6.



The Westfields of Ainsley Fitzgerald and Ross Rundle in their close battle for second in class.

### HISTORIC GROUPS

Group N saw Brad Stratton (Torana XU1) win in 48.68 secs from Mandy Tighe (Escort, 52.24), and Ron Duffield (Hillman Imp, 61.96). David Robinson won the Group R with a 46.84 time in his Cheetah Mk6

racing car, whilst Group S went to Brendon Todd (MG Midget, 52.93). The Regularity class went to Malcolm Spiden (with a loss of 12 points) from Peter Vandermeer who had the handbrake remain on in Porsche 944 Turbo and withdrew before any damage was incurred. Peter had the handbrake issue attended to in the previous weeks however problem reoccurred.

#### TOURING CARS TYPES



*Glen Hooper in his 'Q' Car  
(like the Police Q cars it hides its potency under a mild exterior)*

All Wheel Drive went to Michael Collins (Subaru WRX, 43.54), with Glen Hooper improving his times to a 44.72 secs in his GSR Lancer , Jae Collins (Subaru WRX, 45.79) being Jae's personal best time to date.

04 Glen Hooper in his 'Q' Car (like the Police Q cars it hides its potency under a mild exterior)

Road Registered Cars: Scott Dean (Toyota Tercel, 48.81), won the up to 1600 cc class from Ferris Lee (Honda Civic with his first time under 50 seconds for a 49.81). Ferris has relocated his mechanical business from the Matilda Servo at Kalinga to Quattromotive 88 Old Toombul Road where they service Alfa and MG cars. Steve Arlidge (Suzuki Swift GTi) was next on 50.40 secs from Jeffrey Bird (Morris Mini, 54.71). Ian O'Hara (Lancia Beta Coupe, 52.23) finished ahead in the 1601 to 2000 cc class with the VW Type 1 of Dave Sidery (53.00 and a personal best time) from Greg Ashe (Fiat 124 Coupe, 55.56), Stephan van der Merwe (Escort, 58.22), Elizabeth Dowler (Elizabeth's best time this year and under 60 seconds) with a 59.17 sec run in her Honda Integra R and Robert McAuley (Nissan EXA, 64.64 secs). Jeff Oldham won the larger capacity class in his Datsun 1600 turbo (48.53 secs), from Stuart Elphinston (Holden Monaro, 49.21), Peter

Phillips (Toyota Starlet GT, 51.37), Chris Winchester (Holden SS Wagon, 51.60), Daryl Morton (Leyland Clubman, 53.64), Bill Evans (60.82) and Robert Brown (63.81) both in a Holden Commodore.

Sports Sedans Cars: Tyson Cowie won the up to 2000 cc class with a 49.4 sec run from Celise Paddle (now Cowie) with a 60.02 run. Their Escort has some limited development with some work to the head and Webers. More development work is to follow. In the over 2001 cc class David Malone won in his Torana XU1 (46.03), from Glenn Anable (BMW 2002 Turbo, 48.14) and Scott Anable (BMW 2002 Turbo, 51.35) with Roger Bartlett next in his Escort Turbo 56.23. Glenn reported they have installed Porsche half shafts to overcome the twisting then breaking axle problems they had been encountering which had been reported as gearbox problems.

Improved Production Cars: Stephen Irish won the up to 1600 cc class in his Alfa Romeo Sprint with a best time of 58.16, whilst Gary Pitt (Escort, 47.88) finished ahead of Ken Krenshe (Escort, 50.30) in the 1601 to 2000 cc class.

#### FORMULA CARS



*The Lake Suzuki Escargot*

The Hornet Vee driven by Steve Riley won the Formula Vee class in 50.72. The development of the Lake family's Suzuki Escargot continues. They had changed all the ignition packs being changed then found a misfire. A search by disconnecting the shift and rev limiter and replacing one after another resolved that issue enabling Simon Lake record a 42.25 second run to win the up to 1300 cc class with Chris Lake next in a 48.24 time. On his first run, Chris



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had the engine throttle hold open full throttle from start line through first corner propelling the Escargo up over the grass verges and towards the top of the first loop fortunately missing all the natural vegetation. The car stopped as Chris hit the kill switch. This probably got Chris' attention for it certainly got the attention of all onlookers.

Even without third gear which was broken at Wheels on Wide Bay Alan McConnell recorded a 38.67 time. However on his final run for the day the Van Diemen cut out accelerating up to the finish line. Initial thoughts are that the coil packs or injectors not working. Tests after the meeting found at least one injector had 'died', the fuel pump was earthing through the fuel (not a good idea even if using methanol). Some new injectors and a new fuel pump enabled the engine to start but not rev thus it could also have been a coil pack not happy. Rod Johns (Norris Hawk Mk2, 39.42), Warwick Hutchinson (Van Diemen RPV02, 40.09 and how close is that to joining the sub 40 club), Darren Duffield (RPV01, 41.03), Vicki Paxton (Dallara F301, 42.29), and David May (Subaru racing car, 52.60) were next in the class. Vicki

produced four of the six runs in the 42 second bracket her times becoming very competitive with those of longer runners more experienced runners as Vicki and her team develop the Dallara F301. Her times this meeting were 44.64, 44.79, 42.29, 42.52, 42.89 and 42.87. Rod Johns had found that the 2 external oil pump gears had sheared the teeth. With assistance from Greg Johnson Rod was able to ready the Hawk and do another 39 sec run. David May found problems with the Subaru racing car as he was unable to get gears, possible gearbox or clutch and this problem ended his day.

#### TOP SIX SHOOT OUT

The top six became the top five as Alan McConnell did not run. Rod Johns proved the quickest in 39.93 from Darren Duffield in 41.02, Vicki Paxton (43.34), and Glenn Hooper (44.91). After waiting on the start line for rocks to be cleared off track Warwick Hutchinson attempted to start his Top Six run in fifth gear which of course does not really work, resulting in a DNF. Thus Darren Duffield and Rod Johns now share the top 6 point score with 2 rounds to conclude the year.



Those who attended this event viewed the work to the pit area with the machinery operated by Roy Davis' Earthpro company having taken the majority of the old return road away. When completed, this work will expand the available pit area, and is some of the ongoing work to improve the facilities at our circuit.

#### HISTORICS

Group N went to Anthony Beahan (Torana XU1) 48.76, Brad Stratton (Torana XU1, 48.99), Mandy Tighe (Escort, 51.56) and Ron Duffield (Hillman Imp, 62.70). Group K saw Barry Smith (Ford V/8 special) wheel spin off line putting the Radial T to work only to spoil this effort with a spin in the hairpin. Barry's best time was 59.63 secs. The Group R class went to David

Robinson in his Cheetah Mk6 with a 46.37 time whilst the only record to be broken this meeting was in the Group S class with a 52.24 run to Brendon Todd in his MG Midget. Regularity class went to Malcolm Spiden with a loss of 6 points.

