

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 1

January 2012



Malcolm Campbell managed to capture the sight of a variety of MGs on the road on the final day run of 2012.

Patron: Dick Johnson

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President's Report...

Another year has passed. What a busy time we have all had in 2011. I hope that our magazine finds you all in good health and looking forward to 2012.

The club calendar is included packed with many varied and interesting events to attend, including some perennial events run by other clubs. There may be more events added as the year progresses. Please check your magazine and website. The news emails endeavour to keep you up date at regular intervals.

The club runs events across all disciplines as well as social. Personnel to run them are always at a premium. If you have an MG and are a social type member, why not offer your services for even half a day at one of our Hillclimbs. You may even enjoy your time watching the cars at Mt Cotton. The love of cars is what presumably influenced your decision to join a car club. To our competitors, come, relax and bring your road car (you don't have to have an MG) on one of the regular day runs and enjoy a carefree day out away from motorsport. Both sides of the club will enjoy the company of each other and the discussion about all manner of subjects.

One of the amazing things is that when I joined the committee, there were only a few of the committee owning MGs. Currently we have more than 70% ownership. Many of our members who have joined the club for the Hillclimb competition and are now part of the management have also bought MGs. Our family of ownership continues to grow and enjoy all areas of the Club.

The Clubrooms continue to improve from January 2011 devastation, and all would see a marked

improvement. The trophy cupboards look most impressive in our foyer. We thank all those who have donated to our club's restoration. Some things have returned to previous, but most have improved for the benefit of you, the member. They are your clubrooms, please make use of this facility.

Meryl Miles and Bruce Bayliss have taken up the challenge and are now in charge of our regalia. Already there are some new lines available. Check out the website and the regalia tent at events, you may be surprised. The Clubroom regalia display window shows the merchandise superbly, thanks to Roger Paltridge and Max Johnson as well as our Window Dresser MM.

The Annual Trophy Presentation Dinner is just around the corner. Nothing wrong with the previous venue of several years, but the organizers just thought a new venue would give you all something different that would bring you out for the night. Club trophies are the rewards of those who have worked hard in 2011, both in direct competition and those who help the Club run successful events. Come and give the winners all the encouragement that they deserve and enjoy the company of your fellow members over a meal and refreshments.

I wish you all a healthy and successful 2012 and look forward to any suggestions of how our Club can be improved for members' enjoyment and benefit.

David Robinson

Membership

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

- | | | | |
|-------------------|------------------|------------------|--------------------|
| • Judy O'Donoghue | • Brian Alderton | • Conrad Heim | • Michael McMullen |
| • Tony Gubbins | • David Carter | • Stephen Lawler | • Gianni Pinese |
| • Karen Mancini | • Colleen Davis | • Allan Morieson | • Maria Pinese |
| • Graeme Powell | • Anne Heim | • John Mulrone | |

Some words from Elaine...

Well, here we go again with an exceptionally busy time ahead for the Club as you will see from the calendar of events in the central insert.

This calendar still has to have the events for the Far North Qld Chapter added and also the events for the Wide Bay Chapter for the second half of the year. In order to give you a quick overview of events, I have also listed them according to category just after Noticeboard to save your searching but please keep checking the online calendar on the website as there could be some dates which may change. First event for the year was the Noggin 'n' Natter on Jan 20, almost on the anniversary of last year's flooding. It provided a chance to celebrate the work done in restoring them over the past twelve months. The best way to show your appreciation to the hard workers for their achievements is to come along to as many Noggin 'n' Natters as you can.

The cover photo is by Malcolm Campbell whose photographs regularly make the cover because of their exceptional quality. This one was taken quickly at some traffic lights on the last day run of the year and shows the great diversity of cars which the runs of 2011 have attracted and we thank John Tait for that. Most obvious in the photo are two T types, two MGAs, a Midget and an MGB.

With this year being the 50th anniversary of the release of the MGB it seemed a fitting time to reproduce the 'Safety Fast' article on the MGB. We will be celebrating the big birthday on the 23rd September, most likely in conjunction with the All British Day get together at Tennyson. Please note the date and keep it free for that day as we will be aiming to get as big a collection of MGBs together as possible.

I am always delighted when Club members send in their contributions for publication as they lead to greater diversity in the contents. This is true for the smaller items which make their way into the 'Bits and Pieces' column but also for the longer articles

which come in. In this issue we have the first of many (we hope) from John Preston who has had a long and interesting life in motorsport back in his native England and here in Australia. Also included are an article on Goodwood by Elizabeth Dowler, a fascinating tale of an MGCCQ cap from Brian Phillips, an overview of the history of his MGC GT from Bruce Ibbotson, an anonymous tale of an ingenious solution to a dilemma with an MGF's suspension troubles and an overview of the success of the hillclimb car of the year, Steve Johns' Esprit Sports 1300 which was driven with such success by his nephew, Terry. To top that off, we have a book review by Cyril Bennett. Santa certainly left a full sack of items in the Inbox!

Also included are the rules for eligibility and pointscoreing for Club trophies. Please familiarize yourself with them so that you may be a trophy winner at next year's annual dinner and presentation of trophies.

With renewals coming in, it is time to remind those of you with a vehicle/s on special vehicle registration (commonly referred to as concessional registration) of the legal requirement to be a member of a Car Club to qualify for this. You don't have to stay with our Club but we'd like you to! Remember also that there are conditions attached to the use of vehicles registered under this scheme. The full details can be found on the Qld Transport website. Please, for your own protection, make yourself familiar with these conditions and abide by them.

To ensure you receive your March copy of the Octagon please get your renewal of membership in before the end of February. Closing date for material for the March issue is the last day of February by which time eleven events will have already been held so there will be plenty of reports to be included.

Notice Board

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

Wed 25 Jan

Midweek run. Contact John Tait 3376 1216.

Sat 28 Jan

Annual dinner and presentation of trophies.
Check website for information.

Fri 3 Feb

Noggin'n' Natter

Sun 5 Feb

Come and Try/Test and Tune: This applies not only to potential competitors (Come and Try morning for newcomers to the hillclimb) and current competitors (Test and Tune afternoon) but also to **Club members interested in assisting with the many tasks which have to be done at a hillclimb.** These include setting up of equipment, setting up of the canteen, setting up of the timing and sound monitoring gear. It also includes jobs such as flagging, working the starting line, monitoring the sound, doing the timing... **If you have an interest in helping with any of these tasks or even a curiosity as to how these things are done, this is the day to come along and find out!** To register to run in the morning hillclimb Come and Try, contact Gary Goulding at gsgoulding@optusnet.com.au or by phone 3351 3506.

Sun 12 Feb

Late afternoon run –
contact Larry Ryan 3279 0440

Fri 17 Feb

Noggin 'n' Natter

Sat/Sun 18/19 Feb

Tighe Cams series Rd 1

Wed/Th 22/23 Feb

Midweek run with overnight stay at Kingaroy.
Contact Trevor Mills on 3886 1549 (8am to 7pm)

Fri 2 Mar

Noggin'n' Natter

Fri 16 Mar

Come and Try Night navigation run
starting from clubrooms

Sun 18 Mar

Day run. Meet at BP Morayfield northbound at 9am for 9.30 departure. Travel to Le Relais Bressan French restaurant at Flaxton for lunch via Beerburum for BYO morning tea. Cost is \$27.50 per head with a choice of 3 entrees, 3 mains and 3 desserts. There is a large collection of French cars on display. Good roads all the way.

Confirmation of those attending is needed by Richard by 12th March on 33855312 or by email to the.bods@bigpond.com.

Sat 24 Mar

Porsche Hillclimb – workers need to run hire.
Contact David Robinson or John Davies with your offers of help.

Sun 25 Mar

Sprint at Norwell – all day; entries needed in early. Entries may be limited due to parking space available. Yet to be confirmed with Norwell as to availability of space.

Wed 28 Mar

Midweek run organised by
Greg Hannant, 0418 785 680.

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.

Dates for the year

by event type

Day runs

(all pointscoring except for 14 Sept run)

If you would like to assist by organizing one of the runs please contact Larry Ryan with your offer; phone 3279 0440 or email ryan@bigpond.net.au.



22 Jan	early morning run organised by Malcolm Spiden 3266 6350
12 Feb	Late afternoon run organized by Larry Ryan
18 Mar	Day run to Flaxton for restaurant lunch organised by Richard Higgs
15 Apr	Day run (organizer needed)
6 May	Day run to David Hack meet in Toowoomba (organizer needed)
17 Jun	Early morning run to Open Day/Swap Meet at Mt Cotton (organizer needed)
23/24 Jun	Day run to Warwick/overnight before Sun morning at Morgan Park (organizer needed)
15 Jul	Day run to RACQ Motorfest (organizer needed)
19 Aug	Day run to Leyburn Sprints (organizer needed)
14 Sep (Fri)	Day run to Veteran Car Club event at Willowbank Drag (organised by John Davies)
1 Oct (Mon)	Day run (organizer needed)
18 Nov	Afternoon run (possibly to Sri Lankan restaurant and organised by the Pereiras; to be confirmed)
9 Dec	Afternoon run to Clubrooms for Christmas get together (organizer needed)

Midweek runs

If you would like to assist by organizing one of the runs please contact John Tait with your offer; phone 3376 or email jm.tait@inet.net.au.



25 Jan	organized by John Tait
22/23 Feb	overnight run to Kingaroy organized by Trevor Mills
28 Mar	organized by Greg Hannant
24 Apr (Tue)	organized by David Miles
23 May	organized by Bruce Ibbotson
27 Jun	(organizer needed)
25 Jul	organized by Bruce Mutch
22 Aug	(organizer needed)
26 Sep	(organizer needed)
24 Oct	organized by Denis Thomas
28 Nov	organized by Bruce Ibbotson

Noggin 'n' natters

Every 1st and 3rd Friday of each month starting on Jan 20 and exception Good Friday

Other

28 Jan	Club dinner and presentation of trophies
5 Aug	Concours (P)
7 Dec	Tighe Cams hillclimb series presentation of trophies

Dates for the year

by event type

Hillclimbs and other track events

(including hire-outs at Mt Cotton)

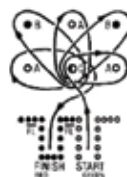
P indicates pointscoreing events for Club trophies



Feb 5	Come and Try (am)/Test and Tune (pm) at hillclimb
Feb 18/19	Tighe Cams hillclimb series Rd 1 (P)
Mar 24	Porsche hillclimb (hire-out)
Mar 25	Sprint at Norwell driving centre (P)
Apr 22	MG and sports car hillclimb (P)
Apr 28/29	Tighe Cams hillclimb series Rd 2 (P)
May 19	Come and Try (am)/Test and Tune (pm) at hillclimb
Jun 2/3	Qld Hillclimb championships at Mt Cotton
Jun 24	morning training session at Morgan Pk Raceway, Warwick
Jul 7/8	Tighe Cams hillclimb series Rd 3 (P)
Jul 21/22	MG Noosa hillclimb in conjunction with NBCCC (P)
Aug 25/26	Tighe Cams hillclimb series Rd 4 (P)
Sep 1/2	MGCCQ State Championship race meeting at Morgan Park (P)
Sep 8	Ironman sprint – Norwell (P)
Sep 9	Ironman hillclimb (P)
Sep 22	Porsche hillclimb (hire-out)
Sep 30	possible HRCC hillclimb (hire-out)
Oct 27/28	Tighe Cams hillclimb series Rd 5 (P)
Nov 24/25	Tighe Cams hillclimb series Rd 6 (P)

Motorkhanas

all pointscoreing for Club trophies



Mar 4	Multiclub motorkhana at Willowbank
Jul 1	QMC Rd 4 at Willowbank
Aug 19	Multiclub motorkhana at Willowbank
Sep 8	Ironman motorkhana at Norwell
Nov 4	QMC Rd 7 at Willowbank

Competitive navigation runs

all pointscoreing for Club trophies



Feb 25	daytime touring assembly promoted by GCTMC
Mar 16	Come and try night nav. run starting from Clubrooms
May 18	night navigation run starting from Clubrooms
Jun 15	night navigation run starting from clubrooms
Sep 7	Ironman night navigation run
Oct 20	daytime touring assembly
Nov 16	night navigation run starting from clubrooms

Bits & Pieces

Some advice has come in from one of our Capricorn Chapter members who recently had the bonnet of his MG B fly open when it was not locked properly before he headed off down the road. He has done some research on Youtube, and found the following link which gives advice to MGB owners which may save them from a similar fate.

