

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 6

November 2013



On the run: A scene not often captured but this one was taken by Malcolm Campbell's passenger, Kathy Burford, saw the opportunity and took the photo on her phone on the October midweek run.



Patron: Dick Johnson

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President's Report

What an interesting time for the Club since the last issue of the Octagon.

We have had the changing of the guard for our committee. As the new President it is my aim to continue the good work which has been done by the preceding committee. It would be remiss of me to not take this opportunity to acknowledge the work done by our outgoing members of committee as we have had 2 members leave and 1 new member join.

Thank you to Elaine Hamilton for her contribution as Secretary for numerous years and even though she has stepped away from Committee involvement she is still very active in producing this amazing magazine for the Club as well as being active at our various events be it a social or competition event. Elaine is usually present to assist in any way possible.

The other member of committee who has stepped aside is Max Johnson. Max has been in charge of the club room redevelopment following the horrific floods of 2011. It has been a long and tiring process which has almost reached completion and he and Don Webster have the clubrooms looking magnificent. Max also took on a role as an organiser for the All British Day and was a great helper at the National Meeting earlier in the year. An addition to the committee this time is an old face reappearing in Gary Goulding who brings with him many years of experience in club organisation and in particular race meeting organisation. He is also our current CAMS delegate. I must of course also thank the outgoing President David Robinson who worked diligently to help improve our club during his time in the chair; luckily for us David has elected to remain on committee this year.

It is heartening to have the support of all members of the committee moving into a new year for the club. Luckily as a club we have a stable base in the committee of long standing members and some shorter term members which I believe gives a good diverse perspective on the running of the club and covers all areas of activity undertaken by our members. As a club member I would ask you to consider giving of your time to the running of the club and events.

We are still 3 short on having a full committee and it would be advantageous for us to have a full committee. It is also important for us all to consider how we can assist at any of the numerous events the club promotes and organises during a year. Consistently I see the same small group of people organising and implementing these events and some of these people are becoming overworked from the constant work load being expected from them. It would be good to see a few more people step up to help, don't be scared to ask how you can help as we do require help at all events and gatherings.

Having just taken on the mantle of President I have stepped straight into one of the biggest events to be held for the year, and even though the AHC will be run and won by the time this issue goes to press, we all hope that this event is as much a success as the National Meeting held in Toowoomba at Easter was. As a club we are very lucky to have a wonderful turnout of the best racing cars seen at a national event for many years. It is equally impressive to see just how many of our own club members have entered for this event and a thank you to all of our volunteers who will have made the event into a success. At some stage you need to step back and take note of how many people it does take to put on

MG INFORMATION

	Name	Phone
PRE - WAR	Dino Mattea	3263 2625
T TYPE	Peter Rayment	0407 693 947
MGA	Richard Mattea	3325 0409
MGV	Tony Slattery	3391 3022
MAGNETTE SALOON	David Robinson	3255 9037 (W)
MOB	Graeme Walker	0431 678 319

	Name	Phone
MGC	Bruce Ibbotson	3366 1889
MG V8 RVR	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MGF	John Boyce	3345 2530

a large event and I believe that most of us take the work load for granted.

Notwithstanding the changes to committee and the AHC, it is pleasing to see the commitment to our social events still being supported by our members. As a club we run day runs and some weekend runs to various interesting venues. Our clubrooms as normal shall be open on the 1st and 3rd Friday of the month for socializing and to hear some interesting guest speakers and take part in activities organized by willing volunteers. Between Don Webster and Mal Kelson they manage to keep our clubroom guests fed on these evenings and the bar keeps all well hydrated.

Recently the club undertook the running of the All British Day at Tennyson, organised by our hard working sub committee. We had great weather for the event and it showed in the number of entries

which showed up for the day with over 500 vehicles on display for the many spectators who enjoyed the day. This event will become a regular on our yearly calendar with the hope of making the event bigger and better in the future. This will require some extra effort from the club so I feel sure that our current organisers would welcome some assistance from anybody willing to give of their time.

It is almost that time of year where we try to piece together our calendar for the up coming year. As most can see from previous issues of the Octagon we do have a very full calendar of events each year as there is hardly a weekend without some form of motorsport or touring event and many mid week events are held as well. It would be pleasing to see the participation level at all of these events grow even further. It is only by seeing a rise or fall in numbers that we as a committee see if we are really doing as the members wish us to.

- Neil Lewis.

Notice Board

(P) indicates that the event is pointscoreing for Club trophies.

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

Dec 1 Noggin and Natter

Dec 8 Christmas Function.

Check website for details.

With only the two events on the calendar for this year and no calendar available for next year the only dates available at the moment are:

Jan 17

Anticipated to be the date for the first Noggin 'n' Natter of 2014. Date has yet to be confirmed so check the calendar on the website.

Sept 28 All British Day

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.

New members

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

Lisa Dean
Keith Elwell-Gavins
Sharyn Sires
Ross Young
Tony Wright
Christopher Jarnjevic

Chris Spencer
Darryl Marshall
Ian Pengelly
Esme Hearn
Shirley Fuller
James Heymer

Michael Delaney
Ray Sires
Jeffrey Turner
William Hearn
Paul Hibberd
Clinton Ramsey

Some words from Elaine

Once again, there has been no difficulty in finding material to fill this Octagon; the difficulty has been in deciding what can be held over until the next issue.

Ken Wasley's article has been patiently waiting for publication for some time but it's finally made it this time. Apart from being a great account of a holiday in Britain with an MG focus, it shows just how much can be comfortably fitted into a relatively short time schedule. An article on historic racing in France by Steve Callaghan has been held over until the January issue. My thanks to people like Ken and Steve - and George Row - for sharing their travels with us.

With the Australian Hillclimb Championships having only just been held, there is not time to get a full report in this issue; however, there is a summary of the major results and a few photos. A full comprehensive report will be in the January issue.

With this being our last issue for the year, it contains our Christmas message from our Chaplain, Ken Trudgian. In it, he brings special meaning for us as he refers to the recent loss of Joan Appleby and relates it to the meaning of Christmas. Thank you, once again, Ken, for your relevant and timely words.

It's been a while since Bruce Ibbotson has produced a new Tech Talk piece for us but anyone with an older car will be interested in reading this one. Although it relates to his car, it has relevance to us all. We also have the return of the Bard from Wide Bay ... don't miss his metric account of a recent trip to Nth America.

We have a new reporter! With many newcomers to night runs amongst the participants lined up for the recent Mystery Night Run, I approached Russ and Jenny Geraghty to see if they would be interested in writing an article on the run from the point of view of a novice at these events. How refreshing and welcome it was to have Jenny immediately volunteer to do it! Jenny's hobby is writing and you will find that we are all the beneficiaries of that

when you read her very entertaining article in the Competition Corner section.

As our Membership Secretary, Peter Rayment, was preparing for next year he became tempted to look at some Club statistics and shared them with me. The most outstanding of these is the fact that over 25% of our current membership comes from our Chapters, a very vital and important sector of our Club. Congratulations to our Chapter Coordinators who do a wonderful job of putting on a range of runs for their members and of making new members feel so welcome that they continue to go along and bring others into the Club with them. When Peter sent me the figures, there were a total of 786 members of whom 200 were from the Chapters. The increasing space being devoted to their reports in each issue of the magazine reflects their growing size in numbers and in events, many of which involve more than one Chapter.

Inexplicably, and unnoticed by me, some out of date information appeared in the listings on page 2 of the last issue of the Octagon and I apologise that I was too busy looking to ensure that the current changes had been made to notice that the gremlins had crept in and made changes of their own. The information in this issue is correct - it's been checked multiple times! If you wish to correct the errors in the Sept issue please delete John Davies and Andrew Willemsden and their contact details in the Committee listing and replace them with Malcolm Spiden and Max Johnson and, in the Officials listing for Regalia, replace John Davies with Meryl Miles.

There is no calendar insert in this issue as the Committee has not yet put together the calendar for 2014. It will appear again in the January issue but, unfortunately, not in time for some of the early events of the year so please check the online calendar for these.

Best wishes to you all for Christmas and the New Year...but don't forget to remember that the closing date for material for the January Octagon is the end of the year!

Our Chaplain's Christmas Message

What! you're kidding; Christmas Message! it can't be, it was only _____. Well, now that I think about it, time sure has flown. I must be getting old, some think I already have, and, as for so many others, it happens to all of us. But Christmas, yes...you only have to go to the shops and there they are, Christmas gifts, lights, decorations and food.

Looking back over the past year, many things come to mind, but one thing that caused us to pause and reflect was the passing of Joan Appleby. Many of us met Joan when we first joined our club. She always seemed to have the right things to say, encouraging us to be better and more involved. She will be sadly missed, but her legacy of involvement should be an encouragement to us all. Others too, who have given much to our club and motor sport in general, have also passed away. They leave us memories of achievement and, most of all, friendship that will be always remembered.

Many club members were at Joan's funeral, held at the Anglican Church where she was a member. Looking back over her life, her involvement was not only in our club but also in swimming, cooking and her Christianity. Joan was a part of the group who worked hard and raised funds for the beautiful chapel where her funeral was held. It reminded me of her dedication to life and Christianity... two things that seem to be less relevant in this day and age.

Why, it was only a few days ago that I read an

article in the Courier Mail saying that Jesus was only made up by a Roman citizen. Also it seems more and more people no longer believe in heaven and hell, or, for that matter, anything!

But Christmas is coming, there's a year ahead. Firstly there are the end of year results and achievements, top overall honours, who had the best times at Mt. Cotton, point scoring and the many other results for the past year to be noted. Then there are the preparations for 2014, what can we do to our MGs and other cars to achieve a better result?

However Christmas coming and the preparations for family gatherings, gifts, decorations and even the humble Christmas tree, bring to mind one thing more than others What do you believe? Joan believed in Jesus Christ, the reason for Christmas. A lie could not have caused such tradition. It is the belief which brings the dedication such as Joan's, and the peace of heart and mind to our lives.

Christmas reminds us of these things. Without Jesus there would be no Christmas. No Christmas would leave us begging for a reason to celebrate with family and friends. No Jesus would leave us with little or nothing in which to believe. Think about it, what do you believe? Maybe this Christmas will encourage you to rethink, believe and live a life of dedication.

May I wish you all every blessing for this Christmas and the year ahead.

- Ken Trudgian

NOMINATIONS FOR THE BRIAN TEBBLE AWARD 2013

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 individuals responsible for the ongoing work required for the maintenance and running of the Mount Cotton Speed Hillclimb Circuit, an annual award in Brian's name was formed four years ago. This year another

person will receive the award.

The award recognises particularly outstanding efforts made by individuals 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 receives the award each year and nominations for 2013 are currently open.

Tim the Techman



Dear Tim the Techman,
I went for a drive in my MG on Sunday but the wind was very strong and I was afraid of losing my MG Car Club cap.

I am losing my hair and need to keep what is left of it out of my eyes.
What should I do?

Mervyn Glasshead.

Dear Mervyn,
I have the same problem. All I can think to do is shave your head and get a tattoo of the car club crest on your head. That will never blow away in the wind.

Dear Tim the Techman,
I love driving my MG on the weekend. It is so relaxing. For years I have taken the same route to Tambourine Mountain and return. What annoys me is the western sun when I am on the way home. It is absolutely blinding. What can I do?

Mac D. Gener.

Dear Mac, Since you have been driving the same route for so many years, you should be able to find your way back with your eyes closed. Try it and let me know what happens.