#### SPORTS CARS

Marque Sports Cars up to 1600 cc saw Paul Masterson (PRB7 Maximum) the quickest in a time of 45.00 seconds followed by Ross Rundle (Westfield Clubman, 47.88), Ainsley Fitzgerald (Westfield SE Clubman, 48.51), Stefan Donka (Mazda MX 5, 57.37), Philip Young (Fiat X19, 58.94), and Ron Clydesdale (MG Midget, 62.53). Giles Cooper (Lotus Elise, 49.62) won the 1601 to 2000 class ahead of Ron Prefontaine





*Record breaker, Brendan Todd receives his reward from Richard Mattea*

(Lotus Elise, 50.05), John Walker (MGA, 51.68), with some quick times from the MGF drivers of Peter Andrews (53.64) and Craig Winter (64.61), then Don Robertson (Toyota MR2 Spyder, 55.21), Pat Collins first time in their Mazda MX5, 55.23), John Price (MGB, 55.71), with Desley Collins (Mazda MX5, 57.11 and the first time Desley has recorded a sub minute time). Over 2000 cc class went to Roy Davis (Triumph GT6, 47.89), then the MGB V/8 of Bob Bear (50.24), Simon Witt (Mazda RX7, 50.60), John Broadbent (TVR Tuscan, 51.75 another to have a long slide out of the first loop when his diff mount tore), Cameron Hurman (Mazda RX7, 51.79) and the Triumph TR3a of David Dumolo (57.73 secs).

Bill Norman won the up to 2000 cc Sports Car class with a 41.14 run in his GEK ahead of Geoff Noble



*Group N winner by a whisker from Brad Stratton was Anthony Beahan*

(Lotus Elise, 44.95), Keven Johnston (Kajera Sports 1300, 46.19), Geoff Cohen (Farrell L Clubman, 48.10), Terry Johns (50.67) and Chris Johns (51.38) both in their Suzuki Cappuccino Turbo. The 2001 and over class saw Mark Crespan (AC Cobra which Mark has christened 'Mongrel' Cobra) win the class with record



*Roy Davis parked his racing rig close to his work rig*

a personal best time of 46.28. Mark has owned the Cobra for about 18 years and in that time has rebuilt and modified the car. This has been accomplished with assistance from Darren at Group A Engineering for items including a new pedal box, rear suspension arms, and rebuilt shock absorbers. The Cobra is powered by a 289 c.i. Ford producing about 300 bhp. Next in the class were Scott Goody (GEM Clubman, 47.25), with a close tussle between Simon Rhodes (Datsun 240Z, 49.19), Ian Fettes (BMW Z4, 49.64), and Graham Goody (GEM Clubman, 49.67).

#### FORMULA CARS

Steve Riley (Hornet, 49.65) won the Formula Vee class from Michael Peoples (Spectre, 51.44), and Noel Stanaway (Hornet, 62.35).

Paul Van Wijk won up to 1300 cc with a 44.49 sec run from Brian Kirkby (BNG#1, 46.90) and Chris Lake (Suzuki Escargot Mk2, 50.27). After working hard all week to repair the damage inflicted by the barriers at Speed on Tweed the previous weekend, Brian had the misfortune to have an oil union split and leave an oil trail from the spray around the circuit which made life interesting for the next few runs.

In the over 1301cc class Rod Johns recorded a best time of 40.04 in his Norris Hawk Mk2 ahead of Darren Duffield (RPV01, 42.04), Vicki Paxton (Dallara F301, 43.28) and Tom Lane (VW Wasp, 58.66). At the start of his last run Darren suffered a broken C/V joint to the right half shaft thus eliminating him from the Top Six contest.

#### SEDAN TYPE CARS

Sports Sedans up to 2000 cc went to Tyson Cowie (Escort, 48.80) with Celise Cowie (Escort, 58.12) next in class. Jeff Daniels (Escort, 45.50) won the over 2001cc class after a long slide out of the first loop from David Homer (Suzuki Swift GTI Turbo, 45.66), David Malone (Torana XU1, 46.49), Doug Daniels (Escort, 46.97), Alex Daniels (Escort, 49.53), and Roger Bartlett (Escort, 55.56).

Improved Production up to 1600cc class was a Gibson family class with Daniel (49.52 secs) just .28



of a second from father John (49.80 secs) both in their Mitsubishi Lancer. Daniel won despite an extreme wide exit from the first loop. The 1601 2000 cc class went to Gary Pitt (Escort, 47.94) from Chris Sloane (Datsun 1600, 49.73) and Ken Krenske (Escort, 51.28). Ken Luxton won the over 2001cc class in 52.56 in his Mazda RX7.

Road Registered classes: Ferris Lee took out the up to 1600 cc class with a 50.09 sec run in his Honda Civic, from Jeffrey Bird (Morris Mini, 54.64), and Alan Roberts (Alfa Romeo 33, 57.42). Alan's Alfa was developed for tarmac rallies with his last event being Rally Tasmania out of Bernie. The 1601 to 2000 cc class went to Ian O'Hara (Lancia Beta Coupe, 51.71 and is Ian's best time to date. Ian purchased a couple of Lancias when they were almost given away and has made one good one out of two discarded bodies. One body cost \$700.00 and this finished project owes him about \$5000.00 all up. Dave Sidery (VW Type 1) was next in 53.44, from Darren Weston (Escort, 54.58), Greg Ashe (Fiat 124 Spyder, 55.26), Elizabeth Downer (Honda Integra R, again under the minute barrier with a 59.39), and Robert McAuley (Nissan EXA, 65.54). The over 2001 cc class saw Jeff Oldham (Datsun 1600 Turbo) win in 47.68 and then entertain the spectators with a long slide out of the first loop. Next were Stuart Elphinston (Holden Monaro, 48.56), Chris Winchester (Holden SS Wagon, 50.24), Peter Phillips (Toyota Starlet GT, 50.58), Daryl Morton (Leyland Clubman, 54.47), Bill Evans (Holden Commodore, 61.21), and Rob Brown (Holden Commodore, 62.03).

All Wheel Drive class went to Michael Collins (Subaru WRX, 43.32) with the GSR Lancer of Glenn Hooper (44.67) and Shane Topping (Mitsubishi EVO 9, 45.36).

#### TOP SIX SHOOTOUT

With two sedans in the top six, Rod Johns won this round with a 39.70 ahead of Bill Norman (40.89 which would have been a record had he recorded the time during the main competition), Michael Collins

(43.39), Paul Van Wijk (43.82), Geoff Noble (44.87), and Glenn Hooper (45.91). Darren's misfortune places Rod ahead in the shoot-out series with one round to be run on 29 November.



*The Daniels*



*Roger Bartlett*



*Darren Weston*

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On a hot August day with a temperature of approximately 35 degrees our run started at the Boondall Wetlands at 9.45am.

Yours truly left home (Murrumba Downs) on the Northside 5.6 km away to be confronted by the usual chaos, an accident on the Gateway Motorway and a 10 minute run turned into 45 minutes saga before I reached the wetlands.

A few Vallium when I arrived settled me down so I could fill out the run sheet and hand out the navigation directions. 17cars started for a short run to the Lakeside Race track for the morning tea stop. Allen and Joyce Tebbutt in their MGB joined us there. Bill Donovan arrived at Lakeside but thought the gates were locked; they were only closed. Unfortunately he didn't see us all in the Pit area and left.

Many memories flooded back looking at the track restored to its former glory. It was great seeing 18 cars from the MG car club parked in the pit area. After morning tea, we were allowed a quick look at the small collection of memorabilia in the museum which also houses Dick Johnson's Blue Ford.

There was time for Malcolm Campbell's professional camera shoot outside The Tower and a short talk from John Tait on next month's midweek run on Wednesday the 23rd September before it was back to our cars for the next leg of our journey. This saw us backtrack a few kilometres to Torrens Road, across to Petrie around the roundabout and head towards Dayboro. We took a left turn at Dayboro towards Samford, went round the roundabout on to the Mt. Glorious Road and then on to Mt. Nebo Road. We arrived at

the beautiful Bellbird Grove Park about half way down the range. By this time the air-conditioning had kicked in and it was a much more pleasant 28 degrees. Most of us managed to sit under the one shelter and take in the surrounding parklands and wildlife. This park is set in a beautiful environment in the Brisbane valley which gave us a perfect spot to have lunch and enjoy each other's company. Thank you all for a good day.