The link is

<http://www.youtube.com/watch?v=TmFfdH5VXcg>



This is why Andrew Lake likes two day hillclimbs. He can use the passenger seat on Sat morning and Sun afternoon to transport his shelter BUT on Sat afternoon he can pick up a bale of sugarcane mulch and take it home for his garden.

A win for everyone and a unique use for an MGF passenger seat which seemed to be made to measure.

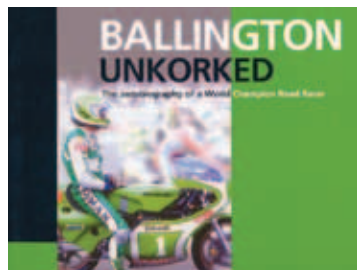


Pictured are two very happy Club members, John Walker (left) and Darryl Searle (right) as the sale of John's MGA is finalized and the delivery done.

How many of you are aware that an unassuming new Club member and driver the hillclimb is the holder of four world championships?

Daryl Searle has recently introduced his friend, Hugh Ballington, to the hillclimb by giving him a dual entry in his Amaroo Clubroom. Hugh is better known to those

in the motor racing fraternity as Kork Ballington, the winner of the 250cc and 350cc World Motorcycling titles in both 1978 and 1979 on Kawasaki motorcycles and also the winner of 31 Grand Prix. If you are wondering why you may not have heard of him as Australians love to celebrate their world champions, it is because he was a Rhodesian-born South African at that time. Pictured is the cover of his autobiography in which it takes 8 pages to list his major titles and awards. Watch him at the hillclimb to check that he's using all four wheels! A copy of the book is being purchased for the Club library and will be available for borrowing soon.



An impressive sight to greet those attending the Clubrooms in the last few weeks has been the installation of trophies into the new trophy cabinets which were purchased thanks to the generosity of CAMS and a number of MG

Car Clubs. The shine on the trophies comes not just from downlighting in the cabinets but mainly from the time and effort by Bernie and Charmaine Pereira in giving them a thorough clean and polish. Many thanks to everyone concerned for this enhancement to the Clubrooms.



Bernie and Charmaine Pereira answered the call for help with polishing the trophies before they were rehoused in their beautiful new cabinets and seemed to enjoy the job – and its rewards!

Club member, Giles Cooper, is giving his Lotus a rest from hillclimbing for this year. Instead of heading up Mt Cotton, Giles and the Elise will be heading up the Alaska Highway! Giles reports that he finally got the car finished last week, although as he was giving it a last spit and polish, the windshield wiper almost fell off in his hands. He says that that had to be about the ONLY part on the whole car that he hadn't touched while rebuilding this year!! Murphys law? The car left for the USA on Jan 8th with Giles following on 21 Feb. If you'd like to follow his trip, he is documenting it on his blog at <http://elsiefrombottomtotop.blogspot.com/> where you can find details of his preparation and of his planned route.



News report from Steve Purdy of Spridget Street – “Mike and I had an interesting weekend at Eastern Creek Historics recently, and as usual the “rain” followed us down there. Group S had 75 cars entered and had to break down the fields into Sa & Sb, then Sc & T.

We competed in the two driver Enduro race (100km) and did quite well to represent our mob from up North. We were chuffed that we did our driver changeover in 33 seconds... not bad for old fella's.(hence the photo) featured on HSRCA home page. Some would say the best view of us !”



At the Capricorn Chapter Christmas function, Gurney and Gloria Clamp were declared the inaugural winners of the Janelle Thomasson Memorial Trophy and presented with the trophy by Margaret Thomasson and the MG Car Club Chapter Coordinator David Miles.

Janelle was the youngest owner member of the Capricorn Chapter joining the club in 2009 after she purchased a 1967 MG Midget, which she affectionately called Midgy.

She passed away in February 2011 after a long illness with breast cancer which finally took her life. The love and companionship that was shared between all chapter members and Janelle led to the members all donating towards the purchase of a suitable perpetual trophy to commemorate her life and contribution to the Chapter.



On a cold and frosty morning at Clifton, Kaye Dansie looks all set for flight with pilot Ross Kelly in the driving seat.



Tim the techman

Dear Tim the Techman,

My 16 y.o. daughter finished the driving test questions on the internet and was eligible to have her first driving lesson. We used a driving school instructor because I get very, very nervous. I tease her a lot about it just to get a rise out of her. When she came back, I asked her how it went. She said it was OK. Then she said, Next lesson, I am going to ask her how to do donuts. What is that all about?

Mike Grump.

Dear Mike,

It's all about revenge.

Dear Tim the Techman,

I really hate tail gaters, people who stick to close to you when they are driving behind you. Surely in this age of technology and computers someone could develop something that would stop them doing it.

Mervin Goslow.

Dear Mervin,

You have given me a great idea. I will print up a bumper sticker that says: CAUTION! BRAKE LIGHTS DONT WORK! Do you want to buy one?

Dear Tim the Techman,

I was driving my MG around Mt Coot-tha last Saturday and I noticed another MG on the road in front of me. It had a bumper sticker and I tried to get closer to read it. It said something about the brakes not working. Is it legal to drive without brakes?

Mal Getclose

Dear Mal,

It certainly is not legal and if I were you I would stay away from any cars with that sticker. P.S. Would you like to buy one of those stickers?

Letter to the editor...

We are writing this letter to the "Octagon" to express our appreciation of the wonderful job that John and Marian Tait have done in organising all the excellent mid week runs that we regular midweek runners have enjoyed over the last few years.

To do this job well is a real challenge particularly when a lot of the runs have been planned and surveyed by John and Marian. We are very pleased to find that John will continue in this valuable club role for 2012.

Since the mid-week runs started in November 2002, if my memory is correct, numbers have steadily built up to the present regular 15 to 20 cars a run with a core group of 10+ as more members retire and cannot stand weekend driving any more.

We used to get 4 to 7 cars in the first couple of years [if the weather was not suitable] but not any more now that the runs are established.

The Gold Coast Club mid-weeks started small and now they have 15 to 20 cars on each run.

MG Car Clubs throughout Australia now have established mid-week runs all thanks to the GC club starting them in the early 90's.

We have several members that are also members of other MG clubs, that have mid-week runs, and we really enjoy our regular 2nd and 4th Wednesday runs with little or no traffic, once off the highways.

**Bruce Ibbotson
and Denis Thomas.**

Greetings,

A number of members from the Gold Coast MG Car Club, including myself, have expressed interest in visiting the UK to participate in this year's MGB 50th Anniversary celebrations. The thought occurred that we may be able to assemble a much larger Aussie contingent and accordingly, I have attached is a call for expressions of interest in making a pilgrimage to the UK in September.

At this stage, costings are all very provisional as, with the present uncertainties surrounding international finances, exchange rates could vary considerably between now and September. However, I will appreciate hearing from anyone in your club who may be interested. All tour and accommodation arrangements would be made individually, although I will attempt to coordinate things as much as is possible. The main thing at this stage is to establish just how many might

be interested in meeting up for Goodwood and/or the Blenheim Palace Anniversary Party. B + B accommodation near Goodwood is very limited and no doubt suitable accommodation around Blenheim Palace will also be booked early. Hire of MGBs in the UK is also expected to be under considerable demand and there are not all that many available.

I would greatly appreciate if you could include this in the next issue of your club magazine. If there are any takers I will include their numbers in my correspondence with the MG Car Club in the UK. Please contact me no later than Jan 31.

Many thanks,

Charles Dickson,

Club Member & MGB Owner
Gold Coast MG Car Club
P: 07 5526 6440

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MG INFORMATION

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



Round 6

By Ace Reporter | Photos by Malcolm Campbell and Steve Johns



Canteen helpers preparing for a busy day



Stan and Brenda Pobjoy came from Grafton for the weekend

This round would deliver the 2011 Overall champion, the Appleby Top Six Eliminator as well as the various class winners for the competition over this year. Three drivers, Terry Johns, Ross Rundle and David Homer were in contention to be overall Series winner with the outcome depending on each driver winning their respective class plus lowering any of their class records. For this round the weather conditions remained very warm and humid with no rain during the daylight hours.

Historics and regularity

First category on the programme was those running in the Regularity with the best being John Tait (Mazda MX5) with the loss of 11 points from Malcolm Spiden (MGBGT, 40 points) and Shaun Rankin (Mazda MX5, 48 points). In the Historic classes Barry Smith found some troubles with the gear box in his Ford V8 Special (this example was not a \$10 units from swap meets) once staged on the start line. The unit failed to remain in first gear slipping into the reverse cog and requiring some impromptu repairs on the day to enable Barry to claim Group K with a best run of 56.52 secs. Competitors in other groups did not encounter such difficulties with Brad Stratton quickest in Group

N (Torana GTR XU1, 49.57) with Neil Lewis (Ford Cortina, 50.61), Paul Shergold (Ford Cortina, 51.88), Kristy McAndrew (Ford Cortina, 52.04 a personal best, and on Kristy's last run we heard after the finish line some tyre gyration noises with no further expensive sounds), Ron Duffield (Hillman Imp, 61.15). Vern Hamilton (Elfin 623, 44.14) won Group Q whilst Ross Rundle (Elfin Malmark) lowered his own Group V record from 52.19 to 52.18. Had Ross broken the record again on his last run, this would have tied the point score for the leading position.



A Couple of Caterhams, a marque quickly increasing in number



The pits by day...



... and by night

Sedan cars

Scott Dean suffered a small mechanical issue with the gear stick detaching itself from the gear box immobilising the Toyota for a short period. Once it was fully operating again Scott lowered the Improved Production up to 1600 cc class record of David Homer's from 48.04 (set in 2003) to 47.53. Next were Steve Arlidge (Suzuki Swift GTi, 50.04) and Graeme Wood (Suzuki Swift GTi, 49.53). Shane Merrick won the 1601 to 2000 cc class in his Datsun 1200 Coupe with a 48.18 run from Ken Krenske (Ford Escort, 50.65). The over 2000 cc class was the BMW E30 class with Ian Solomon winning (48.12 secs) from Piers Harrex (48.34) and Karl Begg (49.70) all in BMW E30's. Ian and Piers had exchanged the lead through the event as Ian recorded 49.67, 48.85, 48.60 and a 48.12 whilst Piers was initially quickest in 48.85 then 48.36 and finally a 48.34 time.

Modified Production & Invited Cars up to 2000 cc saw David Jones (Ford Fiesta XR4, 51.54) just 0.14 seconds from Dave Sidery (VW Beetle, 51.68) then Darren Weston (Ford Escort, 52.14), Neville Newton (Ford Cortina, 53.89) and Alan Roberts (Suzuki Swift GTi, 58.57). The 2001 and over class went to Mitchell Allwood (Ford Falcon XR6, 47.82), followed by Patrick Hager (Nissan Skyline R33 GTST, 48.36), Alex Ileulful (Nissan Skyline, 48.44), Scott Anable (BMW E30 325i turbo, 49.57), Bruce McKenzie (Ford Escort, 50.50), Michael Crowe (Ford Escort, 51.25), Peter Phillips (Toyota Starlet turbo, 51.91), and Doug Anable (BMW E30 325i, 52.02).

Production and Invited Cars up to 1600 went to Lawrence Murphy (Suzuki Swift GTi, 54.70) then Gary O'Mullane (Toyota Corolla, 55.60), Oscar Cole (Suzuki Swift GTi, 57.22) with Lindsay Derriman in his standard Proton Satria in a 61.80 time. Liam Lavin won the 1601 to 2000 class in his Nissan Pulsar (50.16 secs) while Rob Brown won the 2001 cc and over in his Holden Commodore VB in a time of 60.83 secs.