Dear Tim the Techman,
When my wife and I go for a drive, I love to test my skills with the line I take through the curves and how close I get to the centre line and how quickly I can change gears and all that sort of stuff. Sometimes, it gets a bit hairy and I take too much of a risk.

My wife writes stuff down in some sort of logbook but she never tells me what. Any ideas what it could be?

Mike Goner.

Dear Mike,
By the sound of your descriptions of your driving, I would say she is writing her will.

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Pictured is the 2012 winner of the Brian Tebble Award, Ian Fettes (right), with guest presenter, John Campbell.

If you know of any member not on the committee or any non-member who you feel deserves to be recognised for their efforts this year please let us know through the contact details below. Nominations will close on Dec 31 2013 and the award will be presented in early 2014.

- Andrew Willesden

aswillesden@bigpond.com or 0410 059 266

Bits & Pieces



A sad story...Dawn and Gary Lawrence were driving on the Summerland way from Rathdowney to Kyogle and, in the small village of Grevilla, saw two burnt out cars. When they walked over they saw that one was a MGB Mk2. It looked like it was intact when it caught fire. Very sad ... not much left there for spares.

Now, here is a contrast. Look carefully at these two photos to see the wonderful reflections captured by photographer Malcolm Campbell. They are a testament to the polishing efforts of the cars' owners and also to Malcolm's eye for a good photo opportunity.



If you are at the Clubrooms, remember to pick up a copy of 'Destination Drives', the latest publication of Mark Buchanan, formerly of 'Leaded' magazine. The first issue features a shop selling vintage clothing and Don Webster's TD 'fitted the bill' as a great accessory as you would have read in the September issue.



Following the recent death of Joan Appleby, a plaque has been placed on the timing shed to honour the long commitment of Joan and Vince Appleby to the Club and to the hillclimb.



Ken Wilson of the Wide Bay Chapter was at the bi-annual gathering of Pre-War MGs at Bathurst on Oct 26/27 and took this photo which is aptly captioned Airline on Skyline!





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Poet's Corner

USA and the MG

We flew into the USA in September, Maz and me,
We traveled here, we traveled there, there was a lot to see.
New York was fantastic in this land they call 'the free'
But we didn't see an MG folks, did either Maz or me!

Washington, the capital, blew our minds away,
The Capitol, memorial and things to see all day,
A fleeting stop was all we had, a pity in a way
But still no MG did we see ere anchors aweigh.

So on to Philadelphia to see a broken bell
And other sites historical, the ones we all know well.
We went through all four seasons, just like old Pachelbel
But Maz and me saw no MG, ah bugger, what the hell!

Eventually to Canada to see Niagara falls.
That really was a sight to see on the way to Montreal.
The scenery around the place held us in its thrall,
But still and all, no MG as the rain began to squall.

Before we hit the cruising ship to walk upon its deck
We spent some days looking at the town of old Quebec.
And as we walked around the town, I did a little check,
But no MG, so off we went to see Toulouse-Lautrec!

But there it is, I'm sure it is, yes an MGB!
In Ottawa and it's left hand drive for all the world to see!
Not only one, a red one, but we actually saw three!
So Maz and me we saw three Bs! Here ends this repartee!



The MG Car Club once again hosted a very successful All British Day event on 22 September. We had a clear sunny day and the roll up of vehicles at the event exceeded our expectations.

The day was a fundraiser for the RACQ Careflight Helicopter and the Queensland Institute of Medical Research. Volunteers from both organisations were in attendance providing information on the services they provide. The girls from QIMR also assisted by managing the car park; David, we need smaller Hi-Vis Vests. Unfortunately the RACQ Helicopter could not attend due to operational requirements.

The level of participation from our club was outstanding with most agreeing that we had a bigger attendance than at last year's MGB 50th Anniversary. Thank you to all members who came out in a splendid array of MGs and in particular those from the Chapters who travelled down for the event.

A special attraction this year was a display of 'Hill Climb' cars with the MG 6R4 attracting a great deal of attention. Thanks to those members who gave their time to organise and set up this part of the display.

The event was the first of this type that I had organised and I have a lot to learn. My wife Noeline followed me around on both days writing notes on the things that we know we can improve on next year. Planning for next year is underway with development of an ABD web site a priority.



Best sports car winners, Noel and Helen Standfast, with their Austin Healey 100/4



David Robinson, Ross Kelly, Don Webster and Malcolm Spiden all provided direct support and advice leading up to and during the event. Ross's experience from Concours was particularly helpful but he was a little disappointed that it appeared that more MGs came to ABD than to Concours. Elaine advises that we have received very positive feedback on our Facebook page.

The success of the event was largely due to the efforts of the group of the volunteers from our Club who worked on both Saturday and Sunday preparing the field and then making the spectacular display actually happen. You all managed to smooth out the things that didn't work as well as we would

have hoped and calmed those participants and visitors who expected more.

From 'Give Me Your Money' Reg at the gate down the line of all those along the way who organised, pacified and directed cars and drivers to their club areas and the Matteas' Armoured Car Service who carted away the day's takings, your efforts made this day the success that it was. Thank You!

See you all again at ABD 2014, 28 September, for an even bigger and better event.

Unfortunately, no trophies were won this year by our Club but the raffle was won by Club member, Nick Holman.



TROPHY WINNERS

Best sports car	Noel and Helen Standfast	Austin Healey 100/4
Best motor cycle	Gavin Dall'Osto	1950 AJS Model 18
Best commercial vehicle	Malcolm and Desley Coffey	Leyland Buffalo
Best veteran/vintage	T & E Moore	1929 Austin Seven
Best Classic - Modern	Lynne Wilson-Taylor	Triumph TR6
Owners Choice	Paul Hamer	Morris Traveller
People's Choice	F Healey	Morris Oxford Traveller
Best Club display	Sunbeam Owners Club	

MGCCQ PARTICIPANTS

Ben Cain	Dan Casey	John Ciccioello	Pat & Desley Collins
Denis Cotton	Ray Coulin	Roy Davis	Rick Devonshire
Barry Evans	Peter Gannon	Russ Geraghty	Ken & Pauline Graham
Bill Heraghty	Daryl Hughes	Max Johnson	Vern & Elaine Hamilton
Noeline Johnson	Matt Johnson	Ross Kelly	Neil Lewis
Peter May	Graham Moore	Geoff McGlashan	Richard & Carly Mattea
Debra McLatchey	Neil McCorkindale	Flavio Paggiaro	David & Meryl Miles
Bernie Pereira	David Robinson	Fred Sayers	Andrew & Susan Willesden
Daryl Searle	Malcolm Spiden	Reg Tomkinson	Mandy Tighe
Don Webster			

The following made the trip down from Wide Bay for the event:

David & Sonja Carter Brian & Viv Norman Paul Overton Peter & Margaret Elson

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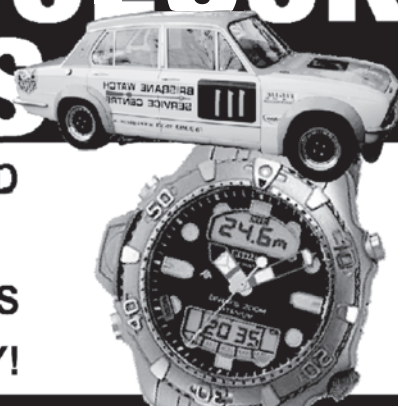
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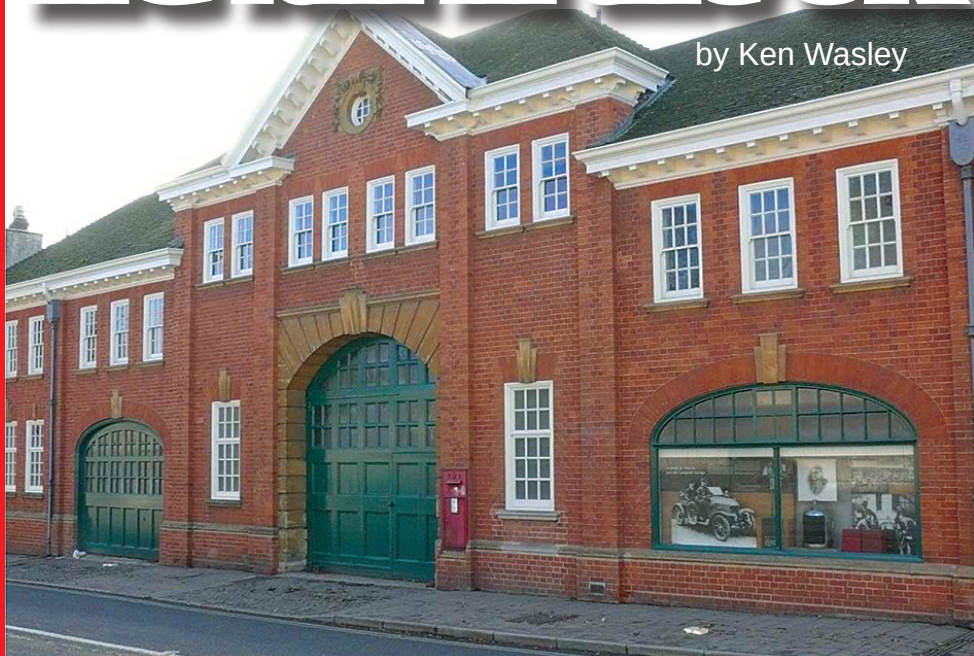
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Our two weeks of MG fun in the UK

by Ken Wasley



As my wife Barbara is a teacher of high school mathematics, we are a little restricted in when we can travel.

I've long held a desire to attend either (both) of the major annual Goodwood Motor Sport events in the UK, The Revival or The Festival of Speed, and a quick check of the calendar late in 2011 revealed that the Goodwood Festival of Speed fell in the middle of the mid-year June / July school holidays. Only two weeks but maybe we could make it work.

A bit of planning on our part and a few discussions with our travel agent nephew had a few other ideas falling into place, so on Saturday morning the 23rd of June we boarded a plane for Singapore and after an overnight stay at Changi we arrived at Heathrow. We had done London to

death the last time we were in England so we jumped straight on a train to Oxford, somewhere we had both wanted to visit because of its history as a university town but also, as any MG enthusiast knows, Oxford was the birth place of Morris cars and Morris Garages (MG).

Barbara isn't a car fanatic but she copes with my skewed interest as long as she also gets to see and do the things that are of interest to her so we spent a day and a half exploring Oxford including a bus tour, a walking tour of a number of the University colleges and Morse's Bar (from the TV detective show).

William Morris's original factory is still there in Longwall Street but it is now a residential building with only a few pieces of memorabilia contained in a display window

and a sign that says the first Morris cars were built here. I believe however that this is the site of the original Morris Garage however none of the signage mentions MG.

Tuesday morning saw us picking up a hire car from Europcar Oxford. Before we left Australia I had read that Avis in England now had the new MG6 saloon in their fleet so I investigated the possibility of booking one.

Unfortunately it is just considered one of their medium sized sedans and you can't book it specifically, nor do all centres have them. We therefore made do with a Vauxhall Corsa but because I had stipulated a manual, we were given the sports model with larger engine and 18" wheels. Not a bad car. Easily cruised at up to 90 mph on the motorways.

First stop however, after leaving Oxford, was Abingdon, a short drive to the south. Not only is it an attractive historic town on the upper River Thames, supposedly populated for 6,000 years and where the son of William the Conqueror was educated, but it is also the traditional home of MG.

Although the factory was closed in 1980, the headquarters of the MG Car Club, founded in 1930, is still at 12 Cemetery Road, next to the old factory office building, which is now residential apartments.