#### Participants were:

|                                  |                   |
|----------------------------------|-------------------|
| Lloyd and Catherine Cree         | MGB (Red)         |
| Denis Thomas                     | B.S.Y. (MGB GT)   |
| Bruce and Tip Ibbotson           | BMW               |
| Greg and Rhonda Hannant          | MGB               |
| Bill and Denise Hales            | MGB               |
| Denis and Diana Kelly            | MGB               |
| John and Tricia Cranley          | BENTLEY GT        |
| Trevor and Joy Jones             | MGA (Red)         |
| Ian Fettes                       | BMW Z4 (Silver)   |
| Malcolm Campbell                 | MAZDA MX-5        |
| Ross and Nina Beck               | HONDA S2000       |
| John Tait                        | MAZDA MX-5 (Red)  |
| Kerry and Val Horgan             | MAZDA MX-5 (Gold) |
| Bruce Mutch and Ross Brunckhorst | MGB               |
| Douglas Cooper                   | Dz Car            |
| Richard and Gill Hill            | MGB (Red)         |
| Allan and Joyce Tebbutt          | MGB (Blue)        |
| Trevor Mills                     | MGB (Red)         |



# The 2009 ALL BRITISH DAY

By Graham Moore



*Bruce Jackson won the Best Sports Car award with his MGA  
(Photo by Matt Johnson)*

Once again the annual All British Day held at the St Josephs Sports Ground at Tennyson on Sunday 20 September was a great success. There were between 400 - 500 units on display consisting of all makes and models of British cars, trucks, commercials and motor bikes.

Our Club was well represented with the following members in attendance:

|                           |       |                |         |
|---------------------------|-------|----------------|---------|
| Cyril Bennett             | Green | 1953 MG TF     | S2705   |
| Rick Devonshire           | Red   | MGB            | MGB008  |
| Bill Heraghty             | Blue  | 1958 MGA       | 158MGA  |
| Bruce Hill                | White | 1975 MGB       | 027CTZ  |
| Chris Hurling             | Green | MGB            | GTB70   |
| Harvey & Daphne Mills     | Red   | MG TC          | MGTC49  |
| Graham & Jill Moore       | Red   | 1962 MGA       | Montee  |
| Allan & Caroline Robinson | Green | 1951 MG TD     | TMG51   |
| Tony Slattery             | Black | 1937 MG VA     | OVA937  |
| Debbie Slattery           | Cream | 1950 MGY       | MGY50   |
| Phil & Simon Watt         | Red   | 1967 MG Midget | 224 KHQ |

Most of the members met initially at Simpsons Reserve where we chatted and some took advantage of the Council's BBQ facilities to cook their breakfast. After breakfast, we proceeded in convoy into the venue where an enjoyable day was had by all.

Whilst the weather was perfect but quite warm, a special thanks to the Slatterys who thought to bring the Club's shade cover for us all to enjoy.

The day proved to be a great spectatular with lots of things to see, other car enthusiasts to natter with and a visit by the RACQ Care Flight emergency helicopter for all interested to inspect first hand. We look forward to seeing you all at next year's event.





Twelve cars and nineteen members enjoyed a very interesting day run to the Speed on Tweed. After meeting early at the Pie shop at Yatala we drove to the morning tea stop at the end of the Currumbin Valley via Tallebudgera and the Currumbin Rock Pools. The picnic spot at Mt Cougal National Park was a hidden Oasis at the base of Springbrook. A show of hands revealed only two of our group had ever been there before.

After a quick cuppa it was off to Murwillumbah via the Tomewin Range with breath taking views all the way to Mt Warning. On arrival at the Speed on Tweed event we all placed our cars on display in the Show & Shine. The day's racing had us all very excited but we could not get over the number of drivers who were trying too hard and hitting the safety barriers. The rally part of the event was marred by the protesters against the World Rally Championship. Our own club Patron Dick Johnston summed it up by saying, "The Hippies are

just worried their special crops will be exposed by the extra publicity." I think they are not so concerned about the rallying as they are about the helicopters finding their secret stash of their special crops.

Participants were:

|                          |           |
|--------------------------|-----------|
| Chris and David Lake     | MGA       |
| Tomand Joy Lane          | Jaguar    |
| Steve McInnery           | TR6       |
| Errol and Wendy Hoger    | MGB       |
| Mark Buchanan and Sabine | MGB       |
| Tony and Debbie Slattery | Midget    |
| Mal Eames                | MGB       |
| Doug Cooper              | MR2       |
| Ray Pearson              | Midget    |
| John and Pat Walker      | MGB GT V8 |
| Ron and Bev Clydsdale    | MGA       |
| Roger and Anne Paltridge | MGA       |

Photos by Mark Buchanan







Speed on Tweed was held in conjunction with a round of the World Rally Championship. There was a small group of protesters against the Rally which provoked this anti-protester into action.... Ian liked the koala who liked the Rally. Good to see a happy protester!



There were lots of 'ouches' at Speed on Tweed. This was one of Danny's as his Escort got up too close and personal with the barriers.



Greg Voltz caught Madame Sec trying, quite successfully, to spoil an otherwise lovely photo of Warwick Williams' Maserati lookalike.



Meanwhile, her other half was caught meditating before his next run. The technique must have worked as he took out 4th outright once he woke up. Other MG Car Club members took out 1st place (Bill Norman) and 5th (Vikki Paxton)



Still at Speed on Tweed, where Brian Kirkby's body language says it all while his wife, Dawn, looks on in disbelief. Unbelievably he had the car back on track in time for a hillclimb just one week later.



Our Club Patron Dick Johnson with triple world F1 World Champion Sir Jack Brabham after their induction into the Australian Walk of Fame of which Dawn Fraser is the Patron.



Sir Jack Brabham congratulates Roger Paltridge on organizing yet another very successful Club run to Speed on Tweed



## *MIDWEEK RUN*

### *WEDNESDAY 23 SEP 09*

By John Tait

I awoke to the news that winds had whipped up a severe dust storm that shrouded Sydney. My meteorological knowledge, albeit limited, had me thinking that perhaps southeast Qld may not get away with the forecast sunny conditions. However, we hoped that the wind that was starting to increase would bring us a cooler day than forecast; very pleasant for some top down driving with blue skies.

We launched just after 9:30 am with 16 cars on the first leg from Jindalee to Walloon via Kenmore and Mt Crosby. An uneasy feeling began as we took in the rather hazy views and buffeting winds on the higher ground. The odd twig with leaves attached that fell into the car was not inspiring confidence either. The uneasy feeling turned to concern as we approached the Walloon area on the Warrego Highway. Visibility was now down to about 5 km and my wife/co-pilot was beginning to make those noises that co-pilots make when it starts to look a bit grim out front e.g. "Doesn't look good does it?", "Do you think some people will just go home at Walloon?", "Is this going to get worse?".

By the time we reached Walloon we were enveloped in a dusty haze and moderate winds. Undeterred, the group all settled in for morning tea at Bicentennial Park where we were joined by Joy and Trevor Jones in their MGA. After an appropriate interval, I tested the water with "Shall we head off to Lake Moogerah now?" Everyone packed their stuff and headed back to their now dusty cars, eager to get under way on the next leg to lunch.

We reached Yamanto where Bill and Margaret Donovan parted company with us as planned and Joy and Trevor Jones had a case of "failure to proceed" which was not planned. It turned out to be an intermittent fuel pump, so they too headed off home; good decision.