Tyson Cowie was quickest in the Sports Sedans up to 2000 cc in 48.15 secs (Ford Escort) with Jeffrey Bird (Morris Mini K and finding the limits of adhesion in first loop with some different tyre pressures, 49.86), Daryl Morton (Morris Cooper S, 50.82), Bill Tottey (Ford Anglia 105E, 51.22), Gerry Allen (Ford Escort, 51.33), and Ken McAndrew (Datsun 1000, 56.59). The 2001 and over class went to David Malone (Torana GTR XU1, 45.31) from Jeff Daniels (Ford Escort turbo, 46.68), Doug Daniels (Ford Escort turbo, 46.77), Glenn Anable (BMW 2002 turbo, 49.39) and Roger Bartlett (Ford Escort turbo, 54.94).



The Anable BMWs all cosily tucked in for the night

All Wheel Drive class saw Michael Collins (Subaru Impreza WRX, 42.88) finish ahead of Michael Burke (Subaru Impreza WRX, 47.70) and Thomas Whelan (Nissan Pulsar GTiR, 55.26).

Racing cars

The Superkart class was won by Warren Robb in the Dino Kart with a 45.80 from Darren Robb (Dino Kart, 49.36). Adrian Holmes won the Formula Vee class with a best run of 49.18 secs in his Elfin NG FV just ahead of Cody Collins (Hornet Vee, 50.60) and Ryan Collins (Hornet Vee, 50.96) both really improving their times in the Vee with sub 50 seconds runs achievable soon. The Formula Libre classes went to Michael Ciccotelli (Jedi Mk1/4, 43.18 secs) in the up to 750 cc class; Paul Van Wijk (BKZ07, 42.33) from Brian Kirkby (BNG#1, 43.44) in the 751 to 1300cc class with the 1301 and over class going to Warwick Hutchinson (Van Diemen RF92 RPV02, 39.90) then Stan Pobjoy (VW Special S/c, 43.77), John Boyce (Kaditcha VW, 44.13), Chris Hunter (Van Diemen RF92 RPV02, 44.73), John Moore (Hi Jinx Buggy, 46.24) with Brenda Pobjoy (VW Special S/c, 48.15).

Sports cars

In the Sports 1300 Supersports class series leader Terry Johns secured the class with a 44.13 time in his Esprit Sports 1300. However Terry needed to wait to see if those closest to him in the series point score could lower their respective class records to achieve additional points which would elevate them ahead of his series position.

Close times were set in the Clubman cars up to 1600 with Daryll Searle (Amaroo Clubman) wining in 47.13 secs from Brian Pettit (Westfield, 47.91), Hugh Ballington (Amaroo Clubman, 48.05) and Jason McGarry (Caterham 7, 52.22). Wayne Reed won the 1601 and over capacity class with a 47.73 time from Jason McCarry (50.78) both driving in Caterham Super 7 clubmans.

Marque Sports Cars up to 1600 cc went to Darryl Duncan (Fiat X19 Dallara, 48.08) from Neville Bertwistle (54.78), Neil Sivyver (54.98), Nigel Oldridge (55.62) all in Mazda MX5s, Allan Dansie (recording great times in his MG Midget with a best run of 56.95) with the Mazda MX5 cars of John Degotardi (57.03), Berenice Stratton (recording a sub minute time with a best run of 59.82) and Phillip Martin (60.55).



Jae Collins was back on track, this time in his own 'stretched limo', a turbo-charged Nissan C33 Laurel



Good to see Bill Tottey back on the hill



Chris Moore also had his own entry this time, a Nissan 180SX in which he won his class in his first outing

Pat Collins was the fastest in the 1601 to 2000 cc class with a 49.45 run in his Mazda MX5, with John Price (MGB, 52.81 set on John's final climb), Bob Bear (Alfa Romeo GTV 1750, 53.36), Peter Andrews (MGF, 53.64), Desley Collins (Mazda MX5, 55.34), Andrew Lake (MGF, 56.03) and Stephen Callaghan (MGB, 61.98). In the large capacity class Mark Crespan was quickest in a 45.46 time in the Ford Cobra RMC then Paul Buccini taking second spot on his final run (Ford Cobra RMC, 47.21) from Simon Rhodes (Triumph TR7 V8, 47.40), Roy Davis (Triumph GT6, 48.64), Cameron Hurman (Mazda RX7, 49.21), Bill Manns (MGBGT V8, 55.34) with Dave Roberts (MGBGT V8, 53.44).

With the JFR Suzuki Cappuccino de-dinted and repainted, Chris Johns won the Sports cars up to 2000 cc from Sean McLindon in his Ford Popular with a best time of 52.65. Two new cars competed at this event the first that of Chris Moore who won the over 2000 cc class with a best time of 50.98 in his Nissan 180X turbo from Stephen Riley (MGB V/8 S/c, 51.35) then Jae Collins in his new to Mt Cotton, Nissan C33 Laurel turbo, 51.69, with Jeffrey Graham (Mazda MX5, 51.90). The All Wheel Drive Sports Cars class went to David Homer Suzuki Swift with a best time of 44.29 secs.

Top six challenge

The final round of the challenge for this year went to Warwick Hutchinson (40.63) from Paul Van Wijk (42.09), Michael Ciccotelli (43.39), Brian Kirkby (43.48), John Boyce (44.28) and Stan Pobjoy (44.63).

Fastest Time of Day:

Warwick Hutchinson

Fastest MG up to 1600cc:

Allan Dansie; fastest MG 1601 to 2000cc: John Price; fastest MG over 2001 cs: Stephen Riley; Fastest Time of Day for a MG: Stephen Riley.

Most Improved:

Gerry Allen

Thus the 2011 Tighe Cams Hillclimb series concluded with Terry Johns being the overall winner as well as the youngest winner to date, with John Price being the best MG throughout the series, and Warwick Hutchinson winning the Appleby Top Six Challenge series.



Hugh 'Kork' Ballington is enjoying his dual entry in Darryll Searle's Amaroo clubman



The only kart entered was the Warren/Darren Robb entry.



With the Esprit Sports 1300 out of action for Sunday, Terry Johns was given a guest drive in Roy Davis's GT6.

Dinner run to La Kandy Sri lankan restaurant

By Marian Tait | Photos by Malcolm Campbell and the Pereiras



On the 20th of November Charmaine and Bernie organised a dinner run to the 'La Kandy' restaurant at Wynnum for a genuine Sri Lankan meal. The restaurant was booked out by the club with 49 hungry people partaking in the feast. Not bad for a Sunday at the end of the year when most people are very busy.

We left the club rooms in true MG spirit with Bernie and Charmaine leading in their beautiful MG TD Mk2 and Kevin Trower doing duty as tail end Charlie, a job he always does extremely well. Charmaine was very excited about the great attendance and made sure that all was in readiness for our arrival.

It was a very pleasant drive on a balmy afternoon with an array of beautiful cars, old and new, that always have people turning their heads and enjoying the procession. We arrived in due course and all managed to get a car park without too much trouble.

Charmaine was waiting for us at the door and she explained the different dishes so that we could make

good choices and not pick any dish that might be too hot for us. Having been there before I still hadn't learned anything and so had to drink lots of water. Thank you also to the friendly and helpful staff.

We chose to sit outside while some found it a bit warm and opted for the air conditioning inside. As the sun slowly sank in the west, a couple of drinks, good food and with good friends the day could not have been better.





This could become a yearly trip as everyone I spoke to really enjoyed themselves. Congratulations and a big thankyou to Charmaine and Bernie for organising such a successful run. I think we'll have to get you to do it again next year.

Vern and Elaine Hamilton	MGB GT
Kevin Trower	Commodore
John and Marian Tait	MX5
Jeff and Pat Heslewood	Subaru
John and Pat Walker	MGB GT V8
Greg and Rhonda Hannant	MGB
Des and Kathleen Porter	MG Midget
Ross and Shez Letten	MG TD
John and Glen Boyce	MGF
Cyril and Marie Bennett	MG TF
Ian and Vicki Kirkpatrick	MGA
Dan and Jill Casey	MGA T/C
Malcolm Campbell & Kathy Burford	MX5
Larry Ryan	MGB
Dee Anderson	Peugeot

Participants on the run were:

Janet and Quinton Woolmer	MGB
Bernie and Charmaine Pereira	MG TD
Paul and Denise Trower	MGB
Andrew and Susan Willesden	MGB
Max and Noeline Johnson	Volvo
Tom and Ailsa Storrie	Corolla
Don and Ann Webster	MG TD
Gary and Dawn Lawrence	MGB
Peter and Debbie May	MGF



Mid-Week “End of Year” Lunch Run – 23 November 2011.

By Bruce & Tip Ibbotson | Photos by Malcolm Campbell



29 people and 16 cars assembled at Arthur Earle Park at Nerang for morning tea prior to setting off at 10am for a 1 hour hinterland run to the Coolangatta/ Tweed Heads Golf Club for lunch at Noon NSW time. David and Merryl Miles joined us for lunch as they had grandchildren duties. A Mercedes SLK coupe driver saw us in convoy and followed us to see where we going and arriving at the Golf Club asked if he could join us for lunch, so we ended up with 32 hungry people.

All through the year attendees at last year's lunch asked if we were going back to the Golf Club for the end of year lunch so we returned this year only to discover more traffic lights. Next year we will start further inland and do a mountain run to miss the rapidly developing area that the hinterland has become. We may need to start earlier.

There seem to be 2 places that members like go to for lunch as the food is good and not expensive, the Shearers Arms at Ormeau at \$9-00 for lunch and a beer/ wine and the Golf Club. At \$16-00 for seniors the buffet at the club is unbeatable, good old “pokies” we say.



Participants on the run were:

Bruce & Tip Ibbotson	MGC GT	Sandy Beige
John & Marian Tait	BMW 325ti	Silver
Allan & Joyce Tebbutt	Audi A4	Silver
Gary Lawrence & Trevor Deppeler	MGB	Red
Kevin & Cheryl Jaques	MGC	BRG New Members
John & Trish Cranley	Honda NSX	Silver
Denis Thomas	MGB	BRG
Kerry & Val Horgan	Mazda MX-5	Evolution Gold
Phil & Sue Young	Fiat x 1/9	Yellow
Trevor Mills & Fred Enever	Ford Falcon (GT Special)	Silver
Lloyd & Catherine Cree	Mazda MX-5	Silver
Peter & Nikki Zabell	MGTF	Red GCMGCC guests
Jan Burke	MGB	Red
Errol & Wendy Holger	Toyota Camry	Coffee
Douglas Cooper & Robina	Toyota MR2	Red
Malcolm Campbell & Kathy Burford	Mazda MX-5	Splash Green



Other Competition Events

By Ace Reporter

Motorkhana

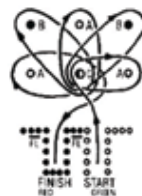
Final round for the 2011 Queensland Motorkhana Championships and the MGCCQ motorkhana series was held on 6 November at Willowbank Driver Training area.

With new motorkhana tests approved for use in Queensland championship rounds, HSCCQ were able to include several of these new courses instead of some of the more familiar tests. A good field entered on the day to run through the ten tests which were Big Eyes, Bandit, Spiro Slalom, Manoeuvring, Reverse Spiro Slalom, Half Dozen Gates, Offcentric, Six Gates, Eccentric, and Four Leaf Clover. At the conclusion of the day it was time to retire to the air conditioning of the office to hear the results and for exchanging Christmas wishes.

MG members in the field were Ken Graham (Datsun 1600 SSS, class CR), Alan McConnell (Hyundai Excel, class CF), Brant Rayment (MG Midget, class AR), Malcolm Spiden (MGBGT, class BR), and Pauline Graham (Datsun 1600 SSS, class CR).

Final points score calculated after the series rounds at Rockhampton, Gladstone, Maryborough with the three rounds at Willowbank saw Noel Caplet claimed the Queensland Championship in his Renault Special.

2012 will see the Australian Motorkhana Championship scheduled for 13 and 14 October weekend, which will give all an opportunity to watch the best in Australia at this discipline of motor sport.