We arrived there in the midst of much activity, unpacking from MG Live at Silverstone the previous weekend. Despite that, we were invited in and made to feel at home. After being introduced to Julian White, the General Manager, we were given a tour of the headquarters including meeting other staff and of course, taken to the merchandise areas.

From Abingdon we headed north, first to Woodstock and a visit to Blenheim Palace, then Banbury and on to Gaydon, a village in Warwickshire where close by, on the site of the former RAF V bomber base of RAF Gaydon, is the Jaguar Land Rover



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Gaydon Centre, the current headquarters of Land Rover. Adjacent to the site is also the headquarters of Aston Martin and alongside is the Heritage Motor Centre, home to the largest collection of historic British cars in the world, charting the history of the British car industry from the turn of the 20th century to the present day.

The number and variety of MGs is impressive. Here I saw my first MG SV supercar (from 2005) and it was positioned alongside Old Number One. I think I counted twenty MGs of interest including five record breakers, a couple of prototypes, an MGB GT cut in half down the centre and various others from the 1930s to recent.

This of course is also where many of the archives and production records are kept as well as where Anders Ditlev Clausager used to base himself.

Of course Gaydon is not far from Stratford Upon Avon, the birthplace and burial site of

Shakespeare, so a visit there was next on the agenda. We were aware that we were not far from Longbridge, the current home of MG, just south of Birmingham, but as we still had more than an hour's drive to our overnight accommodation, it would have to wait until another day.

Unfortunately, Mercure Gloucester Bowden Hall at Upton St Leonards proved to be illusive and it was another three or so hours before we finally worked out that the interchange off the M5, shown on our Google Maps, printed before we left Australia, didn't actually exist.

The purchase of a Sat-Nav became a necessity for the next day. Upon arrival at said Bowden Hall, at about 10.30 at night, we were informed that they had somehow managed to double book and were now full.

After our many hours trying to find the place, we didn't hold back on showing our frustration. They had however, arranged

for us to stay at another hotel about 2 miles away but would welcome us back the following night.

This was the area of the UK where my forebears had come from. The British Census of 1881 shows that my paternal great great grandmother was born in Upton St Leonards and my g.g.grandfather, Daniel Wasley, was born in Churchdown, both towns just outside Gloucester.

After marrying they migrated across the border into Wales and we had a 1907 address for them in Talywain near Pontypool, part of Monmouthshire. Their son William, my great grandfather had migrated to Ipswich Qld in the mid-1800s. We therefore spent the next day on a sweep through eastern Wales during which we found the house in which they had lived and met a lady who lived next door.

We later discovered that she is a distant relative, sharing the same g g grandfather. We also spent some time in Cardiff before

driving back via the Severn Bridge across the estuary. Bowden Hall must have felt suitably guilty about the previous night and we were upgraded to the penthouse with complimentary dinner and wine. Made it all worthwhile and we had a wonderful evening.

Both Barbara and I have maternal great grandparents from Bristol so we spent the next day visiting there as well as Bath, then on to Salisbury, where we have friends. We stayed in the Mercure White Hart, supposedly one of the city's leading hotels since the 1600s, dates which Australians often find difficult to comprehend.

A wonderful dinner at the home of our friends included my first "Old Speckled Hen", the beer with a long connection to MG, first brewed to celebrate the 50th anniversary of the MG car factory. Our host claimed it was his favourite ale.

We were up early the next morning ready to head for Goodwood which was just as well



because the normally 1hr trip took us three hours due to the thousands going to the Festival even on this Friday morning. It was all worthwhile.

The event is huge. Much more than just a hillclimb. Most of the major car manufacturers each set up huge showrooms (for only four days) to display their latest models.

You can also spend all day just walking through the pits. Famous racing cars, some that I have been known to fly to Melbourne to see just one of, such as Silk Cut Le Mans Jaguars, were there with five of them parked in a row.

Feature car marque this year was Lotus and the number of Lotus F1 cars there was mind boggling. Must have been at least forty. To celebrate the Queen's Jubilee the Cartier 'Style et Luxe' concours d'elegance was for royal vehicles, many of which were entered by the Royal Family.

In deference to my dear wife, I decided to only go on Friday and Sunday but consequently I didn't see everything. If there is a next time, I'll spend the whole four days at Goodwood. Not many MGs there however.

Only one or two competing (including a 1930s R-type) and the odd B and C in the Trader's Area but Old Speckled Hen brewery had a stand in the Trader's area with a suitably speckled red and cream MGB.

On Saturday we explored Salisbury, including their massive cathedral, and Old Sarum in the morning then drove down to Beaulieu, (anglicised pronunciation is Bew-lee), the home of the National Motor Museum.

This is at the home of Lord Montague of "London to Brighton" fame and the museum has grown out of his private collection. In addition to their normal displays they



currently have the “Bond in Motion” exhibition with 50 original vehicles used in James Bond movies. Among the 1930s era motor garage, WW2 era vehicles and world land speed record holders (2xBluebirds, etc.) were a few MGs including a very original low mileage MG C and a 1931 MG Midget which looked just like the Slattery’s recent acquisition but this one was red.

The Montague’s family home “Palace House” is also open for inspection and well worth a visit and the ruins of the 12th century Beaulieu Abbey with many story telling displays and presentations, is also on the grounds.

Our accommodation shifted to Southampton for Saturday and Sunday nights and it was back to Goodwood bright and early on Sunday. Main attraction was the top 20 Shoot Out in the afternoon with a diverse collection of very impressive car, all trying very hard. Top three were Justin Law in a Silk Cut Jaguar XJR9 in 47.05s, Gary Ward

in a Leyton House Judd F1 (46.80s) and Anthony Reid in a Chevron GT3 (46.46s). Rod Millen in his Toyota Tacoma ‘Pikes Peak’ crashed out of what looked like a very fast run.

Monday morning saw us heading north to Winchester for some more of the tourist thing then a visit to “Downton Abbey” which is really Highclere Castle, the home of the Carnarvon Family, near Newbury. Other towns in the Cotswolds followed and then on towards Birmingham.

This was our second chance to visit the MG factory at Longbridge, a southern suburb of Birmingham. We had spent too much time sightseeing and arrived there fairly late, around 5.00pm, expecting to find everything closed. Fortunately a young man named David Clark, who we later found was also an MG enthusiast, was still in the office.

He kindly told us a lot about what was happening at the site and showed us

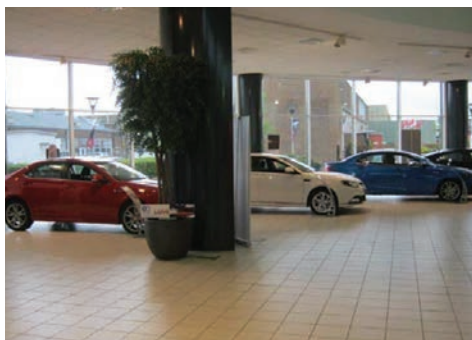


around and we didn't leave there until around 6.45pm. The main administration area has an impressive display of other MGs as well as their current models

For those who aren't aware, after the MG Rover Group collapsed and entered administration in April 2005, the MG brand passed, by a circuitous route, into the ownership of Shanghai Automotive Industry Corporation (SAIC). A search of Wikipedia

will provide the full story. Manufacture of some of the MG Rover models re-commenced in China in 2007.

Assembly of cars also re-started at Longbridge in late 2007, with production of the MG TF LE500. Production of the MG TF was discontinued around April 2011; a mere 906 having been built at Longbridge since production restarted almost three years previously.



MG Motor UK Limited, a wholly owned subsidiary of SAIC now operates the historic Longbridge plant which was originally The Austin factory. Opened in 1905, by the late 1960s Longbridge was the largest car plant in the world and employed around 250,000 workers. Before MG Rover collapsed the factory had only around 6,000 workers but utilised a lot more automation.

Now, only a small part of the old Austin Works, the original South Works, is utilised by MG Motor and staff are counted in the hundreds. Most of the rest of the old factory has been demolished and is to be redeveloped for housing and industry, with a new local civic centre, south of Longbridge Lane.

Currently the majority of MG vehicles sold in Europe are manufactured in China before being shipped to Longbridge as completely knocked-down kits for final assembly which includes only a small amount of local content. There is also a major research and

development facility at the Longbridge site as well the company's main Design Centre where all current and future MG models are designed and this is where the largest number of people are currently employed on the site.

The current production facilities at Longbridge have the capacity for employing fewer than 1,000 workers.

The UK engineering function known as SMTC (SAIC Motor Technical Centre) UK was moved from its site in Leamington into the Longbridge during 2008. It was unveiled in 2010 showing the engineering areas and styling studio.

Since then, the engineers at Longbridge have worked on the MG 6 which was based on the Chinese Roewe 550, to make it ready for its UK launch. New model ranges followed including the MG3 supermini and a mid sized MG5 hatchback which are already in China but are expected to be





added to the Longbridge production line in the near future. We were told that further into the future there would be an MG SUV and a new sports car.

That evening we continued our journey north travelling as far as Manchester where we stayed overnight. The following day we paid a visit to the stadiums of both Manchester City FC and Manchester United (Old Trafford).

Both merchandise stores were open and doing a roaring trade selling everything from a full football strip to branded toothbrushes. In the afternoon we were back on the road, driving to Scotland via the Lakes District. This included a stopover at Keswick and at Coniston Water which is where Sir Donald Campbell died when trying to break the world water speed record.

Barbara has a Scottish pen friend with whom she has been corresponding since she was fourteen. Over those many years

they have shared many things but have never actually met, face to face. She and her husband live in Livingstone which is a town about 40 miles from Edinburgh, on the road to Glasgow.

We were welcomed like long lost siblings and made to feel at home. They vacated their master bedroom for us and had even purchased a new Jaguar XF to drive us around south east Scotland over the next two and a half days. Highlights included Fife, St Andrews, Gleneagles, Kenmore, the Forth of Firth, Edinburgh and Loch Tay.

Eventually (sadly), the time came for us to depart. We flew back to London from Edinburgh, and stayed the night at Heathrow ready for an early departure the next morning via Singapore Airlines A380. We spent a day shopping in Singapore and landed safely at Brisbane airport on Sunday night. Back to work on Monday - it's surprising what you can fit into a fortnight.

Polaris HUD Display Klaussen Pass Speedometer Historic Hillclimb

by Bruce Ibbotson

This is a very useful gadget called a Head UP Display speedometer. This small unit mounts on the dash in front of the steering wheel (facing upwards) and displays your speed on the windscreen in kph (accuracy 1 to 4 kph) so you do not have to drive your wavering old Smiths speedo and instead can look directly ahead and concentrate on driving the car.

Power is provided by a cigarette lighter power socket. You will need to fit one of these and wire it into the ignition switch circuit to enable the Polaris HUD to come on and go off with the ignition key. A film is provided to attach to the inside of the screen as an option. I have not needed to use this with polarised sun glasses as it works well without it. 30mm high white 7 segment display, the good thing is that the price is \$129-00 (a 3 point speeding ticket is \$220.00) so this is strongly recommended for use in classic cars with old and probably inaccurate mph speedos now that different tyres are usually fitted and/or a different diff ratio is being used.

I love this modification as I no longer have to refer to my centre console conversion table. (I have different diameter tyres and a different diff ratio in my car). The 'revenue sharks' have reduced the tolerance speed for 60 and below (used to be 10 kph) but I haven't found out what the tolerance is now. One outlet for these devices is Johnny Appleseed GPS, at 1311 Ipswich Road, ROCKLEA, near the right turn into Sherwood road, Ph # 3717 8555, with branches at Annerley and Zillmere and probably on the Gold Coast. Try www.ja-gps.com.au to find out.