By the time we reached the Peak Crossing area, the visibility was down to 200-300 metres in a weird orange dust pall. We took a short time at Peak crossing to re-group and raise the roof which, in retrospect, should not have been lowered after about the Mt Crosby area. I had the car lit up like a

Christmas tree with every light switch I could find selected to on.

A very dusty looking group arrived at Lake Moogerah in slightly improved conditions and soon had the picnic lunches out on the tables. Hardy stock these MG Car Club people. The hot topics of conversation were (1) look at all the dust on/in your car and (2) look at all the dust on you and your clothes.

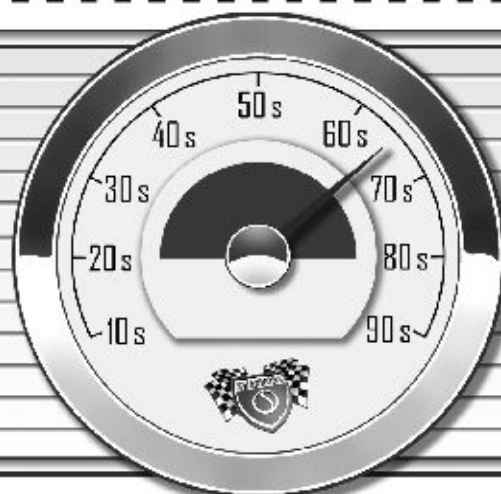
Marian and I had a ball even though I complained bitterly about the wasted effort of cleaning the car less than 24 hours prior. All I know is I had a lot less cleaning to do after the run than those who went topless all day.

#### **Attendees were:**

John and Marian Tait Mazda MX-5  
 Ian Fettes BMW Z4  
 Lloyd and Catherine Cree MGB GT  
 Bruce Mutch and Ross Bronckhurst MGB  
 John Lochran Mazda MX-5  
 Trevor Mills and Fred Enever Triumph 2500  
 Kerry and Val Horgan Mazda MX-5  
 Bruce and Tip Ibbotson BMW  
 Phil and Sue Young Fiat X19  
 Bill and Margaret Donovan MGB  
 Greg and Rhonda Hannant MGB  
 Doug Cooper Toyota MR2  
 Matt Johnson MGB  
 John and Patricia Cranley Honda NSX  
 Bill and Denise Hales MGB  
 Ross and Nina Beck Honda S2000  
 Joy and Trevor Jones MGA







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*Just a few of the MGs in the pits*



*Fastest sports car of the day winner, Keven Johnson in his Kojima*



*Best MG up to 1600cc, Mike Allen in his Midget*



*Best MG 1601-2000cc, Peter Andrews, MGF*



*Yes, it is an MG and in it Steve Riley won Best MG over 2001cc*

# MG ONLY

## WITH SPORTS CARS & INVITED CARS HILL CLIMB

This annual event was held on 27 September with competitors able to have 8 runs. This event uses the MG National Meeting class structure to organise the various MG models as well as one class for non-marque sports cars, and one for invited cars, a mixture of those which fall outside the marque or sports car definition. After a night of wind dusts a few found the track surface a little slippery for their first run.

Class C Pre War Sports and Racing: Ross Kelly was driving his MGNB Magnette with the style and flair that the MG Car Company Factory teams would be proud of, for a best time of 59.64 seconds. Ross, accompanied by Dan Casey, George Diggles and Norm Goodall, is soon to compete at Lobethal in South Australia (the site of the 1939 Australian Grand Prix which was won by Allan Tomlinson in a 1340cc MG Special) then at the Collingrove hill climb for the Lobethal Grande Carnivale and SCCSA Vintage hill climb. This will occur over the 3-4-5 October long weekend.

Class G MGA Single Cam Roadster went to Roger Paltridge with a 63.69 time.

Class J MGB Pull Door Handle: Nick Holman won this class in 57.20 secs from Andrew Willesden (61.91).

Class K MGB Push Button Handle saw Graeme Walker record a best time of 57.21, with Craig Carlson (59.03) and Russell Black (60.23) next fastest in the class.

Class N MGB Rubber Bumper Roadster class went to regular competitor John Price with a 55.81 sec.

Class P MGBGT - BL and Later: Vern Hamilton, who found that the BGT brakes are not the same as those on his Elfin 623, finished the day with a 59.57 with Elaine Hamilton recording a best time of 65.87 without those

brake dramas.

Class Q MGBGT Rubber Bumper went to Malcolm Spiden (55.55) and Pat Collins recording his personal best time in the BGT of 57.32 which means they are heading in the right direction with the development of the car.

Class R MGB GT V/8 including Costello went to John Walker in 51.36.

Class T MG Midget saw Ted Peel the quickest with a 56.13 time from Ron Clydesdale (62.00) and Greg Clarke having his first event at Mt Cotton to record a 63.17. Ted has informed us that he competed at Wheels on Wide Bay in his Midget and won his class at that event.

Class Z MG Super Specials went to the wheel spinning V/8 supercharged MGB of Steve Riley in 49.42 from the MG Midget of Mike Allen (50.14).

Class ZB MGF or the 53 second club saw both Peter Andrews and Craig Winter record personal their own best times. Peter Andrews produced a very quick time of 53.08, with Craig Winter in an equally impressive time of 53.51. Both sensational times for these MGs driven in road trim.

Sports Cars: Keven Johnston (Kajera Sports 1300, 45.64) which is Keven's best time this year, Mark Crespán (Mongrel Cobra, 46.58), Ainsley Fitzgerald (Westfield Clubman, 47.35), Ross Rundle (Westfield SE Clubman, 47.41), Roy Davis (Triumph GT6, 47.81), Malcolm Courtneage (Mongrel Cobra, 48.94), Wayne Reed (Lotus 7, 49.71) on his first run before a bolt in the left rear suspension broke on his second run. Next were Terry Johns (Suzuki Cappuccino Turbo, 50.27), Mandy Tighe in Richard Mattea's Bulant (50.40 secs), David Abbott (Datsun 240Z, 51.20), Chris Johns (Suzuki Capuccino Turbo, 51.50), Steven Lee-Jones (Mazda RX7, 51.66), John Broadbent (Triumph Spitfire, 52.30), John Knoblauch (Westfield SEiW, 54.52), Desley Collins (Mazda MX5 in her personal best time to date of 55.37), Dennis Simpson (Porsche Boxer, 56.43), Douglas Cooper (Toyota MR2, 59.02), Anthony Knoblauch (Westfield SEiW, 59.58), Phil Cuthbert (Austin Healey Sprite MK1, 60.77), Jason Trevethan (Honda S800, 64.44).

Invited Cars is a mixture of formula cars and sedan styles: Shane Topping (Mitsubishi Evo 9, 45.36), John Graham (Subaru WRX STi, 49.74), the Formula Fords of Ian Peters (Elfin 600, 50.25) and Dale Jeffreys (Swift, 50.37) both not having competed at Mt Cotton for a few years. Next in the class were Graham Arnold in the Megakart TD4 for a best of 51.57, and Glenn Sullivan (Gemini, 55.25).

Best MG up to 1600 cc Mike Allen MG Midget 50.14

Best MG 1601 to 2000 cc Peter Andrews MGF 53.08

Best MG over 2001 cc Steve Riley MGB V/8 s/c 49.42

Fastest Sports Car Keven Johnston Kajera Sports 1300 45.64

Fastest Time of Day Steve Topping Mitsubishi Evo 9 45.36



*One of the newcomers to the hill, Greg Clarke, enjoyed his day*



*It was good to see Ian Peters back on the hill in his Elfin after almost 25 years*



*...and also Graeme Walker after a somewhat shorter break*



*Ross Kelly's NB Magnette shows attitude through the hairpin*



*... while Mark Crespán's Cobra exudes attitude*

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## ROCKER COVER RACING CHALLENGE NIGHT

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Friday 25th September saw the big showdown at the Clubrooms in Rocker Cover Racing. The Peugeot Car Club took up our challenge and came with a well-prepared team, so well-prepared that they beat us and took home the prize which was a voucher from Extreme Skates to the value of 4 wheels and 8 bearings (\$112). The winner was Richard Marken of the Peugeot Club.