Mid afternoon to mid evening navigation run

Brian Krieger set a wonderful event starting at MGCCQ clubrooms commencing around 3pm for a gentle drive down Centenary Motorway to exit at the Ripley Road roundabout. Then a run through Yamanto to pass the Ipswich Golf Club, under the 3 metre height rail bridge at Wulkuraka to find the impromptu 'blessed are the cheese makers' sign and then to pass the West Moreton Anglican College. The run then headed back toward Brisbane via a short tour through Kholo, Chuwar and over Colleges Crossing into Karana Downs trying to identify the meaning of 25151 before locating Debbie's Swim School. With sunset approaching, a safety break was organised at Upper Brookfield Road to prepare for the dark hours.

With night, the crews were to journey down towards the Brookfield Showgrounds using an old alignment to property number 301. The route took participants down Pullenvale Road, Grandview Road then Kangaroo Gully Road for a trip through Bellbowie and then to pass the



University of Queensland Moggill Farm. The finish at the Kenmore Tavern enabled all to recount their travels with one crew admitting how they were at Peak Crossing looking for 3 roundabouts before retracing steps to journey back to the correct intended route.

MG members running in the event were Malcolm Spiden/Tony Best (MGBGT), Chris McMahon/Noel Caplet (Nissan X Trail), Brant Rayment/Selena Rayment (VW Golf), with Cyril Bennett/Marie Bennett enjoying the event in their MGTF 1250.

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The beautiful glass trophy made by Pauline Graham for Best Young driver



Series sponsor, Dean Tighe, presents an award to Terry Johns

TIGHE CAMS Presentation of trophies

The newly refurbished clubrooms provided a great venue for the presentation of Tighe Cams series and other hillclimb trophies on Friday Dec 2nd.

Terry Johns was the major winner being the outright winner of the series, the winner of the Best Sports car award and, of course, the winner

of his class. As well as this he won the Best Young Driver Award, the initiative of Ken and Pauline Graham, for the second time. Unfortunately, Terry's uncle, Steve Johns who owns and enters the Esprit Sports 1300 which Terry drove in the series was not able to be present on the night but asked Vern Hamilton to express his appreciation of Terry's achievements for him.



The trophies awaiting presentation



The Clubrooms ready for the function



Other major winners were:

Pictured above left: Ross Rundle (2nd outright, Best Racing car and class winner), Dave Homer (3rd outright and class winner).

Pictured above right: Kristy McAndrew being presented with the Kay Hawley trophy by Kay Hawley.



Other major prizes awarded were the Russell Crew Memorial Trophy for Best MG which was won by John Price and the MGCCQ Encouragement Award for Male Driver which was won by Douglas Anable. Unfortunately neither John nor Douglas was able to attend on the night. Best Sedan was won by Scott Dean.



Russell Crew Memorial Trophy for best MG – John Price



Best sedan – Scott Dean



MGCCQ Encouragement award – Douglas Anable

Class winners were:



Formula Libre up to 750cc: Michael Ciccotelli



Formula Libre 750 to 1300cc: Paul Van Wijk



Formula Libre 1301cc and over: John Boyce



Formula Vee – 1200: Adrian Holmes



Sports 1300/Supersports: Terry Johns



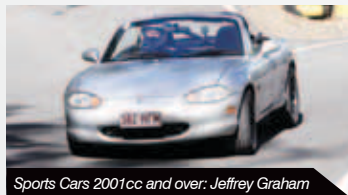
Clubman Cars up to 1600cc: Ainsley Fitzgerald



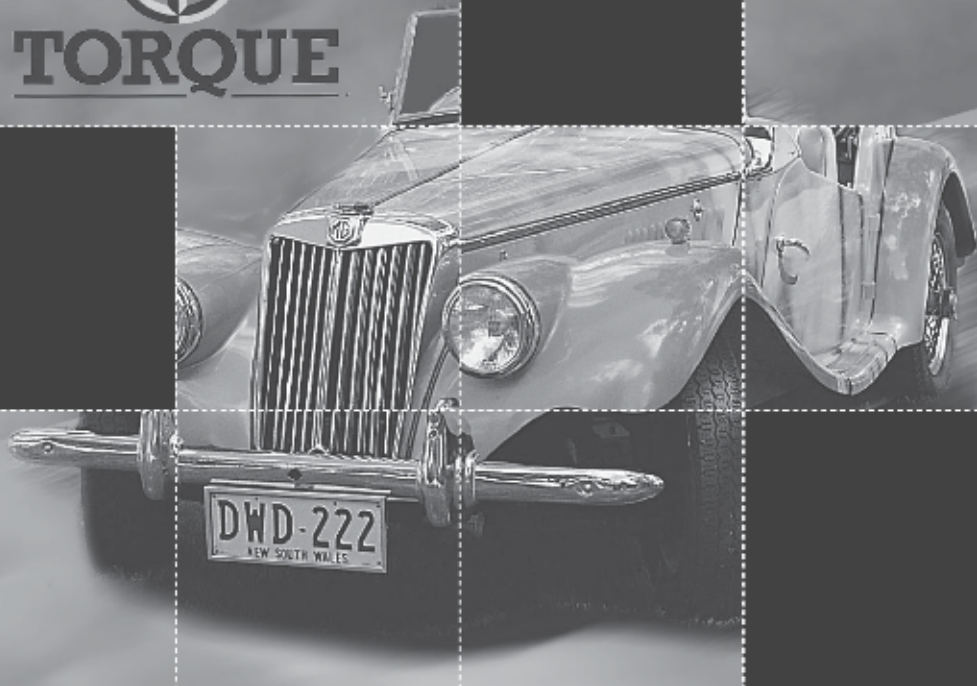
Clubman Cars 1601cc and over: Jason McGarry



Sports Cars up to 2000cc: Chris Johns



Sports Cars 2001cc and over: Jeffrey Graham



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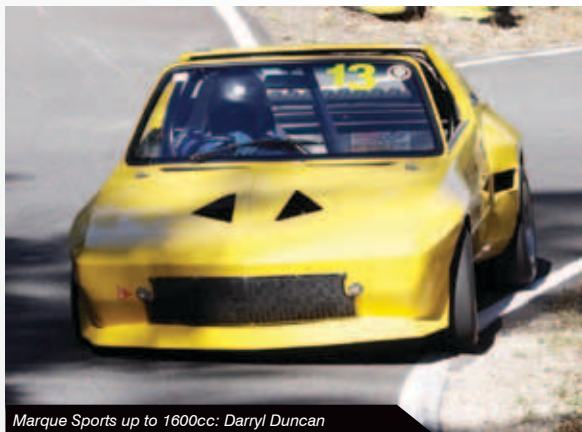
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Lumley 



Marque Sports up to 1600cc: Darryl Duncan



Marque Sports 1601 to 2000cc: Patrick Collins



Marque Sports 2001cc and over: Mark Cresspan



Sports Sedans up to 2000cc: Jeffrey Bird



Sports Sedans 2001cc and over: David Malone



Improved Production up to 1600cc: Scott Dean



Improved Production 1601 to 2000cc: Shane Merrick



Improved Production
2001cc and over: Ken Graham



All Wheel Drive Forced
Induction: Michael Burke



All Wheel Drive Sports Cars: David Homer



Mod Prod & Inv Cars, incl Road Reg up to 2000cc: David Jones



Mod Prod & Inv Cars, incl Road Reg 2001cc and over: Scott Anable



Prod & Inv Cars, incl. Road Reg 1601 to 2000cc: Liam Lavin



Prod & Inv Cars, incl. Road Reg 2001cc and over: Patrick Hager



Group N: Neil Lewis



Group K: Barry Smith



Group V: Ross Rundle



Regularity: Malcolm Spiden

Christmas Noggin 'n, Natter

Beautifully prepared and decorated clubrooms, plentiful food and drink and many happy and relaxed Club members made for a fitting finale to the events of 2012 when the Christmas Noggin 'n' Natter was held on December 9.



It was gratifying for all those who had put in hard work to see the Clubrooms comfortably crowded for the event.

The occasion offered the opportunity for our members to witness first hand the wonderful restoration work done over the past year by Max Johnson, Don Webster

and their small group of helpers. Our gratitude goes to them all. Please show your thanks by continuing to support the twice-monthly Noggin 'n' Natters held on the first and third Friday of each month with the first one being on Jan 20th. It is hoped that there will be a naming ceremony and perhaps a 'head wetting' for the bar on that occasion.



THE MG CAP

While visiting Ireland this year, June and I decided to attend a Vintage fair at Castletownroch.

It was one of those lovely lazy summer days as we drove along the meandering country lanes under leafy shady trees with the blue bells in full bloom on the banks of the road and the birds calling to each other. Rural Ireland is so green and the countryside so gentle at this time of year, as we wandered past farms and villages before stopping along the way for lunch in the small hamlet of Rathcormick.

The country pubs are famous for fine food, a pint and a chat. One is never lonely in Ireland. After a good meal and a couple of pints, refreshed we decided to continue our journey to Castletownroch. As we exited the pub, to our amazement an MG TF drove in to the car park (a real MG TF). As I was having withdrawal symptoms about missing my MG TF and not being able to drive it on these beautiful country roads we immediately surrounded the vehicle to get our MG fix. We ambushed the driver and started asking questions. He was probably more surprised than us as to the attention he was getting and the admiration for his lovely car. Well, we started chatting about all things MG and told him about our car, neglected in the shed at home

in Australia. I think the drink got the better of me so I offered him my MG Club cap that I was proudly wearing in Ireland as I thought he needed it more than I did. He accepted and after a comfort stop continued on his way. The last I saw of my cap was as it cruised down the main street of Rathcormick in great style in the Cream MG TF, the driver as pleased as punch with himself. I forgot to ask his name and I never told him mine.

About a month after we returned to Australia, Elaine Hamilton sent me an e mail saying she had a request from a James Byrne in Ireland who was trying to find someone from the Queensland Club who had just been Ireland. She suspected me. She forwarded his details. I replied to him to find out that he is now the envy of the MG Car Club of Ireland as he wears his cap in style everywhere he goes in his magnificent MGTF.



I received in the mail a parcel from Ireland at Christmas time. The contents of the parcel was an "Irish MG Enthusiasts Club Badge" which now has pride of place on the badge bar of my MG TF 1500. I shall endeavour to contact him again on my next return trip to Ireland and maybe bring more caps with the hope of going for an outing with the MG car club of Ireland. So it pays to advertise.

Brian Phillips
Toowoomba

THE MG SERIES 'MGB,



Received with acclaim by the world's motoring Press from the day it was announced, the 'MGB' looks like being the best-selling M.G. ever. With more modern lines, more power and much greater comfort, with no loss of handling qualities, even the success of the 'MGA' is being outshone.



The 'MGB' looks well from any angle. There is a roomy luggage boot and the weather-tight hood gives excellent visibility when erected; with wind-up side windows and an efficient fresh-air heater, the car is snug in the roughest weather. Wire wheels are available as a factory-fitted extra; the standard disc wheels are shown opposite.

As a recipe for staying in business, it seems a reasonable idea to take a good, steady-selling product and just go on making it a little bit better every year. The trouble is that it can become a habit; one day you are liable to wake up and find another manufacturer has brought out a product that makes yours look like something out of the Ark. Which is why every motor manufacturer has a Design and Development Department – that is, a bunch of dissatisfied busybodies who, having thought up a new car, almost immediately forget about it and start working on something still newer and almost completely different. The procedure is lengthy, tedious, expensive and very necessary.

The first big breakaway from traditional M.G. sports design, the 'MGA', remained in production for seven years. In this time it appeared with pushrod o.h.v. engines of 1489 c.c., 1588 c.c. and 1622 c.c., a twin o.h.c. engine, drum brakes all round, disc brakes all round, a combination of the two, and a variety of minor styling changes. Eventually more than 101,000 were built—a world record for one basic type of sports car.

Inevitably, the successor to a car like that would have to be very good indeed, and complete redesign was the only possible answer. A new monocoque construction body provided roomier and more comfortable accommodation for the occupants, easier access to the engine, and greatly increased luggage space; this was achieved on a wheelbase 3" shorter than before, with less overall length, lower overall height, and an increase in width of just under 2".

Locks were provided for the doors, luggage boot lid and glove compartment. Wind-up glass windows replaced the dreadful side-screens—a major advance, this. As for the engine, this was a new unit of 1798 c.c. capacity featuring a larger starter, larger water pump, diaphragm clutch, and completely redesigned bottom end and gearbox. Though of almost the same b.h.p. rating, it was notable for a very considerable increase in bottom-end torque. The suspension looked much the same as that of the 'MGA', but in fact it had been the subject of a host of detail improvements, as had the disc front brakes. With a much higher final drive ratio but slightly smaller wheels, the top gear m.p.h. figure was raised fractionally from 17.8 to 17.9.