Mounting the "Polaris HUD" to your dash.

The unit comes with double sided sticky tape fitted to the mount. I used Black Velcro sew and stick so that I could detach the unit until I got the position correct. I attached the sew side to the existing double sided tape and the sticky side to a low grade thin double sided tape which was then stuck on to the vinyl top of the dash. This is so the dash will not be destroyed if the unit is removed. I had to remove and reposition the HUD unit many times before I got the position right and the 7 segment display horizontal and in line with the steering column appearing just above the bonnet. I find that with the brightness set at 7 (default value) and wearing polarised sun glasses that the secondary reflections are diminished and the display is ideal without fitting the supplied film to the windscreen (instructions say this is optional to suit the drivers requirements), you may like to try it.

Compared to the cost of a speedo rebuild or even a new speedo cable the cost of an HUD makes sense and speed monitoring is easy with no more mental calculations converting mph to kph in our ever speed zone changing society.

by George Row

The Klausen Pass is located near an idyllic green Swiss valley with towering snow capped mountains and a 20 km road climbing to 6,400 ft through 50 hair pin bends with one 3 km uphill straight. It was used regularly before World War 2 for hill climbs but with the change of Swiss attitude to motor sport it has only been used twice recently, one in 2006 and again in 2013.

The entry of 170 cars and 65 bikes were all pre-1939 ranging from a 750 cc Austin 7 Ulster to a massive 26.8 l Rolls Royce Hurricane. There were no roll bars and very few seat belts to be seen in the cars and, best of all, no noise restrictions. The squeal of the Mercedes W25 super charger and the sharp crack of the exhaust is legendary, but echoing between the rocky cliff faces it was auto-music at its finest. For a Continental event there was a surprising British representation: 19 MG, 25 Riley, 5 Bentleys, 12 SS Jaguars, and a number of Invicta, Lagonda and Alvis. The incredible Austin 7 and the Morgan 3 wheelers were entertaining to say the least.

The Continent was represented by 10 Bugati, 6 Amilcar, some nice Alfas and Grand Prix Maserati, some stylish French entries in blue, a few early BMWs and an interesting Czech sports car. A couple of huge circa 1917 American Le France of 14 litres that looked like square rigged sailing ships and some Indy styled racers added bass to the music.

The Klausen Rennen is about as close to Heaven as you can get on Earth.



Just two of the 19 MGs taking part in the historic hillclimb and the scenery through which the route passed

September Midweek Run

by Kerry Horgan; photos by Malcolm Campbell

**There was movement at the station
for the word had got around,
that the grub at Rudd's Pub
was worth the drive.**

(with apologies to Banjo Paterson)

Despite the weather warning of a very hot day 32 hardy souls left Brisbane on time. It was amazing to see the progress at Springfield as we passed through. The new train system looks fantastic.

We picked up Trevor and Joy Jones in the main street of Rosewood then all proceeded to a great park in Gatton, beside a beautiful lake. It reminded me of my water skiing days, it was so calm. By then even the most hardy MG owners had decided it was time to get out of the sun, and I think all the tops went up. My outside thermometer registered 34.5C.

We arrived at Nobbys and the pub's A/C was working well. You could spend a day just looking around the pub and its surrounds, but the A/C kept most of us inside. It was very crowded, but the service was very good and the quality and quantity of the food was as good as it gets.

As there are about 5 ways to get back to

Starters & riders were..

Dennis & Dianne Kelly	Green MX5
Bruce & Tip Ibbotson	Beige MGC GT
Geoff & Glenis Anderson	Silver Jeep
with Doug Lucas	(not WW2 model)
Kevin Trower	White Commodore
John & Pat Walker	Red MGA
Dane & Kerry Horgan	Silver Mercedes Benz
Vern and Elaine Hamilton	Red Honda
Barry Lutwyche	Red MGB
Bruce Mutch	
& Ross Brunnchorst	White Forester
Jeff & Pat Hazlewood	Blue WRX
Colin Fox	White MX5
Malcolm Campbell	Green MX5
Ray & Ruth Coulin	BRG MGB
Greg & Rhonda Hannant	White MGB
John & Trish Cranley	Silver Honda NSX
David Miles	White MGB GT
Paul Wilson	White Mazda 6 Turbo
Trevor & Joy Jones	White Jag 3.8

Brisbane from Nobbys, all went in different directions when the party broke up. It was 370km round trip when I checked the odometer on arrival home.

Another good day, and a good first outing for new members Ray and Ruth Coulin who fitted in just fine.





Previous page: Meeting place, (this page, clockwise) Cars sheltering at morning tea; lunch at Rudd's Pub (2 photos); morning tea at Gatton (2 photos), on the road.

September Midweek Run

by Trevor Mills and Denis Thomas

A very hot day saw our group of 14 cars and 24 members start from the Boondall Wetlands which as usual had the mosquitoes and midges greet us.

Upon entering the highway we headed North taking the exit at the Caboolture/ Bribie Island turn off and weaved our way on to the D'Aguilar Highway to Kilcoy. We had a break for morning tea at Yowie Park.

After our small rest we braved the heat, now more intense and headed towards Blackbutt, Yarraman and Nanango.

When only a few kilometres out of Nanango we turned left into Berlins Road and motored past the Tarong Power Station and the Meandu Mine, through the main street of Kumbia and then up the winding road to the Bunya Mountains. Now a couple of degrees cooler we stopped for lunch at the picnic grounds with lots and lots of wallabies watching on. Intending to stay a little longer as originally planned, it was decided that we head back down the mountain as a thirst was building for happy hour. Darn heat!

Once everyone was booked into the Pioneer Motel, Kingaroy it was very obvious that that thirst must be quenched, so with outdoor chairs gathered and a couple of tables we enjoyed nibbles and some fine cold beverages. It's at this stage that some club members noticed that they had some

Participants were..

<i>Trevor & Anne Mills</i>	<i>MG B</i>
<i>Bruce & Tip Ibbotson</i>	<i>BMW</i>
<i>David Miles</i>	<i>MG Magnette</i>
<i>Trevor & Joy Jones</i>	<i>Merc Benz 350/200</i>
<i>Denis & Vicky Thomas</i>	<i>MG B</i>
<i>Val Horgan</i>	<i>MX5</i>
<i>Jeff & Pat Heslewood</i>	<i>Subaru WRX</i>
<i>Kerry & Dane Horgan</i>	<i>Caddy</i>
<i>Bruce Mutch</i>	<i>MG B</i>
<i>Jan Burke</i>	<i>MG</i>
<i>Owen & Mary Mc Neill</i>	<i>MG B GT</i>
<i>Ian & Karen Fettes</i>	<i>MG Magnette</i>

unwelcome hitchhikers in the form of ticks. Maybe they wanted to have a ride in an MG! Anyway with the nasties taken care of we moved on to the RSL Club at 6.30 pm, only 100 metres away and enjoyed an evening meal. The merriment continued and became a little noisier before we left and retired.

Thursday morning we had breakfast together at the motel and after a small browse around town our planned start at 10.30 am saw some of us part company with the main group driving to the Cormorant Bay picnic area at Wivenhoe Dam wall for lunch and the other few Brisbane northsiders headed straight home on a shorter route through Kilcoy.

We thank you for the two days of wonderful company and great cars.





Clockwise from top: The 'Leaders of the Pack' made sure that they were easily identifiable; the pre-run briefing; the words 'sore thumb' come to mind; good to see the McNeill GT bring Owen and Mary on the run; happy hour participants; reversion to normal identity for the leaders of the run; enjoying good company and lakeside tranquility ; more happy hour; two of a kind



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MG Car Club TRIVIA QUIZ - Part 2 (continued from Sept issue)

ROUND 5 - "WHY?"

- Why is the Le Mans 24Hr. Race held on the weekend closest to the June full moon?
- Why is Stefan Peterhansel famous?
- Why did the "Top Gear" TV show change 'The Stig's' race suit from black to white?
- Why is Desiree Wilson famous?
- Why was the 1969 Belgian GP cancelled at six weeks notice?
- Why was the New Zealander 'Possum Bourne' famous?
- Why is the Indianapolis Motor Speedway nicknamed 'the Brickyard'?
- Why was the MG Competitions Dept closed in 1935?
- Why should motorsport folk know of the KAMAZ truck made in Tartarstan?
- Why did the 1934 Tripoli Grand Prix become notorious?

ROUND 6 - "WHICH?"

- Which company owns the brand name SKODA?
- Which team won the 2012 Formula 1 Manufacturers Championship?
- Which WRC team does Sebastian Loeb drive for?
- Which circuit name translates into English as 'Dry Lagoon'?
- Which Schedule of the CAMS Manual deals specifically with Circuit Racing?
- Which FIA Championship was contested very successfully by Michelle Mouton?
- Which car manufacturer was originally formed to make aero engines exclusively?
- Which maker is currently the most prolific producer of racing car frames/chassis?
- Which circuit name translates into English as 'Between the Lakes'?
- Which MG model had only one seat?

ROUND 7 - "AUSTRALIA"

- Which Australian racing driver has won the Le Mans 24hr Race the most times?
- Why is Ron Taurenac famous?
- What State is the 'Mallala' race circuit in?
- Is it true or false there used to be a motor race circuit at Strathpine, north of Brisbane?
- What is the current Pit Lane speed limit for V8 Supercars?
- Name at least TWO types of motorsport competitions for cars held at Willowbank?
- Which famous event did 'Gelignite' Jack Murray compete in?
- Which Australian was driving in Formula 1 for Brabham in 1971?
- What are the first names of two brothers currently racing V8 Supercars?
- What is the maximum legal speed on roads in the Northern Territory?

ROUND 8 - "THE RICH AND FAMOUS"

- Who is the owner of the Phillip Island motor race circuit?
- What is the name of the ex-drummer of 'Pink Floyd' who collects rare cars?
- Which movie star has competed in the Bathurst 12hr Race?
- Name the famous US TV talk-show host who is an avid motor sport fan?
- Who was the star of the 1971 film 'Le Mans'?
- What kind of car does Rowan Atkinson ('Mr.Bean') race?
- Who was the co-owner of an Indycar race team with Carl Haas?
- What car does Jenson Button drive around in near to his home in Monaco?
- Which previous Liberal Party leader in opposition owned a Ferrari – and still does?
- Name TWO drivers who have received knighthoods for their motor racing successes?

CHAPTER Chatter

CAPRICORN CHAPTER

by Gurney T Clamp

GLIDER @ DULULU - Sunday 20th October

Members Peter and Tracey Breed, Ian and Rosemary Carleton, Gurney and Gloria Clamp, Stuart and Ada Clark, Terry Dwyer and Ann Burbridge, Harry Haug, Robert and Yvonne Holbeck, Phil and Pam White and Ian Wilhelmsen took advantage of the shade provided by the one large tree at the northern end of Rockhampton's Kershaw Gardens car park to escape from the heat of the morning sun while waiting for everyone to arrive for the planned trip to Dululu to visit the Central Queensland Glider club.

The trip to Dululu took us through Bouldercombe then onto and through Mt Morgan via the Razorback where we came across a truck loaded with full water containers slowly making its way up the mountain. It was not comforting to remember that only a few days earlier on this section of road a truck loaded with molasses rolled back down the Razorback and rolled over

spilling its load onto the road. Members were anxious to see the truck make it safely to the top. Without incident the group made it to the Dululu rest area for morning tea where Ian Wilhelmsen and Terry Dwyer told of their interesting experiences during their recent trip to the UK. On arrival at the Glider club airstrip we were greeted by Biloela's Brian and Glenis Russell along with some of their Rockhampton family members.