Thanks go to Tony Slattery for his initiative and hard work in getting rocker cover racing set up at the Clubrooms, to the Peugeot Car Club for accepting the invitation, to our members who came along to take up the challenge on our behalf and to Jaime Massing who, as well as providing two of our entries, was responsible for obtaining the sponsorship from Extreme Skates. Thanks also to new Committee member, Rob Brown, who organised the competition and presentation on the night.



... and affix the sponsor's logo to the finishing line



Some of the MG team



Two of the top contenders: the winner is on the left and the Massing MGA lookalike is on the right



Rob Brown (left) presents the voucher to the winner, Richard Marken of the Peugeot Car Club



Jaime Massing with sons Toby and Barney prepare the starting ramp ...

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## MG INFORMATION

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

## SOCIAL NEWS

Hello everyone, I'd like to take this opportunity to introduce myself to those of you who don't me.

Firstly though, I'd like to extend a big thank you to Ron Clydesdale as the outgoing Club Captain (Social) and the vast group who assisted him to make MGCCQ social activities so successful in the past. Ron is taking a well deserved rest from this appointment and has left me with big shoes to fill. I hope that I will be able to measure up.

If you see me at a day run, Noggin 'n' Natter, motor sport event, in the street or anywhere else, please come over and say hello. I certainly don't know everyone in the club but I'll do my best to make you all feel part of our growing MGCCQ family.

I'm putting a Social Sub Committee together and we'll be casting around for people who are willing to share their talents and interests so we can plan and implement activities for your enjoyment in 2010. More news on that in the next Octagon.

However, we will need your help to help you get the most out of your membership socially. I have a few ideas and I'm pretty sure that you will have many more about how we can do this. So please, grab me any time by phone (before 9:00pm), by email or

by the collar if you have any input about things you'd like to see happening - or not happening. Some subject areas to get the thoughts flowing:

- Clubroom functions (frequency, themes, food, guest speakers, audio visual entertainment etc. for Noggin 'n' Natter or other events);
- Weekend or mid week day runs (setting a run, destination and route ideas etc.);
- National Meeting, presentation nights, information nights and any other matter that you feel may fit under the "Social" umbrella.

Please remember, if you think we could do it better just let us know how. All suggestions will be gratefully received and considered for implementation.

I look forward to helping to make our social activities as appealing as possible for MGCCQ members.

Cheers,

John Tait  
Vice President  
Club Captain (Social)

Tel: (07) 3376 1216 - Email: [jm.tait@iinet.net.au](mailto:jm.tait@iinet.net.au)

## NOMINATIONS FOR THE BRIAN TEBBLE AWARD

People familiar with the history of Mount Cotton Hillclimb will know that the late Brian Tebble, an early member of the MGCCQ, was instrumental in getting the Hill Climb circuit constructed. In recognition of the individuals responsible for the ongoing work required for the continuing success of Mount Cotton, an annual award in Brian's name has been formed. The award includes an honour board at the MGCCQ clubrooms.

The idea of this is to recognise particularly outstanding efforts made by individuals currently helping out at the hillclimb. These are the people who tirelessly work, sometimes behind the scenes, to ensure that the facility's magnificent grounds are always looking their best and that events function smoothly. One person is recognised each year and nominations for the award for 2009 are currently open.

If you know of any member not on the committee or any non-member who you feel deserves to be recognised please let us know through the contact details below. Nominations will close on 18 January 2010 and the award will be presented at the club's annual dinner and presentation of trophies.

Andrew Willesden  
[aswillesden@bigpond.com](mailto:aswillesden@bigpond.com)  
07 3396 2240



# MGCCQ Mt Cotton Challenge Series

This series was created this year to cater for those who missed out on running in the Tighe Cams series because of the over-subscription of entries.

Those who took part in this series had three rounds of competition at which they probably got almost as many runs as they would have in the six Mt Cotton rounds of the Tighe Cams series.

Overall winner of the series was Dave Homer (Suzuki Swift) who also took out the award for Best Sedan while Best Sports or Racing car went to Daryl Duncan (Fiat X19 Dallara). (Photos by Steve Johns)



David Homer, outright winner and best sedan



Daryl Duncan, best sports car

## Points for the top 15 placegetters were as follows:

|                   |                               |    |
|-------------------|-------------------------------|----|
| David Homer       | Suzuki Swift                  | 92 |
| Bob Bowden        | Datsun 180B SSS               | 65 |
| Michael Burke     | Toyota Corolla                | 67 |
| Darryl Duncan     | Fiat X1 9 Dallara             | 53 |
| John Broadbent    | TVR Tuscan / Triumph Spitfire | 47 |
| John Price        | MG B                          | 47 |
| Graham Goody      | Gem Clubman                   | 43 |
| Troy Moffitt      | Nissan 180 SX                 | 40 |
| Jeff Daniels      | Ford Escort                   | 27 |
| John Gilbert      | Holden Commodore              | 25 |
| James Addley      | Toyota Corolla                | 23 |
| Darryl Barrington | BMW 323i                      | 23 |
| Murray Gauld      | Hillman Minx                  | 22 |
| Michael Lew       | Alfa Romeo 2000               | 19 |
| Carly Mattea      | MG Midget                     | 15 |

Presentation of trophies will be made at a place and date yet to be advised.

## OTHER EVENTS

### INTERCLUB CHALLENGE

Round 5 of the challenge for this year was the motorkhana organised by the Holden Sporting Car Club. MG teams were Alan McConnell (Nissan Silvia), Brant Rayment (MG Midget), David Homer (Suzuki Swift), Carly Mattea and Richard Mattea (both in MG Midget). The second team was Tony Jones (Nissan 180 SX), Ian Fettes (Charade) and Malcolm Spiden (MGBGT). Motorkhana tests on the day were Manoeuvring, Reverse Garages, Double Bone, Paddy, Gables, Hopkirk, Triple Loop, Star, Bowler, Top Hat, and Pentagon which are to be the tests designated for the Australian Motorkhana Championship to be held in Sydney on 4 October. Teams from HSCCQ, MGCCQ, WRX, and Z Car Club competed. Next Interclub Challenge events are the Queensland Challenge, a Touring Road event organised by Brisbane Sporting Car Club on Saturday 3 October, with the final event being a Khanacross on a date and venue to be decided.

### AUGUST NIGHT NAVIATION RUN

A small field were given a list of 21 intersection venues to visit and find the location clues. The route went past several Churches (St Thomas Aquinas, St Davids, Kenmore Baptist), Schools (Corinda

High, Fig Tree Primary, Holy Family Primary, Ironside Primary, Glenleighden Private) Sporting grounds (Corinda Golf, Oxley Golf Range, Sherwood Australian Football, Taringa Rovers Football clubs) and places of interest (Centenary Theatre Group, Brisbane Markets) in the suburbs of Graceville, Sherwood, Chelmer, St Lucia, Indooroopilly, Fig Tree Pocket, Kenmore and Corinda. MG members running were Brant and Selena Rayment (Falcon S/Wagon) and Ian Fettes/ Mike Anderson (Charade).