Design and Development had done their job well. The 'MGB' was greeted with immediate approval—witness this random selection from Press road test reports: "Unquestionably the best sports car ever made at Abingdon" (Sports Car); "An altogether superior car to its predecessor" (Autocar); "A delightful modern sports car.... a pleasure to drive" (Motor); "Bound to be a success.... a rugged, comfortable sports car at a reasonable price" (Canada Track and Traffic); "Undoubtedly the best all-round conventional sports car on the market.... extraordinarily good value" (Motoring News); "The best engineered, the best put together M.G. we've ever seen" (Road and Track). The sports car enthusiasts of the world endorsed the opinion of the Press, and Abingdon's only problem with the 'MGB' has been how to build enough to satisfy the demand.

Specification

Production period: from October 1962 onwards

Engine: Four-cylinder with pushrod overhead valves. Twin 1½" semi-down draught SU carburettors. Oil-cooler as standard equipment on export models.

Transmission: Diaphragm spring clutch with hydraulic withdrawal mechanism. Four-speed gearbox with synchromesh on second, third and top. Open propeller shaft. Hypoid final drive. Overdrive available in some markets.

Chassis: Integral with body.

Suspension: Independent front by coil spring and wishbone. Non-independent rear by semi-elliptic leaf springs. Armstrong hydraulic shock absorbers with anti-foam reservoirs at front. Additional rear springing by Aeon rubber units.

Brakes: Lockheed hydraulic, disc front, drum rear.

Body Types: Open two-seater with 'Packaway' hood or optional De Luxe folding hood. Hardtop available as optional extra.

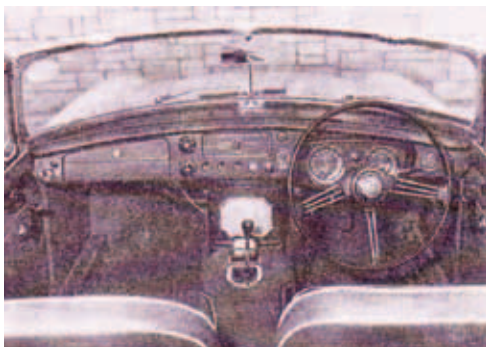
Wheels: Bolt-on pierced disc, 14" dia. Centre-lock wire spoked wheels available as optional extra.



A detachable, double-skinned, fibreglass hardtop (below) is available as an extra, transforming the car into a luxurious GT coupe.



The roomy cockpit (left) has room behind the seats for two children or an occasional adult passenger. The front seats have very long runners and the backrests are adjustable for rake.



The non-reflective black fascia has all the instruments grouped in front of the driver. There is a lockable glove pocket on the passenger's side and provision for radio installation in the centre.

Vital Statistics

Wheelbase: 7' 7".

Track: (Disc wheels) 4' 1" front, 4' 1¼" rear.
(Wire wheels) 4' 11" front, 4' 14" rear.

Weight: Approx. 2030 lbs. unladen.

Bore and Stroke: 80.26 x 88.9 mm. (1798 c.c.).

Power output (quoted): 98 b.h.p. at 5,400 r.p.m.

Maximum torque: 110 lb ft at 3,000 r.p.m.

Compression ratio: 8.8 to 1 (8.0 to 1 for some overseas markets).

Valve clearances: 0.015° cold, inlet and exhaust.

Valve timing: Inlet opens 16 deg. BTDC, closes 56 deg. ABDC. Exhaust opens 51 deg. BBDC, closes 21 deg. ATDC.

Ignition timing: 10 deg. BTDC static (8 deg. on low-compression engines).

Tyre size and pressures: 560 x 14 in. Pressures, 18 p.s.i. front and rear, for normal use; 24 p.s.i. for sustained high speed.

Rear axle ratio: 3.909 to 1.

M.p.h. per 1000 r.p.m.: 17.9.

Castor angle: 7 deg.

Toe-in: 1/16" to 3/32"

Carburettor needle: Standard, MB; Rich, No. 6; Weak, 21.

Capacities: Fuel, 10 galls. Water, 9½ pts. Oil, 7½ pts. (engine sump and filter); ¾ pt. (oil-cooler); 4½ pts. (standard gearbox); 5 pts. (gearbox with overdrive); 2¼ pts. (rear axle).

(Reproduced with permission from "Safety Fast".)

Navigating on the 1952 'Lakeland Rally', in UK

By John Preston

My family lived in Manchester, UK. Shortly after WWII, my Dad joined the Lancashire and Cheshire Car Club. He worked as an official on some events but mostly did some competing. He campaigned a home-built road-registered 'special' following the currently popular pattern of a supercharged Ford 10 motor in an Austin 'Seven' chassis. It was known among friends and family as "Christopher Robin's nannie's dressing-gown" because it was a beautiful blue and it hadn't a hood! He did enter in sprints and rallies, but primarily competed in 'Reliability Trials'. Fortunately, Dad usually took me along with him from about 1948 as his navigator. In order to forestall any questions about my being under age (in reality I was 13 or so!), he always bought a half-pint of beer for me to drink in any pub we went into.

Among many activities, the L&CCC ran a feature rally every year. It was called the "Lakeland Rally" and at the outset it was centred in the beautiful Lake District of NW England. The rally format was that scrutineering took place in Manchester between 5pm and 7pm on Friday evening. This was followed by a timed easy 2 hour run to the Rally HQ in a large local hotel at Keswick, for supper. Being late May, it was still daylight at 10pm. A fairly early start on Saturday took competitors through many timed stages along challenging country lanes (both sealed and dirt) and even cutting across a couple of well-drained grassy paddocks with gates that had to be opened and closed (they were under observation and not closing a gate incurred a penalty). Then on Sunday morning, there was a 500m timed sprint on a private road, followed by a few 'Gymkhana-style' driving tests. A Sunday lunch was on offer combined with publication of results, then people left to return home.

I think the event was into its third or fourth year, when an interesting situation developed after dinner on the Saturday evening. After 9pm when a few beers/wines/ports/brandies had been consumed, several drivers, navigators and officials gathered on the third floor. They had raided the housekeeper's storerooms on various floors and collected eight Hoover upright vacuum cleaners.

There then followed the "Keswick Grand Prix" comprising two heats and a final each for eight persons pushing vacuum cleaners on a prescribed route around the corridors of the third floor. It was quite hilarious to the participants, support crews and spectators – but unfortunately not to anybody else.

As a consequence, the Lancashire and Cheshire Car Club was 'blacklisted' from every large hotel throughout the Lake District. And that is the reason why the Lakeland Rally has ever since had to be held well away from the Lake District. Usually it has been concentrated in Snowdonia in North Wales with a headquarters at one of the seaside hotels in Llandudno. The Friday scrutineering and start in Manchester was retained.

In 1952, an entry was accepted from Alan Butler – a friend of my father – who needed a navigator, and that's how I came to be participating in that year's event.

His car was also a 'special', put together using a supercharged Ford 10 motor and drive train in an Austin 7 chassis, but with a Fiat 500 'Topolino' independent front suspension grafted on. It carried a spartan (again – no hood) home-built open body. I recall it was fitted with the larger wheels and a diff from a Ford 10 delivery van which were considered to be more suitable.

Fortunately the weather was dry, though quite cold. I had a picture that shows us starting a special stage up the "Bwl-y-Groes" just outside Llangollen. (After all, it was Wales you know. Trevor Llewellyn can pronounce it for you). I looked really serious in the photo because I was taking my duties seriously. But believe me I was having the time of my young life!

In those days we were up against MGs of course (new TCs and a selection of pre-war models) and Morgans and HRGs, as well as Rileys, SS Jaguars, Jowett Javelins and other well-loved defunct makes. There were one or two early (side-valve) Morris Minors with the low headlights. From the Continent, entries included current 2CV Panhards and Citroens and the odd pre-war French or Italian family car. I think there was an OM there (OM was Italian for MG! – Check it on the web!). It was before VW Beetles got into Britain; however, they would have done well. If they presented nowadays, almost the entire entry list would have to qualify as CAMS Historics Groups Na or Sa!

The result? Well, we didn't win, but as I recall, we were in the first ten in an entry list of over 50. But that was irrelevant; I'd had a tremendous weekend and still carry the memories around 60 years on.

In response to my request for articles from Club members, Steve Johns has submitted this one on the history of his Sports 1300 car driven by his nephew Terry Johns and of its results on track since their debut just over 12 months ago. One of their proudest moments was earlier this year when Terry beat Vern Hamilton's longstanding class record, collecting the prize cheque of \$500 as well. He then went on to win the Tighe Cams series, the Martin Tighe Trophy at the QHC and the best young driver at Mt Cotton award. More items like this are welcomed.

Esprit Sports 1300 By Steve Johns

Prosport Developments (Grant Watson) built the car and started a CAMS logbook on 15-02-1995 as a Clubman Sports 1300 category 2C. The car was unique as it had fully enclosed body panels and was fitted with a Suzuki twin cam G13B engine. In 2001 a previous owner Mr John Chaplin engaged Auscam (Ian Peters) to build a replacement chassis for the car and a new CAMS log book was started on 01-08-2001. The car changed hands again and ended up in storage for 3 years until I bought it in October 2009.

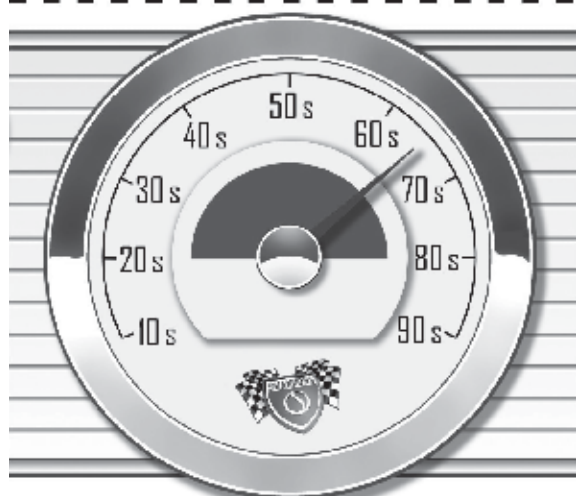
Plans were made to bring the car up to race condition for the 2010 season with my 19 year old nephew Terry Johns doing the driving. Racing was to be limited to hillclimbs and sprints for the first year so Terry could become confident and familiar with the car. Our first Test & Tune in Feb 2010 identified some braking problems and Terry still managed a time of 49.53 sec using the original hard compound Dunlop slicks on a wet track.

Our First year of racing.

- ▶ Round 1 of the Tighe series in March 2010 further reinforced braking problems and our need for softer tires more suited to hillclimb use. Best time of 49.24sec.
- ▶ Round 2 of the Tighe series in April 2010 with the braking issues solved and a set of second hand soft Avon tires Terry lowered his PB to 46.53 sec.
- ▶ MG & Invited Sports cars May 2010. Fastest Sports car of the day with a time of 44.89 sec.
- ▶ QLD Hillclimb Championship June 2010. 1st in class with a best time of 44.46 sec.
- ▶ Grafton, Round 5 NSW Hillclimb Championship June 2010. 1st in class and broke the 10 year old Sports 1300 record by 0.31 sec with a time of 51.12 sec. First time at Grafton.
- ▶ Noosa Hillclimb July 2010. 1st in class with a new class record and 4th outright out of 120 competitors with a best time of 60.28 sec.