After receiving instructions from members of the Glider club, an excited Yvonne Holbeck, Tracey Breed and experienced flyer Stuart Clark were taken down to the departure or lift off end of the strip where they became temporary members to allow them to enjoy the experience of flight in a glider with Marty the instructor at the controls. Later on Gurney Clamp, Ann Burbridge and Harry Haug also took to the skies and all had the opportunity to take control of the glider while flying with the wedge tailed eagles for company.

The lift off was the most exciting part of the flight shooting up into the sky at a 45° angle then just gliding around enjoying the scenery with only



the wind passing over the plane with information about the flight and plane coming from Marty. All who took to the skies told of how wonderful it was. After the flights members enjoyed a BBQ lunch cooked by Peter Breed at the club house where Brian and Glenis Russell were declared winners of the poker with three fives before heading back home to Biloela, Rockhampton and Yeppoon

Apologies were received from: Roger Warne and Phylis Davies, Ian and Leanne Mc Keague, Paul and Lois Mickenbecker, Gordon Kelsey, Jenny Hill, Jo Emmert, Garth and Leslie Barnes, Don Madden, Dave and Anna Tempest.



Thelma & Louise Run for the Cancer Council - 26th October

Gurney asked me to write something about the charity event that took place on Saturday. Seven MGs arrived at the riverside carpark before taking the short trip to the Cancer Council's headquarters on Upper Dawson Road. Those participating included Garth and Lesley Barnes, Stuart and Ada Clark, Terry Dwyer and Ann Burbridge, Pat and Stephanie Sullivan, Dave and Anna Tempest, Harry Haug and Ian Wilhelmsen.

Margaret Thomasson's partner Russell was also present to take ladies for rides in Janelle's MG Midget. Jo and Katie Emmert also came to support the event. The MGs were constantly on the go with quite a few of those present taking the opportunity to have a ride in a MG. All arrived back with huge grins on their faces so I guess they enjoyed the experience. A light afternoon tea was enjoyed by all and some of the MG ladies were lucky enough to win some of the prizes on offer. At the conclusion of festivities, a few then ventured forth to the Leagues Club for tea.

On behalf of the Capricorn Chapter of the MG Car Club of Queensland, I'd like to thank Margaret Thomasson for inviting us to be part of the "Girls Night In" even if some of us were carrying a "Y" chromosome. Maybe it should have been the "Thelma and Louis" run. I hope our presence helped raise some dollars for a very worthy cause and I know we all enjoyed putting a smile on the faces of those daring enough to have a go.

- Ian Wilhelmsen : Assistant Coordinator



CHAPTER Chatter

DARLING DOWNS CHAPTER

by Gary Lawrence

Short September Tour - 8-14th September

How did we decide to do a 7 day tour to Bargara and Hervey Bay?

Well it went something like this!!

Bob Marsh: *Hey Gary, for our September mid-month run I thought we should do an overnighter to Hervey Bay and stay at the Fauna Sanctuary Retreat – you know where we stayed on our September run last year. I had a talk to Ron Gillis and he thinks it would be good.*

Gary Lawrence: *Great idea Bob.*

Bob: *Glad you like it because I have already booked 2 nights for 16 people.*

Gary: *Well OK, if we are going that far, why not go to Bargara for a couple of nights as well and catch up with the Coverdales and the Wide Bay Bundy group. Then we can go to Hervey Bay and do the same thing with the Wide Bay group at Hervey Bay.*

Bob: *Bargara might be a bit far to travel in a day.*

Gary: *OK How about first night Childers, via*

Kingaroy and catch up with the Watkins on the way through...

And that is how an overnighter turned into the 7 day Short September Tour.

Day 1 September 8

Don't you love it when a plan comes together... at least early on anyway!

All of our tour participants were on time and ready to go for our planned 0830 departure from our tour starting point at Mt Kynoch Park (northern outskirts of Toowoomba).

We headed to Cooyar for our first pit stop en route to Kingaroy for morning tea with Trevor and Dell Watkins.

It was at Cooyar that we realised how easily a short stop turns into a long stop.... seems we always find something to talk about even though we had been talking to each other only an hour before. Needless to say, our planned 1000 morning tea arrival at the Watkins in Kingaroy drifted to 1145 and from there the die was cast for the rest of the day.

Throw the plan out the window, Gary, and don't stress about it...the only important thing is that we arrive safely in Childers by 1630 for Happy Hour and have a good time getting there!!





town area in January 2013.

The Bowls Club was one of the victims and was in the early stages of rebuilding and was not fully operational; however John used his connections to get the meals and bar area open for us for dinner.

Very enjoyable with great food!!

Following a lunch stop at Ban Ban Springs, we headed off on the last leg of day one to Childers where we met up with Ron and Judy Gillis who were joining us for the remainder of the tour. A number of the group remarked how dry the countryside was around Murgon, Ban Ban Springs and Biggenden. I have travelled this area many times over the years and cannot remember it being so harsh and uninviting.

220 miles of enjoyable MG driving, followed by Happy Hour...yes, at 1630, and Chinese for dinner rounded out a great day one.

Day 2 September 9

This was going to be a big day.... we had to travel a total of 81 miles from Childers via Woodgate between 0900 and 1215 for our scheduled lunch catch up with John and Helen Coverdale at Bargara.

We departed Childers on time at 0900 (Trevor Watkins would be proud!!) heading for Woodgate.

After a short stop at the boat ramp at Woodgate, where Narelle Fraser decided to do Yoga pose in the carpark.... downward facing dog or some such name, we headed to Walkers Point on the north shore of the Burrum River for a very lazy morning tea.

Bargara, our destination for the day was also our planned meeting point with John and Helen Coverdale for a fish and chip lunch on the beach. We were joined by other MGCCQ members Brian & Wendy Reynolds and Ron & Cheryl Johnson.

A lazy afternoon of doing not much drifted slowly intoHappy Hour!! ...which drifted slowly into dinner.

Bargara is still feeling the effects of the tornado that cut a narrow path of destruction through the main



Day 3 September 10

Day 3 dawned with a very vivid realisation: if I keep consuming food at this rate, an early rebuild of the B's suspension will become a necessity... action plan...early morning walk along the Bargara Esplanade which proved to be the perfect opportunity to visit a coffee shop on the return trip to our motel.... Oh well the thought was there.

Today was planned as our first social catch up with the local MG Chapter members with morning tea in the local area and a lunch run to Moore Park.

Alan and Kaye Dansie (Wide Bay Chapter) met us at our motel, leading a short run to Burnett Heads Marina for morning tea. The marina coffee shop was a rather 'entertaining' experience with the waitress organising our seating, taking orders, telling us all things we couldn't do because of workplace health and safety requirements, all with

a high degree of military efficiency....shades of Fawley Towers!!

It was however a very scenic venue with great coffee and a place I would certainly recommend if you want to wile away a couple of hours doing nothing .

The run from Burnett Heads to Moore Park took us through many sections of north and west Bundaberg that had been devastated by the 2013 floods. It really was difficult to appreciate that many of these areas had been under metres of water.

Lunch at the Moore Park tavern was followed by a sight-seeing tour of the local area. Thanks to Allan & Kaye and the Bundy group for their hospitality.

Day 3 concluded with a BBQ and drinks at the motel...another enjoyable and relaxing day.

Throw the plan out the window Gary and don't stress about it...the only important thing is that we arrive safely in Hervey Bay by 1630 for Happy Hour and have a good time getting there!!

Now where have I heard that before?

On the recommendation of Wide Bay members at Hervey Bay we booked in to the Boat Club at Urangan for dinner. The meals are enormous!!



Day 5 September 12

The Gillis and Marshs opted for a relaxing day at our accommodation, Hervey Bay Fauna Sanctuary Retreat, while the rest of us linked up with local Chapter members for a run to the Historic Tiaro Pub for lunch with a stop in Maryborough on the way to check out the local Thursday markets.

We all enjoyed this run, especially the section from Maryborough to Tiaro via Mungar. A great run covering approx. 100 miles.

Happy Hour followed by a BBQ dinner at our accommodation closed out and great day.

Day 4 September 11

Hervey Bay here we come.

As we had another relatively short day planned (around 100 miles), we decided on a detour into Buxton , a sleepy village near the junction of the Isis and Burrum Rivers. What a beautiful part of Queensland.

A well maintained park on the river provided the venue for an early morning tea instead of the planned Burrum Heads... yes the plan for today had changed within an hour of departure.



Day 6 September 13

A do nothing day aka do your own thing.

The tour members spent the day in different ways: morning walk with a lazy breakfast, sight-seeing around the area, browsing the shops and doing just plain nothing.

Happy hour and dinner (yes another BBQ at our accommodation) was shared with the Shields, Carters and Elsons from the Wide Bay Chapter.

Day 7 September 14

Time to head for home!

220 miles ahead for Toowoomba based members and a further 50 miles for the Warwick group. The Gillis left us at Maryborough to head south to the Sunshine Coast while the Coverdales headed north to their (new) home in Bargarra.

Travelling via Maryborough, Mungar, Tiaro, Gundiah, we stopped at Woolooga for morning tea. Woolooga is 'off the beaten track' so imagine our surprise when another MG appeared out of nowhere. The driver stopped for a quick chat – seems he was as equally surprised. He was travelling from Rockhampton to points further south.

We had planned to formally finish our run and say our farewells at Mt Kynoch Park at Toowoomba where we had started 7 days before. However, the pressing need for a pit stop at the Hampton Rest Area approx. 12 miles north of Toowoomba saw a final change to the plan!!

Throw the plan out the window Gary and don't stress about it...the only important thing is that we arrive safely and have a good time getting there!!

Epilogue

Overall it was a very enjoyable run with plenty of opportunity to interact socially within the tour group as well as catch up members from other Chapters.

Thank you to Trevor and Dell Watkins for a great morning tea spread and MG hospitality on Day1. Thank you also to the Wide Bay Chapter at both Bundaberg and Hervey Bay for making us welcome, organising the day runs and being part of tour.

Tour distance was 807 miles.

Participants: Brian and June Phillips MGB GT, Rob and Narelle Fraser MGB, Bob and Mavis Marsh MGB, Phil and Marilyn O'Brien TR7, John and Helen Coverdale MGB, Ron and Judy Gillis Ford, Gary and Janis Lawrence MGB



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DARLING DOWNS CHAPTER - OTHER EVENTS

The past couple of months have seen a variety of social activities for our Chapter.

Following the highly successful Great Northern Tour in August, we organised a very enjoyable and social Short September Tour to Bargara and Hervey Bay areas.

Both of these tours gave us the opportunity to interact with fellow MGCCQ members across the state.

Our usual mid-month lunch runs and monthly day runs continue to be enjoyed by all participants, even though the numbers are sometimes small.

The weather at this time of the year is perfect for open top touring however the sunscreen does get a workout.

As we approach the end of the 2013, it is time to develop next year's run calendar as well as sort out leadership positions for our Chapter for 2014.

Monthly Run 29 September 2013

A beautiful and balmy morning greeted us as we embarked on our first monthly run for spring. The Toowoomba contingent met up with the Warwick group at 1000 for morning tea and socialising at Apex Park in Allora. It was great to see Kev and Sylvia Johns joining up with us again after an extended absence from the MG scene.