### SEPTEMBER NIGHT NAVIGATION RUN

Ian Fettes set his first navigation run as a mapping exercise which took the field firstly through Archerfield, then Willawong, Pallara, Forestdale, Browns Plains, Algester before returning to the clubrooms. On the way the runners found Creekwood Pocket, Grand Avenue Primary, Glider Forest, then Interpretive Centre and Billabong Outlook in the Wayne Goss Drive before Illaweena Park then Kookaburra Park before returning to the clubrooms. MG members running were Brant and Selena Rayment (Falcon S/Wagon), Mandy Tighe/Carly Mattea (Kluger) and Malcolm Spiden/Chris McMahon (MGBGT).



## *Darling Downs Chapter Tour 2009*

For the third year in a row, the Darling Downs Chapter Tour took place over eleven days in September. The tour organisers (Gary & Janis Lawrence) attempted something a little different this year. Instead of the daily extended travel that was a feature of past tours, it was decided to follow the lead of the vintage and veteran movement by basing this year's activity on a "hub rally" model. Essentially, participants stayed longer at each overnight stop and radiated out to various attractions each day. This avoided the tedium of packing and unpacking cars on a daily basis and allowed more top-down motoring at a relaxing pace. It also allowed participants to be more individualistic when planning their days. Needless to say, the concept was a winner and is expected to be adopted for next year's tour.

The towns selected as hubs were Gympie, Maryborough, Bundaberg and Kingaroy. Despite the fact that these places were reasonably familiar to most of the participants, the radiating day runs took in places and features that were quite new to many. Perhaps the highlight was the day trip on the Mary Valley Rattler to Imbil and return. On hub transition days, Gary made sure the tour stayed off the main roads as much as possible. It wasn't unusual to take all day to travel say from Gympie to Maryborough, a distance of 125km, in order to explore on excellent secondary roads side attractions such as Poona, Burrum Heads, Town of 1770, Agnes Waters, Woodgate Beach, Coral Cove, Elliot Heads etc. We found some beautiful places in south east Queensland. Added to this, on the runs out of Maryborough and Bundaberg, our contingent was joined by some of our Wide Bay Chapter friends who live in the area. This was appreciated and, thanks to the cooperation of Ian Bryant and company, some interesting relationships were established from the social interaction at the many breaks.

Each day of the tour ended with a happy hour followed either by a courtesy coach visit to a local RSL Club for dinner or a communal barbecue beside the pool at our motel. The tour ended in Kingaroy with a run around of some wineries and local attractions. This was

followed by a farewell barbecue at the home of Terry & Gwen Meagher who introduced us to an entree of prawns barbecued in cream and strawberry jam washed down with appropriate purchases during the day. It was with a little sadness that we went our separate ways the following day but not before we expressed our appreciation of Gary & Janis's efforts in planning and organising this year's tour. We shall now have to wait another twelve months to do it all over again thanks to Brian & June Phillips who graciously accepted the nomination to be the 2010 Tour organisers.

Participants were: Gary & Janis Lawrence (MGTF), Graham & Lyn Cope (MGC), Bob & Mavis Marsh (MGB), Grahame Peacock (MG Magnette), Terry & Gwen Meagher (Mini K), Brian & June Phillips (MGB GT), Trevor & Dell Watkins (MX5), Bill & June Spall (World Fastest MG Y)



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# Chapter Chatter

By Gurney T. Clamp

## CAPRICORN CHAPTER

The Coastal group of Gurney and Gloria Clamp (72 MG B), Don Madden(53 MG TF), Trevor Anderson in Don Madders 62 MG A, and Ted and Margaret Pidcock (72 MG B), all met at Beaman Park before heading off to the Bondoola golf driving range to meet up with the group from the Central district. Stuart and Ada Clark (48 MG TC),drove in from Goovigen, Brian and Glenis Russell travelled in from Biloela to join Phil White and Terry Dwyer in Phil's 64 MG B at the Kershaw Gardens before heading off to Bondoola. The combined group travelled to Kooberry Park via the new Byfield bypass road that took us past the Yeppoon race track where the new sporting field development is going to be located. It was then onto Rydges Homestead via Farnborough road where the group enjoyed B.Y.O. morning tea. The group decided that the chapter should support Ted Pidcock's suggestion of supporting a charity at the forthcoming Yeppoon Pineapple fest.

From Rydges Homestead the group travelled back along the Farnborough road through Yeppoon then headed south via the scenic highway onto the Causeway Lake for lunch and were greeted by a couple of young enthusiasts who enjoyed the experience of being in a MG. Apologies were received from Dale and Margaret Volling.

### STOP PRESS!!!

Congratulations to Capricorn Chapter member, Joe Daly, on winning best vintage car in show at the recent Pineapple Festival parade. There was prize money attached to the award which Joe has given to the Club to donate to a charity of its choice. Well done on both counts, Joe!



# Chapter Chatter

By Rick Neville

## DARLING DOWNS CHAPTER

Winter has not been quite as expected this year and the predictions of cooler weather, so confidently predicted in the last Octagon were sadly misplaced. The month of August included record high monthly temperatures which modified the clothing but not much else. The car runs on the Downs continued to be enjoyable from a driving perspective and attractive social functions.



### Report Monthly Run 26 Jul 09

The day started with cool and foggy conditions on the approach to the start line in Toowoomba. When the five cars left the Toowoomba Information centre the sun had triumphed over the fog and, although cool, the day was looking good. Another four cars from Warwick joined the run at Clifton and Ben then led the group to morning tea at Leyburn. Morning tea included some delightful spoils obtained by the Warwick members at the early Sunday morning market in Warwick. The conversation however, deteriorated rapidly as the advantages of such erudite British cars as the Trojan and Robin were debated. Denis took over the lead for the run to Millmerran and immediately set about testing the resolve of all the drivers by using a very dusty road in nil wind conditions. The cars from the mid-point back immediately spread out and desperately wished that they had periscopes so that they could see where they were going. After a couple of kilometres Denis relented and from that point to Millmerran, the almost deserted roads gave an enjoyable driving experience and, perhaps more

importantly, were covered in bitumen. After a tour of the surrounds of Millmerran which included numerous roads, a drive past of the Millmerran power station and a glimpse of an historic village at Kooroongarra surrounded by a corrugated iron fence, we managed, not totally by accident, to find our way back to the metropolis of Millmerran and the Sportsman's Club. Unfortunately we were about five years too late to witness the murder that had taken place at Kooroongarra. The meal at the club was cheap, cheerful, very good value, and helped, together with the company, to ensure an enjoyable conclusion to another good day run. Thanks must go to Ben and Denis for their efforts in putting this one together.



### Report Monthly Run 30 Aug 09

Perhaps it was the weather the day before, which had been reminiscent of the western desert in a dust storm, or perhaps there were fewer old aircraft enthusiasts than expected; whatever it was, seven cars of varying persuasions made the journey from Toowoomba to Watts Bridge Memorial Airfield for the visit to the festival of flight. Guests for the day driving a Ford XR8 were David and Denice Price. There was only one minor hiccup during the trip when, at Toogoolawah, the MGTF suffered a fuel flow problem. Brian searched all the technical

remedies that he had at his disposal and selected the slamming door remedy, which fixed the problem without further ado. The weather was pleasant and the array of aircraft excellent and extensive. They ranged in size from a tiny experimental aircraft (type unknown) to a RAAF Caribou, soon to leave RAAF service. Aircraft decoration was obviously done more for effect than accuracy. It would have delighted a concours judge's heart to see a post WW2 Czech (or Chinese) built training aircraft, with US insignia and DDay markings. The pitot covers were little different to the normally used cloth cover with the red flag and the prize must surely go to the plucked chicken. For \$10, a ticket could be bought

in a raffle that had, as the prize, a flight in a Trojan aircraft. This enticed an MG owner to take his chances although, after watching an aircraft engaged in aerobatics and realising that the ride occurred after he would have consumed his lunch, he realised that maybe it was not such a really good idea and tentatively offered the ticket to his wife. Unfortunately the ticket did not win so there were some collective sighs of relief. To see two Grumman Avengers in close formation was a highlight of the day. It was also rather impressive seeing a Jaguar XKS towing a replica Grumman Panther jet aircraft. The ultimate proof of the success of the day was that the MGTf reached home again without any problems.