- ▶ Round 3 of the Tighe Series, August 2010. 1st in class with a time of 44.41 sec. (0.03 sec off the 12 year old Sports 1300 record).
- ▶ Leyburn Sprints August 2010. First in class and 5th outright out of 212 competitors with a best time of 50.68 sec.
- ▶ Ironman Supersprints 18th September at Willowbank raceway Terry took FTD with a time of 58.82 sec on the Clubman track using our old Dunlop tyres.
- ▶ Round 4 of the Tighe Series 47.43 wet, Our second hand Avon tyres had worn out.
- ▶ Round 5 of the Tighe Series 44.57, Avon tyres worn out.
- ▶ Round 6 of the Tighe Series 45.94 wet, Avon tyres worn out.
- ▶ Tighe Series class winner and MGCCQ Junior driver of the year for 2010.
- ▶ Round 1 of the Tighe Series January 2011, with a new set of Avon tyres fitted Terry broke the 12 year old record of 44.38 on Saturday with a time of 44.13 and further lowered his own new record to 44.09 on Sunday.
- ▶ Morgan Park sprints 30th January 2011 FTD with a time of 40.322 on the "B" track using our old Dunlop tyres. First time at Morgan Park.



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- ▶ Lakeside sprints March 13th 2011 FTD with a time of 58.47 using our old Dunlop tyres. First time at Lakeside Park.

Footnote – A brief summary of our second year of racing is as follows:

After fitting a new set of Avon slick tyres At Round 1 of the Tighe Series Terry broke the 12 year old record set by Vern Hamilton, he then went on to break his new record a further four times.

On Dec 2nd at the MGCCQ Tighe Series presentation night Terry received:

- ▶ 1st Outright
- ▶ Best Sports car
- ▶ Young driver of the year.



The Marinised MGF

The following story is not given as advice but simply shows the lengths that some MG owners will go to in rescuing their cars from the cost and embarrassment of a 400km Flatbed ride home.

Ahhh...

It wasn't that long ago that a white MGF limped into the Wide Bay area, looking decidedly lower on the passenger side. Those with early MGFs would know the look, this time caused by a blown suspension bag depositing green liquid over local pristine roads. They would also know the sound of mudguards rubbing on wheels and exhausts scraping on the ground. Quick phone calls determined that the necessary spare parts were not easily obtained... and certainly not in the Wide Bay area.

What to do...

By some convoluted reasoning it was decided that the MGF suspension, in principle, was not all that different to that of a Hydrolastic Mini Minor. Further thought processes (admittedly somewhat weird) then jumped to the fact that Minis originally used rubber cone suspension.

Hmmm...

A detailed examination of the F's suspension (read quick look with a torch) sent owner and friend scurrying off to the local Trader's Store to purchase

a solid rubber 9" boat trailer roller. Brimming with the confidence of an habitual gambler entering a Casino the two took to the boat roller with a hacksaw, cutting it in half to give two "Mini" rollers (pardon the pun). One end of each was then shaped on the inside to give a taper which would sit over the F's rebound rubbers.

Eureka...

By carefully placing the reshaped half rollers over the rebound rubbers and zip tying them (what else ?) to the uprights the hydrolastic suspension was converted to rubber suspension.

But did it work I hear you ask...

Oh you doubting Thomas's, of course it did. The "Mini" rollers were held in place by the car's weight (not the zip ties) and the White F travelled back to its Gold Coast home, no bottoming out, no scraping of guards, and NO flatbed! And, of course, the Mini rollers survived to be recycled back onto a boat trailer!

Wily F Owner

The book reviewed below is available in the Club library along with over 1400 other items.



The Essential Buyer's Guide MG TD, TF & TF1500: 1949 to 1955

By Marque Expert: Barry Jones

Whilst reading this book it did not take long to realize that it was well written and researched by Barry Jones, the extensive information he supplied is accurate and to the point.

The start of the book offers some very good advice on what to expect from these model MG's in comfort and performance.

Section 1, first paragraph deals with "Tall and short drivers", you would find under the control pedals there are connecting knuckles fitted between the pedals to the lever arms that operate the brake and clutch these can be removed or replaced to suit the driver. The last sentence in this paragraph states quote "The TF has separate seats, but the TD has (shared) backrest, so a TD passenger and driver should be of similar height" unquote, I suggest you do not change your partner as I believe love will find a way.

The book continues on with, cost considerations, and living with a MG TD or TF also relative values for these models, at this stage you realize that you are receiving sound advice and instruction on the selection of your choice.

We now move onto the evaluation of the vehicles overall condition, there are two sections, the first being a short overall inspection of the obvious and key points, most of this tips would be useful in the purchase of any car.

Next is the serious condition valuation, not a generalization but nitty gritty point to point description of all key areas to be inspected, each area finely described and supported with clear colored

photographs, the book then goes on for another 20 pages covering... restore or not, method of purchase, auction, eBay, private, etcetera, many more articles of information that would be considered to be of practical use for the purpose at hand.



You may have by now noticed that I referred to the edition in print as "the Book" when its title is "The Essential Buyer's Guide" simply because I considered it more than a Buyer's Guide, but complete enough to assist in the sale of your MG TD TF, with its accurate description of rights and wrongs, any owner could bring his car up to a much more desirable "MG For Sale", and its points to check should become every owner's periodical check list.

My final word and your probable question, would I buy this item?

Done so already.

Cheers.

Cyril Bennett

6'1", 110KG's, Size 11 Shoes, and I've loved driving my TF1250 for the last 12 years

1968 MGC Development, from Lemon to “Poor Man's Aston Martin”

On the 6 August 1968 I drove my MGC-GT [Sandy Beige with Red trim] away from the wharf. It arrived as deck cargo on the “SS Auckland Star” on the 5 August.

It had 17 miles on the odometer and was the first MGC to arrive in Australia. It was the only new MGC ever to be delivered direct from Abingdon. Other MGC's started to come here in late 1969 after being used overseas. With duty and sales tax totalling 75.5% on the landed cost there was lower duty if the car was owned and used overseas for a period of 15 months.

The first drive was very interesting as the car had a totally different feel from my MGB roadster. It felt like a heavy solid sedan, quiet and smooth, unlike any MG that I had driven before. When I finally got the workshop manual [after we had pulled the engine down and lightened the flywheel and improved the head] I didn't believe it had the same cam timing as an MGB as the lack of engine response was so surprising for a 3 litre 6 cylinder sports engine. There was little low down torque and cold starting even in our sub-tropical climate was difficult. This changed immediately with the Downton Kit 45 fitted.

My MGC-GT was called the “Truck” as the registration number was PFT-000 from new and we called it the “The Pretty Fast Truck” as it handled like a truck, had an engine that responded like a truck [with its excessively heavy flywheel and crankshaft] but it was pretty and for its day very fast. With 3.307:1 diff. the standard car reached 120mph in both top and OD. After fitting the Downton Kit the car reached 128mph [speedometer reading] at the Lowood Racing circuit in 1970. Fuel economy improved to an average of 25 MPG city and country mixed use running. As the car is now we average 26 MPG with air-con on all day.

Over the 43+ years that I have owned and driven it, it has been developed into “John Thornley's

poor man's Aston Martin” bit by bit. Starting with the poorly designed Morris engine, it now has the Downton Kit 45 [head, manifolds, dual exhaust system with three 1 ¾” SU's, fitted in 1970], followed by Koni shocks all round and up rating the front roll bar to 7/8”, then removing all the top wishbone shims to get some negative camber, fitting a 15” Mota-Lita wheel and a 5/8” rear roll bar [Ron Hopkinson's MGB-GTV8 kit] followed by MG Motorsports fast rack [2.875:1] as against the 3.45:1 factory rack. This has produced a car that handles and has a sporting engine with 174.46 BHP at the flywheel with the Downton exhaust fitted. [The factory engine produced 123.7 BHP at the flywheel when measured by Daniel Richmond of Downton Engineering on Abingdon's own dyno. with its open factory exhaust system].

Many other comfort modifications were fitted over the last few years. Full thermal and acoustic insulation of the interior with air-conditioning and tinted windows and screen [screen is legal with 25% tint], then a pair of 2002 MX5 leather seats. This has produced a car as against the “Truck” which is able to keep up with all MGA's and B's in the mountains and is a good, quiet and comfortable GT touring car as well. Oh for the old days, before police cars had radios and revenue collection devices. When circular white disks with black diagonal stripes were on the highways and the police only monitored the restricted areas. 4,000 RPM in O/D was 108 real mph, a good cruising speed for a ‘C-GT’, from Melbourne to Brisbane via the inland highways.

While we really enjoy driving the car on Mid-Week runs I decided on one final upgrade and fitted John Hoyle's IRS after seeing Hoyle suspensions fitted to an MGA [Honda 2 litre V Tech engine and

6 speed Honda box, with 240BHP @ 9,000RPM, owned by a Gold Coast MGCC member] this has produced a really comfortable touring car that handles very well and with 4 wheel disc's it stops well. No rear roll bar is required with the IRS. The 7/8" front roll bar is retained.

When I installed the IRS I set the toe adjustment at zero, [in my garage], in reality I had toe out on both wheels. What an exciting car we had with the incorrect alignment. Can you imagine an oversteering "C" what great fun, until I looked at the already worn out tyres to see I had a tyre buffing machine. Boy was it fun in the mountains, light steering with effortless turn in, apply the throttle and back off the wheel. This was fun in the dry but it would have been extremely dangerous in the wet.

Now the IRS has 3mm total toe in [don't know what this actually refers to] and -0.5° negative camber on each wheel. The front has -1.5° negative on the left and -0.75° negative on the right [works out this way with all the shims removed but with the road crown tracks dead straight, in all driving situations] and 5mm total toe in. This has produced a neutral handling car with almost no roll and is not unlike a modern car, suspension wise.

Note: Changes in ride height greatly affect the camber, we think they put the suspension pick up points in the wrong place. After all they got nearly everything else wrong with the top of the line [at the time] MG.

I cannot, and do not expect to, keep up with MX5's [the modern well designed MGB replacement] which weighs about the same as the "Truck" [1165 Kg] and has a modern chassis which is a lot wider. I can keep up with all the classic MG's in our hinterland mountain runs, something the factory car could never do, due to the extreme understeer in tight downhill turns. When it was new I nearly ran into a bank driving down a very familiar mountain road [daily drive home from a TV Station] as I normally did in the MGB. The "Motoring Journalists" said the car had mild understeer, I wondered what they thought serious understeer was. The factory car was rather dangerous to a normal driver used to previous oversteering MG models, MGTF and MGB.

I can say that we really have a most unusual C-GT, it handles very well, goes as a 3 litre car should, it is

superbly comfortable, very quiet and overall the car that Abingdon should have produced in the first place had their engineers been given the funds and time to develop the car properly. I have used our 1994 BMW 325i Coupe [with German "M-Tech" suspension] as the bench mark in developing the "Truck" and now there is little difference between them.

I have not found any power steering system that will fit or get approval from our very strict, Main Roads Queensland, Transport Inspectors so I will never have the superb steering of the BMW which is a pity, but I cannot compare a car designed in the early 60's to an early 90's BMW which is in a much higher price/quality range and was not designed as a basic low cost sports car.

The downside and there is always a downside with serious modifications is the cost. Now at 75+ years of age I don't care as there is limited time ahead to be able to enjoy the car, so why not develop it fully for our enjoyment. Better to have a well used 5,000 miles a year car than a garage full of hardly used cars all with registration, insurance and maintenance. The cost of doing all these modifications today would be beyond consideration. The IRS at an exchange rate of 46 pence to the AUD with Duty [10%+ GST 10% = 21%] without outside labour other than engineer's approval costs and Qld. Transport costs was approximately AUD 11,000 when it was fitted. There was AUD 4,000 for the costs at this end, to land, install and approve the IRS plus the AUD 7,000 to send the IRS to Brisbane.

I have had a few long term club members ask me "What are you going to do with it when you can no longer drive it". Someone will, one day, get a really interesting MGC-GT that only needs a full re paint, about half the car still has the factory finish 'Low Bake' enamel. The sides are acrylic lacquer due to all the scratches and stone chips over the years. Our car has a FORD Granada diff. [3.64:1], FORD rear hubs and discs. Minator splined wheels [5.5 by 15] with 185/65R15 tyres. Factory engine with Downton stage 3 [Kit 45], gearbox etc. so it is still basically an MGC-GT with modern day upgrades.

Bruce Ibbotson.

**Queensland MGCC, member #600.
22 Dec. 2012**

NOVEMBER/DECEMBER calendar of events

These are reproduced here as there was insufficient space in the calendar insert .