By the time we set out from morning tea on the run to our lunch venue at Killarney, the mercury had climbed considerably. Our balmy morning had turned into a scorcher!!

Bob and Mavis Marsh led us on a 'follow the leader' run through the scenic countryside of Goomburra, Gladfield, Freestone, Yangan, Tannymorel and Killarney. This really is amazing and beautiful countryside with the roads winding through valleys and climbing into higher country backing onto Main Range National Park and Goomburra Sate Forest.

Run organiser Bob Marsh came up with the classic excuse when we missed a turnoff and ran out of bitumen road...' I just thought I would bring you down here so you could say hello to the dog

standing on the side of the road !!'...classic Bob, must remember that one.

Of course, nothing is perfect!!! A failed alternator in the Murphy's Toyota Crown, resulting in a flat battery, saw our convoy parked up on the side of the road. A quick swap of the charged battery from Brian Phillips' MG TF 1500 into the Crown and a push start for Brian's car soon had us all back on the road again. The Murphys made a quick trip into Warwick to do a car swap while the rest of us continued onto our lunch venue at Killarney.

Overall a very enjoyable and entertaining run.

Participants: Rob and Narelle Fraser, Bob and Mavis Marsh, Ron and Judy Gillis, Brian Phillips, Phil and Marilyn O'Brien, Kev and Sylvia Johns, Denis and Marie Murphy, Gary and Janis Lawrence.



Lunch Run 16 October 2013

We were rewarded with perfect weather for our picnic at the Bicentenary Park at Vale View. Although no-one used the barbeque but decided on a 'cold' lunch, the facilities are great.

Trevor and Del Watkins travelled down from Kingaroy to join us at our second 'outdoor' venture for our midweek lunches. It was nice to see Graham and Lyn Cope back for a fleeting visit while they organise their move south. Ron Gillis is still hobbling around on his crutches, but enjoyed a natter with Kev Johns. Denis Logan looked very relaxed in his 'old' chair.

Only three intrepid ladies ventured on the walk along the circuit down to the creek and back. Unfortunately a large snake was sighted slithering across the path about half way along. The type of snake is still a mystery, even though Helen showed her courage by getting closer to it than Judy or Carmel. The snake went on its way and the ladies returned back the way they had come.

Participants: Trevor and Del Watkins; Denis Logan; Kev Johns; Helen Goodfellow; Graham and Lyn Cope; Ron and Judy Gillis, Carmel Wallace.



Monthly Run 27 October 2013

As we move into the warmer weather, the possibility of afternoon thunderstorms influences the timing and format of our monthly day runs. Our breakfast run to the Barn on Flagstone Ck Road, started at the Lions Park, Hodgsonvale, just south of Toowoomba on the highway to Warwick.



Our plan...why do we make them...was to depart Lions Park at 0900 for 0930 breakfast at the Barn. As they say, a picture's worth a thousand words.... flat tyre and last minute tyre change on the Gillis' Ford.

The Barn is somewhat of an enigma as an eating venue. As the name suggests, it is basically...a barn...rustic corrugated iron shed with extensive old world bric a brac hanging from strategically placed nails and bits of fencing wire. The menu is basic but the food is good and the coffee is nice and hot.

Following breakfast, we did a run through the Lockyer Valley, following many of the winding country roads around Mt Sylvia, Caffey, Tenthill,

Gatton and Grantham that were extensively damaged in the 2011 and 2013 flooding that devastated this area.

One of the attractions of our MG runs is the opportunity to explore many of the 'by ways' that we ignore in our normal day to day tripping. An 'odometer accuracy check' was part of the run for the day. Closest to the control distance were Brian and June Phillips in their MGB GT, earning a bottle of Merlot for their efforts.

The run concluded with a coffee stop in Grantham at one of the new parks built following the 2011 floods.

It was great to have new MGCCQ members Tony and Leigh Wright join us for their first social club run. The Wrights are the proud owners of an immaculately restored 1959 MGA 1600.... and yes, we all did the obligatory inspection under the bonnet!!

Participants: Ron and Judy Gillis, Bob and Mavis Marsh, Delia and Stephan Morey, Phil and Marilyn O'Brien, Tony and Leigh Wright, Brian and June Phillips, Gary Wilcox, Gary and Janis Lawrence



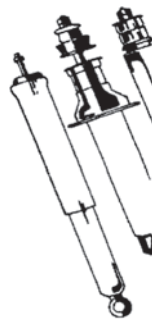
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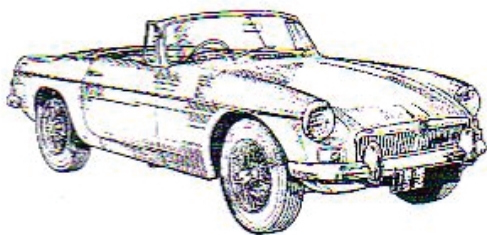
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CHAPTER Chatter

FAR NORTH QLD CHAPTER

by Cherie Fransen

Mareeba Warbirds Air Show - 18th August

...continued from the previous edition of The Octagon Magazine, combined club get together with Great Northern Tour group.

Another early start for a full day on the Tablelands, Sunday 18 August, attending the Mareeba Warbirds Air and Classic Vehicle Show, an annual event held at the Mareeba Aerodrome.

Attending from FNQ Chapter were Tony Basham MG PA, John and Cherie Fransen Midget, Bob and Patty Ingram MGA, Harvey and Kay Williams Lotus 7 and Mini, Martyn Roper Midget, Craig Fairley MGB. And from the Great Northern Tour were David Miles MGB, Trevor Watkins, Ross Letten MGB, Bill Spall, Barry Lutwyche MGB, Bruce and Tip Ibbotsen MGB, Bill Denham MGB, Ross Kelly MG TD.

Heading out from the Coconut Caravan Park and meeting up at the base of the Kuranda Range, it was an eventful morning, with one little Red Midget turning the first corner on the steep climb, right into the open arms of the 'boys in blue' captured on a well hidden camera in the bushes. There was also a need for the two Ross's to pull over and change a fuel pump (lucky for spares) on Tony B's red TD.

Once arriving at the event, it was great to put up the gazebo tents and sit and chat, as well as

spending time also browsing the other cars and bikes on display, including the best of British, American, Holdens, Army vehicles, convertibles, not to mention any number of flying machines. The Warbirds airshow was a great spectacle with aerobatic displays from the myriad of shapes and sizes of air machines.

Another nice day to catch up and 'talk shop' with the Northern Tour visitors. The return journey home to Cairns was uneventful with everyone making back before early afternoon.



Etty Bay Picnic Run, Sunday 8th September

Sunday's run was planned today, with fingers tightly crossed that the heavens didn't open. Looking to the south, the direction we were heading, appeared somewhat dubious, but the good ole' she'll be right attitude meant we would go on a day's adventure all the same. Heading out of Cairns down the Bruce Highway proved to be a leisurely drive with the sun continuing to peek through the clouds. Supporting local small business is always on our agenda, so morning coffees and accompanying treats were had at the quaint cafe "Off the Rails" at South Johnstone. Whilst we sat and chatted the noisy cane train clickity clacked through the main street and down came the rain. Not to dampen our spirits and as everyone had the tops up, we continued with our scheduled drive along the cane plantation lined roads, past Paronella Park, taking in the scenery, until we reached our lunch destination at the tiny beachside community of Etty Bay, right on the water. (Bob next time listen to Pattie when she says dogs are not allowed at Etty Bay) By this time the sun was out again and we enjoyed a combination of picnic BYO lunches as well as a few bought items from the local cafe, making a great opportunity to sit and catch up on what others had been doing since our last get-together...All in all another great MG day.

Participants: John and Cherie Fransen - Red Midget, Graham Hepburn - Red Bugeye Sprite, Tony Basham - Green PA, Jan Guymer, Trish Murray - Red TD, John and Helen Honan - Mustard MGB, Bob and Pattie Ingram and Zali(dog) - White Hilux



Herberton Historic Village Run - Sunday 20th October

Regular meeting point of the Kuranda Skyrail car park was reached and we were ready to go. Heading up the Kuranda Range proved to have no 'hidden camera men' from the boys in blue today, however the lesson learnt on the Warbirds Run meant the Midget was sticking to the speed limit without variation. Amazing weather for spring in the north, just white fluffy clouds in a baby blue sky. "Lids Off!"

First meeting point was the well-known Coffee Works at Mareeba to get the kick start needed for the morning. It was also a good chance for anyone to get their shopping fix, as they have a quirky little gift shop too. Heading south through the Tablelands next and we were on our way to our main stop for the trip, being the ever growing Herberton Historic Village.

The Village was opened in 1973 by Harry Skennar and has an amazing array of historic buildings transported from sites in the area, and each building contains different things relevant to the area and the era. Vintage items, of all sorts, examples of school items, during the war days, a full room of dental paraphernalia (ouch)! Some of the items quite primitive but the other bits and pieces surprisingly forward for the age. A number of members watched a display/discussion on the early printing methods and presses. My, how computers have brought us amazing print media since those days. A particular favorite was both the car and horse drawn carriage garage.

Too many things to stop and see/read for one trip so we all signed up for locals passes. Tummies started to grumble so we all headed into town to eat at the only place open, but surprisingly yummy quality offerings. Last stop of the day was Shaylee Strawberries at Yungaburra, however one little red Midget had a bathroom break and got separated from the group, and ended up taking the scenic route. Thanks for your company everyone, another great day in the North.

Participants: John and Cherie Fransen – Red Midget, Annette and John Collet – White MGA, Steve and Maureen Girardi - Red MGB, Melissa and Sally Sprague – Green Austin Healey Sprite, Joseph Jacobs – Austin Healey 3000.



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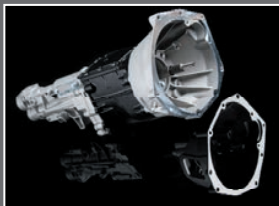


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CHAPTER Chatter

WIDE BAY CHAPTER

by Darrell Martin

Those of you who follow my rambling reports on the Wide Bay Chapter will remember our happy little restorer who locked himself inside his partially restored MGB GT. The interior door handles refused to work, the electric windows wouldn't go down without a battery and you just can't open the rear hatch from the inside. So... did he escape?

Of course, but not without gathering severe bruising on his upper arm. Turns out that if your arms are long enough (and please, no comments about ancestry) you can kneel on the seat, put your arm through the quarter vent and just (ouch) use a ring spanner to push on the outside door button.

But to business! We have had a hectic time in the Chapter with our many events - some in duplicate and little time between others. I won't give too many details other than to say we had almost a dozen events and a total of well over 200 attendances. And, amongst these, some rather silly things have happened...one standing out above all others.

However, our first run for the period was a coffee jaunt to the Pavillion, at the end of the Esplanade in Hervey Bay. Led by Barbara and John Shield, some 13 cars and 21 people enjoyed the morning drive and strong coffee. New Members Keith and Vanessa Elwell-Gavins joined the run in their MGA, adding another A to the many already in the Chapter.

That same week the Bundaberg crew joined up with the Hervey Bay based members for lunch at a seaside eatery at Toogoom. The Hervey Bay contingent first headed to Maryborough for morning tea overlooking the Mary River before going on to Torbanlea to meet the Bundaberg group. This combined (and rather noisy)

collection of 32 people in 17 cars went on to Toogoom where they ate well, the food being garnished with tall tales of automotive genius generously sprinkled with advice. In fact, at our table one person said that a "spokes" man claimed wire wheels are hard to true. And he wondered why we didn't laugh! A great day, marred only by one poor lad finding his car's head had developed a rather large and unsightly external crack (as always, no names).