# Chapter Chatter

By Justin Nicholls

## FARNORTH QUEENSLAND CHAPTER

As August is one of the driest months here in the Far North the opportunity to get out and about is taken advantage of by everyone, especially those of us who don't like to drive in the rather moist 'wet season'.

First up for August was the annual Cairns Swap Meet and car show. The event is arranged to raise money for charity. This year the Starlight Foundation was chosen with money raised going to the children's ward at the Cairns Base Hospital. Just over \$10,000 was raised this year courtesy of some very generous and hard work from locals along with the support of businesses in the region. A 2008 Lamborghini and a 1909 farm pump engine were just some of the attractions this year along with a wide variety of cars and bikes from a multitude of marques. One of the organising committee members, Robert Hall, said in the Cairns post that it "was the largest and most successful swap meet yet, with a total of 150 swap sites and 30 more cars than last year. We had a hot rod here from Melbourne, then other people here from Townsville, Ravenshoe and Cooktown". Our club, along with some visitors from Townsville was well represented with members being offered the opportunity to judge vehicles based on general appearance and aesthetics. This was a great opportunity and all in the best traditions of 'giving it a go'. Although a long day, a great time was had by all who attended.

One of the most exciting events this year was the two-yearly Mareeba Classic Car and Warbirds Extravaganza. There was an early start for the club at Smithfield just north of Cairns with a brisk drive up the Kuranda Range through the early morning mist and on to the cool Atherton Tablelands. In all, approximately 125 various classic and prestigious vehicles helped draw

around 6000 people to this year's event at Mareeba airport which blitzed last year's crowd attendance with people from all over the region turning up to see World War II vintage aeroplanes, Navy helicopters and the spectacular RAAF Roulettes display team.

North Queensland Warbirds director Mike Spaulding said the beefed up fleet of motor vehicles definitely added to the show, but he believed most enthusiasm was reserved for the aerial machines. "They love the Warbirds. I think it's a mixture of things. They don't come for one thing they come for the family entertainment without breaking the bank," he said. The Warbird's legendary World War II P-40 Kittyhawk fighter did not make an appearance after being damaged while landing the previous weekend.



# Chapter Chatter

By Ian Bryant

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

During the August /September reporting period, the Wide Bay Chapter of the Club successfully avoided the huge press of Victorians motoring, in lemming-like caravan groups, on their annual retreat south to their revitalised home bowling greens. We always express our feelings of pleasure to their driving south with cheery horn toots and the special Queensland two-fingered wave. You can always tell that our concerns are accepted, because the occupants of the VIC plated cars always grimace in reply. Despite the freeing up of our road system, the Chapter conducted only eight mid-week, early morning runs (MEWR, EMR) and one long trip away to Kingaroy during the period.

Another successful Emslie conducted MWR on 5 August to Kondari Resort for breakfast was followed by a very pleasant run to River Heads to seek out the special wildlife often found there. Twenty-one members in 13 cars enjoyed the morning and the company, with the MG TDs of Graham & Chris Scott and Ian Bryant setting the tone. Sneaking out of Hervey Bay while the Hervey Bay Seafood Festival was in full flight on 16 August saw five cars make the EMR to Childers and "Snakes Down Under" for a picnic lunch among the reptiles. It was great to welcome back Martin Lloyd to his second MG home. That same day, the MGAs of George Leceij and Patrick Mulholland made the trek south to enter the Club's Concourse at the Queensland University campus.

Three days later, 26 people in 15 cars (ten being MGs) took the picturesque "great circle" route for morning coffee at Sexie Coffie, then detoured across the Teddington Weir and made Poona for a picnic lunch by the water. Bob Mortimer in his MGB GT, Peter and Margaret Elson in their MGB and Des and Joan See in their MGB matched the Datsun Fairlady of Peter and Vicki Worland and Peter and Jean Boxall's TR8. On 30 August, yet another Chapter EMR saw 16 members in eight

cars attend a delightful al fresco breakfast at Lilliana's on the Esplanade in Hervey Bay. A short tour of Toogoom to Goody's on the Beach saw ice creams demolished at a frightening rate. We were able to welcome Jim and Moira Haines from the Gold Coast MGCC in their MG ZS, travelling with their home hosts, Darrell and Jackie Martin, as passengers.

The Chapter's long weekend trip away to Kingaroy on 4-6 September was, once again, meticulously planned and conducted by John and Barbara Shield. It was certainly a most enjoyable three days. Day 1 saw sixteen cars and 27 people make Kilkivan for morning tea and then Nanango for lunch. Rolling into Kingaroy that afternoon, the company enjoyed a delicious roast evening meal that was followed by some wonderful singing. Aided (and abetted) by a karaoke machine, it became clear that Peter Boxall knew all the words of 60's rock & roll ballads! He denied a misspent youth however! Saturday was well programmed as a wineries tour and all took advantage of the safety of the bus driver who assisted all, laden with hooch and other goodies, onto his bus. The Kingaroy RSL Club that evening was followed by a Sunday tour of Peter and Moira Curtain's working cattle property, Old Boynside, during which Peter and his family demonstrated their cattle dog training expertise. After a vast morning tea, another picturesque Kingaroy drive to Rael and Sue's rural home near Nanango for the (now) traditional Shield Sunday camp oven lunch. We reached home in the late afternoon some a little later than others!

Our forward planning made it possible for seven cars and ten members from the Wide Bay Chapter to meet the Darling Downs Chapter touring party for a joint MWR to Childers and onto the Woodgate Hotel for lunch on 9 September. Selwyn and Sue Prasser in their MGB were kind enough to escort the DD touring group

through Bundaberg to their accommodation. Ron and Lorraine Mills' 1949 Daimler DB18 SS and George Bezants Riley 1950 RMD, both drop head coupes, drew much favourable comment. WB Chapter members resident in Bundaberg, Ron and Cheryl Johnston, Brian and Wendy Reynolds and the Prassers were lucky enough to enjoy further the company of the DD touring party in Bundaberg, Agnes Water and The Town of 1770.

The Chapters last two runs, an EMR on 20

September and a MWR on 30 September, saw ten members in six cars on both occasions attend the Hideaway Hotel at Tiaro and the Great Sandy Straits Botanic Gardens. These two low-key runs enabled various grandparents to do their tribal duty and enabled the Chapter to avoid the Bruce Highway traffic during school holiday period. It also gave free rein to the last of the VIC plated car/caravan combinations as they drained away on their southwards journey. At last, the local road system is returned to Queenslanders!



*The group at Poona enjoying their picnic lunch by the seaside*



*Hervey Bay start point*



*Run Boss John Shield gets into the swing of things at the Kingaroy camp oven Sunday lunch*



# Letters to the Editor

Good morning Elaine,

I'm sure you will have read about the dreadful crash in PNG that claimed 9 Australian lives, including two from Queensland. The lady Doctor killed was a personal friend, June Canavan, who had done so much and helped so many people during her life both in and out of medicine. I first met her in 1970, when she worked at the Long Pocket CSIRO establishment prior to her going to Queensland University to study medicine.