November

Fri 2 Nov	MGCCQ		Clubrooms	Noggin & Natter
Sun 4 Nov		P		QMC Rd 7 Willowbank
Wed 14 Nov	MGCCQ - DDC			DDC – Mid week run for lunch. Contact Ron Gillis or Brian Phillips
Fri 16 Nov	MGCCQ		Clubrooms	Noggin & Natter
Fri 16 Nov	MGCCQ	P		Night navigation run. Contact Malcolm Spiden 3266 6350
Sat/Sun 17-18 Nov		P	Morgan Park	State Championship Race Meeting Rd 4
Sun 18 Nov	MGCCQ	P		Late afternoon run. Contact Larry Ryan 3279 0440
Sun 18 Nov	MGCCQ-CAP			CAP – Breakfast run. Contact Gurney T Clamp 0439 751 170
Sat/Sun 24-25 Nov	MGCCQ	P	Mt Cotton	Tighe Cams Series Rd 6
Sun 25 Nov	MGCCQ - DDC			DDC – Day run From Warwick. Contact Graham Cope or Bob Marsh
Wed 28 Nov	MGCCQ			Midweek Run. Contact Contact Bruce Ibbotson 3366 1889.

December

Fri 7 Dec	MGCCQ		Tighe Cams	Tighe Cams Presentation of trophies at Tighe Cams
Sun 9 Dec	MGCCQ	P	Clubrooms	Afternoon run to Clubrooms for Christmas get together. Contact Larry Ryan 3279 0440

News from the Regalia and Gift Shop

Bruce Bayliss and Meryl Miles have volunteered to maintain the Regalia and Gift shop this year and have already sourced some exciting additions to the existing stocked items.

Whilst the new items will not be available to view on the current price list, this should be remedied in the coming month.

The addition of a "Dress" shirt with the MG only logo is available and can be worn with or without a tie, depending on the occasion. The shirt colour is Stone/very fine dark pinstripe/Cream logo and looks very smart with a plain brown or Maroon tie with the 20mm lapel pin used as a tie pin. We have also added a ladies ¾ sleeve Blouse in the same colours. \$46.95 for either garment.

Another new addition is a "Bucket" Hat - \$16.50. These will be available with the Club Logo or the Mt Cotton Logo, in adult or child sizes.

A 2 x person picnic set, a Red Tartan picnic rug as well as a charming fleece knee rug for those cooler days of driving your MG., all with appropriate logos, are in the pipeline and should be available from February 2012.

Meryl Miles – 3892 2699 or 0418 760 447
Bruce Bayliss – 3848 3666 (after hours) or 0418 887 274

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Chapter Chatter

By Darrell Martin

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

A year with highs... a year with lows...

And so another year of activity closes for the Wide Bay Chapter.

2011 started with a quick Twilight Run before moving on to our highly successful Australia Day BBQ at Legacy House, attended by over 50 people. Other regular runs then commenced with gusto with more BBQs, Fish n Chips, country jaunts, lunches, wineries and morning coffees.

As usual for our Chapter, several runs to local dams were included where our members could relate never ending stories of the fish they almost caught there.

The year also saw several long trips away, including the David Hack Memorial Day in Toowoomba, the McLean's Bridge at Lakeside event and a somewhat cool trip to Stanthorpe and its wonderful restaurants and wineries.

An integral and growing group within our Chapter are those who live a little further north of Hervey Bay in Bundaberg and its surrounds. While they were able to join the Hervey Bay based owners for some events, the distances involved can be a problem when runs venture south of the Bay. The active Bundaberg crew



therefore run numerous stand alone functions which ensure that MG friendship blossoms in that area.

Where possible, others in the Chapter also travel up to Bundaberg to join in their activities. I know that a lot of fun was had by all who attended the Bundaberg Show... and rumours that they only did so to drive the Showgirls around the ring are totally false.

There has also been some competition work coming out of our Chapter. Allan Dansie has been campaigning his Midget with vigour and the sound of Bill Manns' V8 MGB GT, driven by both Bill and Dave Roberts, instils fear in the hearts of all those who hear it.

Unfortunately October provided a sad time for the Chapter with the sudden passing of Ian Bryant, our Coordinator for the past seven years. However it has been noted by several Chapter Members that since Ian's passing there have been remarkably fewer blue and white number plates on our local roads.



November saw another sudden death with George Bezant, also one of our founding Members. George was an unforgettable character who enjoyed taking his E-Type on our many trips.

The final run for the year was conducted by the Bundaberg group on 20 November when seven cars assembled for a scenic beach run and to meet our new member Judy O'Donoghue.

Planned and led by Bill and Cheryl McCollum, this run headed to Burnett Heads, stopping at Gorman Park for morning tea. From there the merry band travelled thru Bargara to Innes Park and on to Coonar before retracing their steps to Innes Park for a picnic lunch. Following Bill and Cheryl were Eric and Janelle Beckman, Ian Games and Jan Griggs, Mark Roberts, Kaye Boisen and Allan and Kaye Dansie with guests Steve and Tracy Gable.

With the year closed, a huge thank you goes to all those who organised the runs and outings enjoyed by our Chapter members. Thank you also to the Chapter members who came along on the runs and made them so successful.

Our Chapter's programme for the first half of 2012 has now been organised with more things to do than it is possible to fit on our calendar. However, the Bundaberg group are starting off with a run to Monduran Dam and the Hervey Bay based group with Fish n Chips on the Esplanade.

The first joint run for the year will be the Luigi Bryant Run, taking in the Teddington Weir (probably in flood) and a pub lunch at Torbanlea. And, of course, we are again having our Australia Day BBQ at Legacy House in Bryant Street, Hervey Bay.



If you are in the area, come along and join in our events... we can guarantee you a good time and a warm welcome.

Our full schedule of runs for the first six months of 2012 is on the website and also incorporated into the Club calendar (by colour code) in the central liftout of this magazine.



Chapter Chatter

By Gurney T Clamp

Photos by Gurney T Clamp and David Miles

CAPRICORN CHAPTER

Christmas Tour

– Sunday 11th December 2011

Coastal members Martin and Narelle Adamson, Ian and Rosemary Carleton, Gurney and Gloria Clamp, Jenny Hill, Tom and Kathy O'Dea, Roger and Phyllis Warne and Alan and Evelyn Morieson all arrived in their MGs ready to take on the weather forecast prediction on the internet along with Phil and Margaret Henry, Don Madden, with guests Trevor Anderson, Glenys Benson, and Kevin Brown who all came in their private vehicles.

As the group left Beaman Park dark clouds appeared in the West as they headed to the junction of Tanby and Emu Park to meet up with the Central group of Peter and Tracey Breed, Garth and Leslie Barnes, Terry Dwyer with guest Sharl, Jo and Katie Emmert, Brian and Glenis Russell, Margaret Thomasson with Linda Wilhelmsen at the wheel, Phil and Pam White and Ian Wilhelmsen, along with MG Car Club of Queensland Chapter Liaison Officer David Miles, Stuart and Ada Clark, Gary and Robbie Galloway, Ian and Leanne Mc Keague, Dale and Margaret Volling. They were all in their everyday cars as they left Kershaw Gardens under threatening skies to arrive at the junction of Tanby and Emu Park road. It made a total of 14 MGs, one Triumph



TR4 and 7 every day use cars on the trip with most of the MGs making it to the photo shoot at Tanby Point before heading off to Noel and Sue King's property to celebrate Christmas.





We arrived there in enough time to allow members to have a chat before the first storm hit, then the second storm hit before we all sat down to celebrate a beautifully prepared Christmas dinner, prepared by Noel and Sue King and some of their immediate family. It was the largest group of members and guests of the club ever to assemble and all expressed their thanks to Noel and Sue for the effort that they had put in the preparation. David Miles addressed the gathering giving a brief outline of the club and donating the prize for the poker run, a carton of Old Speckled Hen beer that has connections with the MG in England. This was won by Gurney and Gloria Clamp in group A with a pair of Queens and threes, Jenny Hill won Group B with 2 pairs of two's and Kings, with Phil and Pam White winning group C with 3 fives. David also announced the inaugural winner of the Jennelle Thomasson Memorial Trophy which was presented by Margaret Thomasson to Gurney and Gloria Clamp.

The coordinator presented the members with a 12 month program of events for 2012 which will include a



couple of new trips, one to Mackay, Raglan Wings and Wheels fly in, Great train race at Goondiwindi, Mystery tour on the Coast, Yesterday's Vehicles to-day tour, and tours to some of our popular spots

Next tours:

- ▶ Sunday 22nd January – "Afternoon up Mt. Archer BYO B.B.Q.
- ▶ Sunday 19th February – Breakfast at Rockhampton Botanical Gardens



Chapter Chatter

By Brian Phillips

DARLING DOWNS CHAPTER

The meeting point for the start of the October run was Apex Park Gatton. To get there some of us took the scenic run down through Murphys Creek while others went down the lovely Flagstone Creek road. After morning tea, with Trevor Watkins in the lead, we took off for an enjoyable tour through Southern Lockyer Valley passing through the towns of Laidley, Mt Walker, Warrill View to our lunch stop at Harrisville where we doubled the population of the town. After a fine meal and enjoyable conversation, we set off for the second part of our tour to Cormorant bay on Lake Wivenhoe through the interesting town of Marburg with its quaint shops and then to Fernvale where John and Helen were looking forward to tasting one of the famous pies from the Fernvale Bakery. Cormorant Bay is a popular spot for Brisbane day-trippers and we enjoyed our afternoon tea on the beautiful spacious picnic grounds on the shores of Lake Wivenhoe. The return journey took us through Esk then up the range to Hampton and home to Toowoomba. The run was about 200km.

Participants were Gary Lawrence MGB, John and Helen Coverdale MGB, Brian Phillips MGB GT, Trevor and Dell Watkins XR6 and David and Meryl Miles MG Magnette.

There are so many lovely eating places tucked away in small pockets of our area that I am always surprised when we discover another one. The Hotel in Mill Street Toowoomba is another of these little gems. Twelve members turned out for this meeting. It is lovely to catch up with friends we have not seen for a while and these included Graham and Lyn Cope who are back from their travels and George Englart who I believe is still working on his MG TC. Great meal, Great Location, and good company. Makes for a pleasant day out.

As summer approaches the changes in the seasons is portrayed in the colours of the Darling Downs. Jacaranda Trees shed their flowers creating a carpet of lilac across the road, the flowers swirling up as we drive by. The landscapes turn in colour with the crops ripening. Farmers cutting hay dot their fields with



large rolls scattered through out the distant paddocks. The heat of the midday sun along with the build up of clouds in the afternoon remind us that summer is on the way. These changing scenes greet us every time we travel in our MGs through the Darling Downs on our way to another enjoyable breakfast or lunch meeting.

Our last run for the season saw eighteen members turn up at the Warwick Golf Club for breakfast. Conversation and laughter would have gone on for a while if we were not pressed for time. Departing Warwick at 10.15 am five cars and ten people headed for the higher altitudes of The Granite Belt wine growing area. Our first port of call was the Heritage Winery near Dalveen where sipping of the local produce was followed by a complimentary a cup of coffee or Tea. Some purchases were made from their fine selection of wines. We journeyed on to our next port of call, the Summit Winery with its big cool shed which looked very inviting. After some more tasting we were given a tour through the cellars where they can cater for large groups. This was of interested to us as we were looking into possible locations for the visitors who will be attending the 2013 National Meeting. The Robert

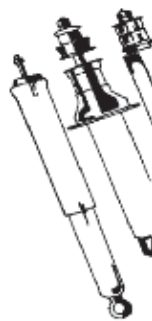
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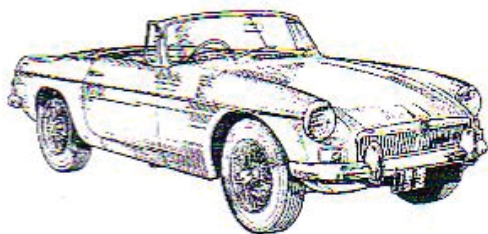
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CATALOGUE**

Channon Winery outside Stanthorpe was our lunch Venue with a delicious selection of Spanish Dishes and more wonderful wine to sip. The view over the near by lake and the atmosphere made the time pass very quickly. From here we took the ring road back to the highway stopping off at the Castle Glen Liqueur Winery where fudge and fortified wines in every shape, colour and size could be purchased. Our thoughts turned to home so our last stop of the day was Vincenzo's Big Apple for olives and Coffee. Another wonderful day out with the MG Car Club.