Just after this event we were visited by 13 adventurers from the Darling Downs Chapter, eager to see why so many people flock to our part of the world. Together we wandered the Maryborough Street Markets before heading to the Hideaway Pub at Tiaro for lunch. We managed to show them some of our highlights, enjoyed their BBQ and hope they enjoyed their short stay with us.

Now to the exciting part ! You will recall that I said we had one rather outstanding incident. Well, one of our Chapter blew a head gasket (on his car, and no, not the same person as had a cracked head) and experienced the telltale symptoms of loss of power and uneven running. He repaired it quickly, efficiently and most professionally. However he later lost nearly a whole day due to "expectation" and the role it played in a later problem diagnosis. More later...

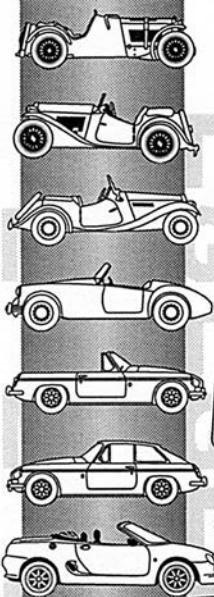
Our next Chapter event was an overnight trip to Brisbane to attend the All British Day at Tennyson. We had five cars venture into the big smoke for this ... but it did not start well! Talk about the "best laid plans". The leader of the pack, being an ex-Brisbane resident, decided to avoid the freeway and instead take the quiet back roads through Enoggera and Bardon. Whoops! What used to be quiet several years ago had developed into a busy, bumper to bumper, traffic light infested, multi roundabout nightmare which split our small group time and again AND there was nowhere to pull over and wait for the others. A Bex and a good lie

MG Car Club TRIVIA QUIZ - The answers

* Some comments from John on this answer: There is some controversy over Rowan Atkinson's historic race car. John had Aston Martin DB2 but after the Quiz it was suggested he also drove a Jaguar. I have discovered that he raced a 5GT turbo in the Renault one make series. And that he has raced a modern DB6 Aston (as well as that historic DB2). It's impossible to prove a negative so I'll accept a Jaguar too though I've not found anything to substantiate it.

- ROUND 6 - "WHICH?"
- Volkswagen
 - Red Bull
 - Citroen
 - Laguna Seca
 - Schedule 'C'
 - World Rally Championship (1974-1986: 4 WRC round wins & 9 podiums)
 - BMW = Bayerische Motoren Werke
 - Dallara (Italian)
 - Interlagos
 - R type
- ROUND 8 - THE RICH AND FAMOUS
- Lindsay Fox
 - Nick Mason
 - Eric Bana
 - Jay Leno
 - Steve McQueen
 - Historic Aston Martin DB2 *
 - Paul Newman
 - Bugatti Veyron Super Sport
 - John Hewson
 - Any two of: S Moss, J Brabham, J Stewart

- ROUND 5 - "WHY?"
- Minimum hours of darkness: best chance of moonlight.
 - Multiple winner of the Dakar Rally on bikes then cars.
 - The Black Stig (Perry McCarthy) was fired for leaking his identity.
 - The only woman to win a F1 Race (Aurora GP, 1980, Brands Hatch)
 - Track surface was breaking up and beyond repair in time for the race.
 - World Championship Rally driver
 - The original track surface was made of bricks throughout.
 - Company management was taken over by Morris Motors.
 - KAMAZ heavy trucks were multiple class winners of the Dakar Rally
 - The result was fixed by a conspiracy among the drivers.
- ROUND 7 - "AUSTRALIA"
- David Brabham (twice)
 - Jack Brabham's partner in racecar design (hence Btxx)
 - South Australia
 - True
 - 40 kph
 - Any two of Drags, Karts, Motokhana, Circuit Racing, Drifting, Rallycross
 - REDEX Rally
 - Tim Schenken
 - Todd & Rick (Kelly) or Alex & Will Davison
 - 130 kph



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down was needed by the time we arrived at our Motel. The leader (OK, it was me) has promised in future to follow only Freeways. That night was relaxing with a good Chinese meal setting us up for the following day's brilliant display. Everything from a Hillman Imp through Jaguars, Rolls Royces, side valve Morris Minors, many good friends and even a few MGs. It was a trip we will definitely make again ... on the Freeway. Still in September (and at the same time as the Brisbane trip) the Shields again stepped up to lead a pleasant drive through our countryside to Torbanlea for lunch. There was an MGY, three Bs, a Capri, an MX5, a TR8 and the musically horned Datsun Fairlady. Unlike the Brisbane expedition, they managed the back roads without hassle.

Still in September (and, yes, still at the same time as the Brisbane trip) the Bundaberg group organised a run to the Tiny Tea House at Rosedale for morning tea and then onto Flat Rock Picnic area at Baffle Creek for a BBQ lunch. Kelly Southgate reports that "...in all 8 cars attended and wound their way through some rural back roads to arrive in time for a delicious morning tea. The Tiny Tea House put on an amazing spread of home made cakes with tea or coffee. After this, the group made its way to Baffle Creek, a great drive for sports cars. Special thanks to Glenda Simmons who put together the hampers which were very impressive and thanks to all the members who donated items for them. Towards the end of lunch Eric Beckman received a weather alert on his phone indicating a severe storm was approaching. We struck hail near Yandaran and once home a quick check with other members revealed all but the Kellys avoided hail damage. Not an ideal end for the Kelly's first run as new members; however, fortunately the damage was minimal."

In October, we started off with a joint trip to Jabiru Aircraft in Bundaberg. Jabiru manufacture and sell light aircraft - even building their own engines. What was intended to be a short visit extended as questions flew thick and fast. We explored everything from frame construction to the sourcing of engine components. A very large "Thank You" to Jabiru for making us feel so welcome. Standing around outside the facility after our tour

conversation eventually drifted to the great old days and our memorable experiences as children. There was a large groan when one volunteered that his father used to put him in a tyre and roll him down a slope. He claimed it was a Good Year! The day was rounded off with a group lunch at a local eatery before we headed back to our homes.

Now, back to our head gasket man and expectancy. On a different day he was returning from one of our many trips when he experienced those stomach churning symptoms again ... loss of power, uneven running - just had to be that head gasket again. He wondered at what MGB actually stood for...perhaps "Might Go...But", or perhaps "Motor Going Bad". Two tow trucks later and very late in the day he eventually made it home and he resolved, once more, to lift the head. And what did he find...

Meanwhile the Chapter again came together as a group to visit the Biggenden Auto Spectacular and swap meet. Allan Dansie from Bundaberg says that it "was an early start for the Bundy Crew as we assembled at 8.15am. With four cars we set out for Biggenden, driving down to Apple Tree Creek before finding our way on to the North South Road which joins the Bruce Highway and the Childers/Biggenden Rd. This is one of our favourite stretches of road in the district. Driving on we picked up the Duncans at Dallarnal school and continued on meeting up with the Hervey Bay Mob at Briers Park for morning tea. As a group we entered the showgrounds and placed our cars on display in the oval". 20 people fronted for this day, wandering around the stalls brimming with rusty tools, broken radios and parts which we either didn't need or couldn't identify. We wondered at the tyre burnout exercises, the dyno competitions and looked in awe at the standard of some of the immaculate restorations and special projects. Amongst all this Allan Dansie spotted a set of car ramps for sale which he would have loved to have taken home but had no room, even though some bright person suggested he tie them on the roof. A quick lunch at the local hotel saw more amazing stories come out but, being the kind souls we are, we believed them all.

The Bundaberg group then stayed with the Hervey Bay group, driving back to the Bay for

an overnight stay. After a joint (and very good) evening meal the Bundy crew retired, only to be wakened at 5.30 am by splashing in the pool. This group obviously enjoy their food as Allan later reported on one highlight "what a breakfast, fresh fruit, cereal, bacon and eggs with tomatoes, mushrooms, baked beans and sausages!"

After visiting Peter Elson to check out his restoration of an MGB GT (no, not the trapping type with electric windows), the group joined again with the Bay members to be escorted to Maryborough and the lunch destination. There the War Museum was visited and the wonderful tribute to Ian Bryant, our first Coordinator, viewed. After even more food at a local restaurant the two groups parted ... the Bay folk heading home for a doze and the Bundy crew driving north.

We had a short break then. But after two weeks it was off to Buxton for morning tea, Childers for handbag shopping (after a show of hands determined by the factions) and then Vintners Secret Winery for lunch, talk and laughter. The road to Buxton was a little rough in parts leading someone to quip "What do you call MG shock absorbers? - "Passengers" of course." Lunch was excellent even though after we had eaten Pork Cutlets some had to wander the grounds to ensure Sam the resident pig was still there. This was the first outing for new members Howard and Janice Cairns from Gympie in their big red V8 GT. We welcome them and hope to see them again on future runs.

I understand that another Chapter member, after carefully measuring the length of new brake lines and getting it wrong, is certain that four thirds of people have trouble with fractions.

On 26 October it was time for the Bundaberg group to attend the Burnett Heads Lighthouse Festival. After a quick briefing six cars left the Quay St car park and headed for Burnett Heads.

Arriving at the grounds the cars were parked and tables and chairs set up under the borrowed marquee that Eric and Allan had put up the afternoon before. After a quick chat a few left for a wander around the 160 stalls and eating places and also the Hot Rods, Vintage Cars and Motorcycles which were on display. The group

were lucky enough to be next to the Rock and Roll Club so were entertained with some music and dancing. Numerous people came over and admired the group's cars and chatted while a few who had MGs in various stages of repair and were asking advice on various problems they were having. Hopefully there may be a few new members coming online soon!

Out of town, we also had local members Ellen and Ken Wilson travel to Bathurst for the Pre War MG Register National Rally. This was the 75th Anniversary of the 1938 AGP with 5 of the original competing cars on display. Over 60 pre war cars were at the rally with other post war cars displayed as well. The Mount Panorama circuit was open to drive around but subject to normal speed limits. Ken managed to capture a photo of Tony Slattery from Brisbane showing that the Airline Coupe could be a new entrant in next year's Bathurst 1000. A memorable event, and a good time had by all.

The period finished off with the Hervey Bay group, led by Val and David Peaker, in their Turquoise Kharman Ghia, leading 24 others on a run to Pacific Haven and then back to Howard for morning tea at Brooklyn House, completed in 1890 for William Rankin (his daughter, Dame Annabelle Rankin was the first woman Queensland Senator). I am told that the Devonshire tea was to die for and the tour fascinating.

And that's it for this period.

Sorry...I almost forgot our head gasket man and expectancy. He knew the symptoms, had recent relevant experience and therefore knew what to expect. So, bonnet up, sleeves rolled up, spanners conveniently at hand, in he went. As he started to remove the spark plug leads ... one just fell off! Quickly replacing it he found all was well and that power and smoothness was restored. With just a trace of a smirk on his youthful face he quickly retreated indoors to boast to his wife about how easily and quickly he had been able to repair the major fault. Expectancy in car diagnosis can indeed be a dangerous thing!

Safe driving all...



Competition Corner



by Ace Reporter; photos by Elaine Hamilton

COME AND TRY MOTORKHANA

Sharyn Cooke, Sports and Club Development Officer from the CAMS State Office, encouraged some ten new drivers to try this form of motorsport. Words from Clerk of Course, Mary Caplet, advised all of the importance to correctly complete the paperwork and to outline the procedure for the day.