The reason I am sending you this is that June, along with Libby Sullivan, used to type up The Octagon for me when I was editor during 1971 and 1972. Though not a car nut as such (she did own an MGB and a Saab convertible amongst her many drives) she always welcomed me enthusiastically when I turned up with my hand-written notes and added to the fun of being Octagon editor.

She moved to the Sunshine Coast years after she qualified and, as a pharmacist, I had a fair amount of contact with her, even as a patient where she treated my "golf injuries". At one stage she was the part owner of a deli next to my business.

If you could, I'd like it entered in the Octagon that this lovely person - along with the many big things she did for humankind in her life - actually helped our MGCC(Q) by her willingness to regularly and efficiently type up our little magazine.

She will be missed by so many people.

Thanks, Elaine -  
John Campbell

*Arthur Holloway has been traveling and has sent the following advice for others considering trips to these areas:*

If visiting Italy, a trip to Galleria Ferrari situated on Via Dino Ferrari in Maranello is a memorable occasion. It has the world's best display of Formula 1 Ferraris from the 1950's to the present, a superb display of F1 engines and an enviable display of road cars. You can see Enzo's office where all the big driver deals were done. Just down the road, about 10 minutes walk, is the Fiorano test track, and if you are

lucky, as I have been, the F1 cars may be testing and the sight and sound are fantastic.

Les Circuits de Competition de France.

If in France a visit to the motor racing circuits of France provides a nostalgic 'in-site' into the history of Grands Prix. After all the origin of the term is French.

This year I visited Reims about 1.5 hours NE of Paris. Reims hosted the French GP regularly during the 1950s and 60s. To-day you can still drive around the road course. The original pits and grandstands between Thillois and Gueux have been preserved, and you can sense in a road car just what speeds were attained. Fangio is reported to have taken the right hand bend after the pits at 162mph, frightening stuff as it was at this bend in the 1958 French GP that the Italian ace Luigi Musso crashed fatally after losing control of his car. In recent years an historic race meeting is held every year in September and I can thoroughly recommend the weekend.

Another enjoyable event is the Pau GP weekend in May in the SW France. It is normally held 2 weeks before the Monaco GP. In the south of France, Monaco is a must see. The circuit is daunting and if you walk the circuit which I recommend, you will find it hard to imagine cars reaching speeds of 260 kph as they climb the hill from St Devote to the Casino. The race is best viewed from the restaurant at the Rascasse where a window seat has F1 cars coming straight at you at ridiculous speeds. Only problem is when I enquired about a table for 4 the price quoted was 10000 Euros (about \$16000) including drinks. I wasn't that hungry or thirsty. However, there is a viewing area on the hill which is free, but be early.

I found the Ledenon circuit in Provence interesting. It is not far from Avignon and the Pont du Gard so arrange a holiday here with your wife then slip over to Ledenon about 10 minutes away. Provence is endowed with many beautiful and romantic French villages and vineyards.

Ciao  
Arthur Holloway

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## QUEENSLAND STATE CHAMPIONSHIP RACE MEETING ROUND 3



*Bill Norman leads the racing cars onto the grid*

This event was promoted by MGCCQ but attracted a smaller than anticipated field, mainly due to there being 5 race meetings in 7 weeks as well as the Shannon Round held at Oran Park on same weekend. This busy schedule also increased the workload on the number of volunteer officials who generously gave their time to assist with the meeting. Again a combination of Racing and Regularity events over the weekend enabled 3 races for each category with 3 Regularity events on each day.

Notes on the MG members who competed.

In the Saloon Car category John Townsend (Holden Commodore) had the exterior of the driver's door as well as the roll cage reshaped by a fellow competitor. This occurred during John's first race for the weekend and was not a happy way to end the weekend.

Warren Tegg (Group N, Torana GTR XU1) heard unusual and worrying noises from the differential especially at lower speeds, but not at higher speeds. Thus the said item was out and fully apart in the pit paddock. The team had to lap the crown wheel and pinion in by hand. After rebuild and back in the housing the noises were still present and still sounding like Krakatoa. However the differential did work for the weekend with Warren's results being 2x3rd and 1x5th.

Guy Gibbons had to withdraw his Torana XU1 from the Group N races after a problem in practice.

After completing his practice session and the 10 lap Racing car race where he finished 11th, David Robinson needed a lie down. He is improving because at the previous race meeting David required a 'nap' after practice and before his first race. This meeting Gary Melton was called up to drive David back to the motel room after Saturday's events. David's second race on Sunday was cut short with a

broken differential in the Cheetah. Later examination revealed broken teeth on the pinion, however the difficult problem was finding a replacement from a split window VW Kombi. Yes, age does it.

Bill Norman had oil pressure down which was found to be relief valve in his Reynard. His results were 2x2nd and 1x5th places in the combined Sports and Racing car event. Bill had advised us of his adventures to prepare the Reynard for the meeting. Firstly the gearbox would jump out of 3rd gear as well as the engine blowing engine oil. Replacements for several gears and dog rings were located in Melbourne. Problem one fixed. Next an engine rebuild with the only signs of wear on the roller cam followers. These were replaced by some Buick V6 followers. Next a bad earth on coils was preventing the engine from starting. Once firing there was lower oil pressure than normal and oil building in the sump which was traced to a new cam follower allowing air to escape. On Friday practice the left front Koni damper blew an oil seal and lost all the oil and with no spares Bill competed all weekend with the right front doing all the work. Luckily the Reynard has the front suspension linked with a very stiff stabiliser bar. This and some not new tyres meant that for the race weekend Bill had to contend with understeer. Bill still leads the Queensland Racing Car Championship.

Steve Riley was quickest of 1200 cc Formula Vee, his Hornet mixing with some 1600 cc engines, with Alan Don (Nimbus Vee) and Len Don (Stag Vee) competitive in the 1200 cc Formula Vee class. Steve gained 1x5th with 2x6th with Len Don finishing with 1x10, 1x11 and 1x12th. Alan Don achieved 2x11th and 1x12 places over the weekend.

Justin Wade (Improved Production class - BMW M3) scored 1x2nd with 2x3rd.

In the Sports Sedans, Series Production and Invited Cars events Kevin Brown (Mazda MX5) scored 1x8th plus 2x9th places. Also in this category was Damien Croston with 1x2nd plus 2x3rd places. More details of Damien's Gemini are to be found in a feature article in the latest RACE magazine.

Regularity events saw Wayne Reed (Lotus 7: 1x4th, 1x7th, 2x8th, 1x11th); Nick Holman (MGB: 1x4th, 1x10th); Colin Barry (Ford Ka: 1x2nd, 2x4th); Nathan Ferdinands (Locost Clubman: 1x4th, 1x6th, 2x9th); Ian Fettes (Charade: 1st, 1x3rd, 1x6th, 1x7th, 1x11th); Peter Vandermeer (Porsche 944: 1st, 1x3rd, 1x5th, 2x9th); Andrew Fletcher (Hillman Imp: 2nd, 1x3rd, 1x13th); and Tony Hastings (Commodore SS: 5th, 1x7th, 1x10th) compete over the 2 days.

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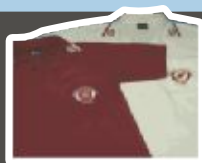
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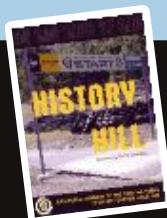
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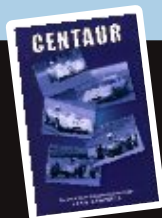
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# MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

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**Race Meetings**



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