An introductory test was available as a warmup for new drivers with tutoring from more experienced drivers. Juniors from ages of 12 are able to try motorkhanas with supervision/guidance from parents or guardians accompanying them in the vehicle. It is pleasing to see the growth in confidence and competence in the skills of younger drivers after a couple of years of driving in this controlled environment.

The day also gave an opportunity for those who wished or dared to drive a different car to their norm. Brian Krieger in Keith Butcher's Mon Reve motorkhana special recorded some competitive times until the other ring-in sort of broke the Mon Reve which curtailed the learning experience, their fun, their day. In the main area Pauline Graham won the day in the Datsun leaving all the blokes (Ken Graham, Alan McConnell, Brian Krieger and Malcolm Spiden, also in the Mon Reve) behind.

MURDER MYSTERY NIGHT OBSERVATION RUN

It was a good night for a mystery. The director cum author laid out the scenario so the want-to-be detectives needed to study the clues found at certain observation points and find the perpetrator. We knew the murdered one was identified as GT Body. First was to find who was the victim. First clue was revealed as Robin, Terry, Bob and Paul were present when a 'charity collector' was present at the scene. Still need a body so maybe the GT Body could

be at the Viper Room; however the only GT Bodies there were all breathing, sort of very heavily. Onto the Sherwood and a clue above 27-1 was Bell, maybe a recurring name. Where to find the body ah try the cemetery where the name of the victim was revealed. To Kenmore and the shopping centre to find a year and the reverend Beverley Bell. Final clue for the murder was found at Booval with Pete the phantom solicitor of no fixed percentage to action wills.

To trap this little illusive mouse would need those little grey cells to work. Only team to identify the culprit was Daryl and Sharon Hughes. Innocent parties accused included dad, the brothers, sisters, uncle Ernie (sorry, no he is from Pinball Wizard) and of course the Director.

The Sleuths

Chris McMahon/Peter Stringfellow (Nissan X Trail), Rod Sams/ Tony Best, Gavin Goeloner/Gillian Bail (Porsche), Malcolm Spiden/Don Webster (MGB), Elspeth Galletly/Tony Galletly, Michael Galletly/ Stephanie Black, Russ Geraghty/Jenny Geraghty (VW Golf), Brant Rayment/Selena Rayment (VW Golf), Flavio Paggiaro/Sue Paggiaro (MGB GT), Ken Graham/Pauline Graham (Falcon), Daryl Hughes/Sharon Hughes.





Event setter and director, Brian Krieger, enjoys his briefing, Daryl Hughes led a queue of enthusiastic entrants, Brian addressing the masses who were enthused by this run with a difference.

THE MYSTERY OF THE GT BODY SHELL by Jenny Geraghty; photo by Elaine Hamilton

As new members of the MG car club, the night "mystery" run for both Russ and myself was - dare I say it - a mystery !!!! We had never done a night rally run and although we had been warned by a friend that things between Navigator and Driver can lead to imminent divorce, Russ and I pooh poohed that idea and, secure in the knowledge of our marital bliss, decided to enter. Brian Krieger had thrown down the gauntlet with a Murder Mystery Run and never one to dismiss a challenge we picked up the gauntlet with both hands and decide to run with it.

The weather all day had been threatening and led us to believe that not many people would come but in no time 12 cars had entered. Brian had us running from Ipswich to Brookfield so careful planning had to be considered so as not to have us doubling back on ourselves.

After sustaining ourselves with a sausage sizzle and drink and with shades of Agatha Christie we read the clues which included such cryptic questions as What was the first name of the person written on a black plaque who is buried with "Mother". I had suggested to Russ could it be "Father"; he told me not to be a "dip stick". I thought that comment was a little harsh but decided in the interest of marital harmony to ignore that.

So to Toowong cemetery we went and peered over the fence into the darkness. A bit creepy. The trusty torch Russ has thoughtfully brought along peered with us into the night. Have you ever looked for a black plaque on a dark night? None the less and not to be daunted we soldiered on with, as it turned out, the wrong answer. I felt sure "Peter" was resting with Mother.

We drove up hill and down dale, with torch, pen and paper at the ready. We jumped out at one point to peer into the darkness at a sign but when we finally gave up and scaled a slight rise we managed to pick out the name of the Reverend in Residence. At one point in Brookfield both Russ and I thought (apart from the Koala who scampered across the road in front of us) that we were the only living thing for miles around. We were lost and it seems we righted when we should have lefted or vice versa.

The clues of travel in a Northerly or Westerly direction were beyond both of us and had us at one point flipping a coin. I made some which I thought were really good suggestions; these were met with something about my being a "drop kick." That sparked the Miss Marple in me and I warned my life's partner that anymore comments on my psychic abilities would have the torch going..... Well you know what I mean. A further red herring had us looking for the names on a bill board on the corner of Sherwood and Fairfield Roads, which had us stumped for a few seconds until we realised it was either a typo or a deliberate mistake 97.3 BRIAN not 97.5 !!!

We laughed and went down wrong streets,

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shone the torch into Churches, a cemetery and into private residences in the search for the illusive answers. We had such a fantastic night that we will be the first couple to put their hands up for the next night rally. So if you have only thought about coming think no longer and come along to the next one. I can happily advise that Russ and I finished the night with a marriage intact, and overall score of 7/10 and a torch happily residing in the glove box and not in or on my husband's person.



Russ and Jenny prepare for the night run.

FOMC Hillclimb Challenge Series Rd 3 *by Elaine Hamilton; photos by Ian Colley*

With Ace Reporter away for the weekend of this event and therefore unable to write his detailed report, what follows is somewhat more succinct than usual.

This was the third round of the FOMC Hillclimb Challenge and the 4th round of the Historic Racing Car Club's Championship thus there were more historic cars in the field than are normally seen.

The highlight of the weekend was on Saturday when Dean Tighe launched himself into the Under 40s Club with a run of 38.54. He subsequently went faster with a 38.23 and then did a third Under 40s run with a 38.68. In doing this he broke the outright Club record, previously held by Alan McConnell at 38.59. Alan is still the fastest Queenslander with his Open time of 37.56 set in 2006.

Two other records were broken when Mark

Crespan lowered his Marque Sports Car 3001cc and over record to 44.26 and Alan Don broke Ross Rundle's Historic Group V record with a time of 52.12.

Mike Gehde established a record of 47.93 for Group R - Sports and Brian Pettit came within 0.02 of beating the Clubman sportscar record.

In major awards, Best MG went to John Price; Most Improved (for best newcomer to the hill) went to Shaun Marshall; Top Six winner was Rod Johns in 41.42 and Fastest Time of the Event was won by Dean Tighe. Class winners are listed on the next page.



Trevor Llewellyn presented Dean Tighe with his Under 40s Club medallion and cloth patch, Rod Johns, winner of Top Six, Mark Crespan broke his class record and The Group V record was broken by Alan Don.





PHOTOS TOP ROW: John Price took out the Best MG Award, Shaun Marshall won the Most Improved in his Empire 001, Teruo Delacroix came from Victoria to win the Marque Sports 1601-2000 class BOTTOM ROW Ray Chappelow also was a class winner in his Alfa 147, Fastest Superkart went to Darren Billington and Mt Cotton enthusiast, Flavio Paggiaro enjoyed his first competition in his MGB GT V8.

Regularity	Shaun Rankin	MG B GT	loss of 7 points
Prod. & Inv. Cars, incl. Road Reg. - Up to 1600cc	Corey Hutson	Toyota Levin	54.74
Prod. & Inv. Cars, incl. Road Reg. - 1601 to 2000cc	Ray Chappelow	Alfa Romeo 147	56.60
All Wheel Drive Forced Induction	Paul Chaffey	Subaru WRX	46.11
Sports Cars Open - Up to 2000cc	Chris Johns	JFR Suzuki Cappuccino	48.22
Sports Cars Open - 2001cc & over	Jeffrey Graham	Mazda MX-5	50.35
Formula Ford - 1600	Rick Miles	Kookaburra F-Ford	45.40
Sports Sedans - Up to 2000cc	Tyson Cowie	Ford Escort	47.06
Sports Sedans - 2001cc & over	David Malone	Torana LJ GTR XU 1	45.02
Clubman Sports Cars	Brian Pettit	Westfield Clubman	44.63
Superkarts	Darren Billington	Arrow K2	45.14
Marque Sports - Up to 1600cc	Bill McCollum	Mazda MX-5	54.00
Marque Sports - 1601 to 2000cc	Teruo Delacroix	Mazda MX-5	49.79
Marque Sports - 2001cc & over	Mark Crespan	Ford Cobra RMC	44.26*
Improved Production - Up to 1600cc	Scott Doyle	Ford Escort	48.83
Improved Production - 1601 to 2000cc	Dave Sidery	VW Beetle	50.00
Improved Production - 2001cc & over	Piers Harrex	BMW E30	46.05
Prod. & Inv. Cars, incl. Road Reg. - 2001cc & over	Rob Dignam	Holden VU Ute	50.50
Group K	Barry Smith	Ford V8 Special	55.58
Group L	Don Webster	MG TD	67.45
Group O - Sports	Fred Sayers	Morris Cooper S	51.94
Group R - Sports	Mike Gehde	Lola S2000	47.93*
Group S	Mike Allen	Austin Healey Sprite	49.34
Group T	Roy Davis	Triumph GT6	48.64
Group V	Alan Don	Nimbus Formula Vee	52.12*
Group N - Up to 2000cc	Kevin Gray	BMW 2002	50.13
Group N - 2001cc & over	Brad Stratton	Torana LJ GTR XU 1	49.40
Formula Libre - Up to 1300cc	Rod Johns	Norris Hawk	40.15
Formula Libre - 1301cc & over	Dean Tighe	Dallara - Judd	38.23*

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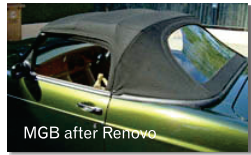


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2013 AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

What an event and what a result! Nine competitors running consistent laps in under 40s; Brett Hayward making every one of the 8 runs a time starting with the numbers 36 with the fastest being 36.45; Greg Ackland setting FTD with a 36.22 and finishing off his final run with the second fastest time of day of 36.33; Malcolm Oastler coming third overall with a best time of 36.77, making three runners in the 36s bracket; Malcolm Oastler and Dean Amos joining the Under 40s Club; Alan McConnell taking out Fastest Qlder from Dean Tighe and Warwick Hutchinson...plus lots and lots of other achievements worthy of mention including many new record holders.

Winners of major trophies were:

Tasman Building Society Perpetual Trophy for FTD

Greg Ackland

Glyn Scott Perpetual Trophy for fastest time by a sports car

Darren Read

Martin Tighe Trophy for fastest time by a Formula Ford

Rick Miles

Vince Appleby Trophy for fastest time by a sedan

Dave Homer

Hamilton Trophy for best performance by an historic vehicle

Gary Goulding

John English Trophy for fastest time by a Queenslander

Alan McConnell

Accurate Suspension Top Total

Brett Hayward

Space and time does not allow for a full report of the event but a fully comprehensive report will be in the January issue.

Photos below are from Steve Ivanovich and show Paul Overall of CAMS presenting Greg Ackland with the CAMS trophy for Australian Hillclimb Champion of 2013; 2013 AHC Greg (Car No 998) in action

on the track; Brett Hayward (Car No 9910, 2nd outright and winner of the Paul Aitken Trophy for best average time by a motorcycle powered car and also the Accurate Suspension Top Total award; Malcolm Oastler (Car No 124), third outright and new member of the Under 40s Club.



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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

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Race Meetings