There are a few changes to the organising of the Darling Downs group for 2012

I would like to thank John McLean and Garry Lawrence for their input for 2011. As both John and Gary have work commitments for 2012 they are unable to continue in the role of convenors for their respective areas. I welcome Graham Cope and Bob Marsh as convenors for the Warwick area runs. I would also like to thank Ron and Judy Gillis for organising the Mid



Week Lunch Runs and look forward to some more interesting pubs in 2012.

The Breakfast runs seem popular in the past, so we are starting off 2012 with a breakfast run to kick off the New Year.

Chapter Chatter

By Ken Freeburn

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



Unfortunately there were no photos available for publication in this issue, so we have looked back nostalgically to a run in December 2009 with this great photo from a FNQ run.

Seasons greetings from FNQ Chapter. After a quiet but wet 2011 we had a Christmas BBQ on 17th Dec with 7 couples attending Ken and Anne's house in Cairns. All enjoyed steaks, sausages and salads followed by some of Anne's creations for sweets.

We discussed proposed events for 2012, and decided that, on the 2nd weekend of each month, starting Feb, there will

be events such as economy runs; trips to Etty Bay, Babinda boulders, Port Douglas, Tinaroo dam, Lake Barine; a golf day at Milla Milla and a tour of the Atherton tableland.

The exact dates for each event are yet to be sorted, and will be advised early Jan 2012. Members have volunteered to deputise and help out when yours truly is otherwise committed with Shannons or motor sport events.



Tyres, tributes and trophies: recalling the Golden Era at Goodwood

by Elizabeth Dowler



1911 Ford Model T, the 'Golden Ford'



Ford Model T Fire engine



Ford Cortina Mk I with Glam Cab Girls

Twelve of us arrive at Gate 2 car park in a horse box. The ride has been arranged by our B&B hosts and their neighbours who run the Lavant House Stables just outside Arundel. We join the throng surging into the grounds and, after some difficulty, locate the Woodcote Grandstand and take our seats. On the circuit below us, 350 to 500cc motorcycles from the 1960's are competing in a two-rider race for the Barry Sheene Trophy. Thirty minutes later, their exhaust notes are replaced by the drone of production-based saloon cars from the same era. The track doesn't stay empty for very long for there are fifteen events being staged here over this weekend, 16-18 September 2011.

Under the shade of the grandstand, the retro summer dress I purchased from an Op Shop in Brisbane isn't affording me very much protection against the chilly winds. I decide to take a walk outside under the weak sunshine to explore this entity they call the 'Goodwood Revival'.

This year marks a century of automotive history for Ford of Britain. This special anniversary is brought to life with a 100-vehicle parade ranging from the first 1911 prototype through to 1970's models. Now the parade has finished, the entrants are dotted throughout the complex and I come across the Model T 'Golden Ford' raced by Henry Ford himself, a Model T fire engine from 1923, a Ford Cortina Mk1 Estate from 1963 and many, many others.

The place is bursting with celebrations. At the Paddock, I peer through the wire mesh into the Pit area and watch Juan Manuel Fangio II carefully park a Mercedes-Benz W196R Streamliner, a Formula 1 racing car from 1954. (I don't have a Pit Pass to get any closer to the action). In the distance Sir Stirling Moss is standing alongside another Mercedes-Benz, a 1955 300 SLR. Along with Hans Herrmann, these three driving aces have just been out on the track in a lap of honour to celebrate the centenary of the birth of racing legend, Juan Manuel Fangio I. Moss, Herrmann and Fangio were team mates back in the 1954/55 seasons.

Apart from the Silver Arrows, multiple cars have been brought in from overseas especially for the occasion including two early Chevrolets from Fundacion Fangio of Argentina. It was in the Chevrolet Coupé that Fangio won the title Argentine National Champion in both 1940 and 1941. He made his European debut when racing recommenced after the war, going on to win five F1 World Championship races. In the line up of Fangio cars stands the Alfa Romeo 158 Alfetta in which he scored his first F1 World Championship at age 40 making this year also the 60th anniversary of his first victory.

Many believe Fangio to be the greatest Grand Prix driver ever with his record of 24 wins from 51 starts. A forty-seven percent winning average is a record unlikely to ever be beaten. He raced twice at Goodwood. Sir Jackie Stewart is given the privilege of going out in the actual car in which Fangio won his fifth and final Formula 1 World Championship at Nurburgring: a 1957 Maserati 250F.

I return to watch several more races. There are trophy events for 1960's sports-racing prototypes, Jaguar-E types and Formula Junior cars. The Freddie March Trophy race brings our first day to a close. We stroll back to the gate through the Paddock only to find the Pit enclosure open to the public. We are granted a once-in-a-lifetime opportunity to peer at and drool over



Juan Manuel Fangio in Mercedes Benz



1965 Ford GT40 which raced in the Whitsun Trophy

some of the most expensive chassis on the planet. The list of multi-million pound machinery includes a trio of Ferrari 250 GTO's and no less than seven 250 GT SWB Berlinettas including the famous 'Breadvan'. The Maseratis are too numerous to list here save a quick mention of the spectacular Tipo 151. There must be in excess of 120,000 people in attendance. Neither of us is an enthusiast when it comes to crowds yet the excitement of 'Goodwood' is infectious and we are both eager to return for more of the same on the Sunday. This time I venture off into the central paddock where a part of the airfield has been cordoned off for a static display of pre-1966 military and civilian sports aircraft.



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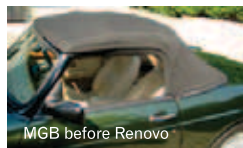


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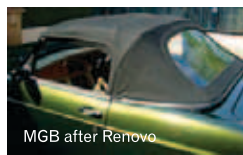


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Butlins Ballroom

Aviation has always been at the heart of Goodwood. In its previous life, Goodwood was RAF Westhampnett, a satellite airfield for nearby RAF Tangmere on the frontline during the Battle of Britain. Nowadays, the

airfield, which is completely enclosed by the racing track, functions as the Goodwood/Chichester Airfield for general and light aviation. Dominating the static display is the 'Sally-B' B17 Flying Fortress, undoubtedly one of the largest air machines to have landed at this small airfield. Other exhibits include a Hawker Fury Mk 1 biplane, a de Havilland Beaver, a Percival Provost, a de Havilland Gipsy Moth and a Dragonfly, the 1938 Waco YKS biplane and a 1943 Fairey Swordfish torpedo bomber... all competing for the Freddie March Spirit of Aviation Trophy for excellence in preservation and restoration of pre-1966 aircraft.

Just one aircraft, however, takes centre stage this weekend and provides us with an excuse for yet another celebration. In 1936 the Supermarine Spitfire took to the skies on her maiden flight and four years later, Spitfires were taking off from RAF Westhampnett. To acknowledge the 75-year-old bond between the two, the Revival is staging a Spitfire comeback with a fabulous collection of memorable models. Over the weekend, we are treated to a number of air displays; the most memorable being a brace of Spitfires riding on the wings of a Lancaster bomber in a Battle of Britain Memorial flypast. The bomber, flown in from Kemble, makes her appearance on the Saturday afternoon. Today, eight more Spits have lined up for action and a squadron of ten fly over the circuit in grand formation. It is a long time since this number of Spitfires has graced the skies over the old airfield and for many onlookers, it is an evocative moment.

For those old enough or keen enough to have studied the development of the Spitfire, you will know that the forerunner to this successful fighter plane was the 1929-built Supermarine S6a racing seaplane aka the Schneider Cup seaplane. Only two have survived and, fortunately for us, the one held by the Solent Sky museum in Southampton has been loaned to the Revival for the weekend.



Laurel and Hardy



Elizabeth alongside a 1956 Maserati 250F which ran in the Richmond Trophy



Spitfires alongside Lancaster bomber



Richmond trophy grid – HMW, Aston Martin DBR4, Lancia-Ferrari D50A

The Richmond Trophy is about to begin. I make a hasty return to the track; not the grandstand this time but the starting grid. This event offers exciting racing between legendary front-engined cars from one of Grand Prix racing's golden eras, 1950 to 1960. Participants include the Maserati 250F, the Ferrari 246 Dino, the Connaught, the BRM Type 25 and in front of me on the grid, an HMW, an Aston Martin DBR4 and a Lancia-Ferrari D50A. The race gets off to a dramatic start when both front-runners stall and have to wave frantically to stop the cars behind from ploughing into them! Gary Pearson takes the trophy in his BRM Type 25.

Next on the programme is the one-and-only Royal Automobile Club TT Celebration race, a one-hour two-driver race. It is unique. Nowhere else in the world will you come across such a gathering on the grid of super-rare, ultra-expensive internationally-renowned historic cars. The race starts in sunny conditions but the blackening sky indicates it won't stay dry for long. Midway through the race, the heavens open with a torrential downpour. While spectators run for cover, lights blaze and drivers struggle to find grip as they fish-tail all around the course trying desperately, but somewhat unsuccessfully, to keep out of each other's way. Before anything really expensive gets badly broken, the race is called off five minutes short of time. The star pair Kenny Brack and Tom Kristensen rock home to take the honours in their 1964 Shelby American Cobra Daytona Coupé.

After the deluge, I return to my seat at Lavant Corner, a bend with a notorious bite causing many to end up in the gravel trap. Behind me in a muddy paddock, 1950's and 1960's motocross motorcycles have been competing for the Scramble Trophy. More than fifteen iconic brands of bikes have been given a workout while down below me, the empty track is ready to host the Glover Trophy. This is the second last race of the day for 1.5 litre Grand Prix and Tasman cars that raced between 1961 and 1965. In wet conditions, Andy Middlehurst streaks into the lead. By half-distance, he is a staggering thirty seconds ahead of the rest and wins after a succession of hot laps. His victorious race is in the 1965 ex-Jim Clark Lotus-Climax 25, an F1 car with a fabulous sounding V8 engine.

The final race of the weekend is the Sussex Trophy for world championship sports cars and production sports-racing cars 1955 to 1960. Alex Buncombe takes the honours in his 1959 Lister-Jaguar. The programme of participating drivers over this weekend reads like a "Who's Who" of Motor Sports. Besides those already mentioned, there are many other famous names: Martin Brundle, Adrian Newey, Gerhard Berger, Jackie Oliver, Richard Attwood, David Piper, Derek Bell, Jochen Mass, John Surtees, Tony Brooks, Vern Schuppan and more.

The Goodwood Revival does at times feel like a sensory overload with its no-holds-barred approach to nostalgia. The heyday of British motor sports is alive and well and the spirit of Goodwood prevails, despite the weather. Even though many folk go home soggy, they go home happy and I am so very pleased we made the effort to attend it once in our lives.



The Sussex Trophy was run on a wet track



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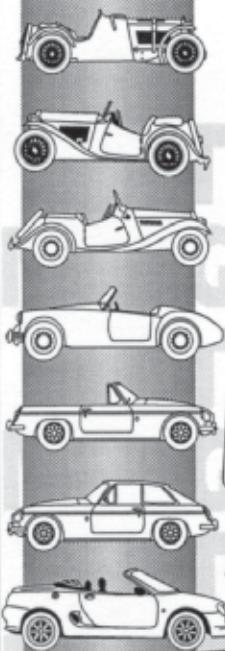


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POINT SCORE RULES for 2012

Listed below are details of our Club's various Perpetual Trophies including eligibility requirements for each. These are available from the News page of the Club's website.

Closed Touring Assemblies

(GC Reid Trials Trophy for night run driver and the Mrs E A Hunter Trophy for touring assembly navigator).

Points are allocated to both Driver and Navigator on the basis of outright position. For scoring refer Table A below. The setters, if they are financial members, shall score 1st position points, limited to one event per year.

******Points gained are transferred to the Best All Round, T Type, Pre-War, MG, Ladies Award (where applicable).*

The M E Hunter Motorkhana Trophy

Points are given for any Club Motorkhanas held during the year plus any other nominated events. Classes are as per Queensland Motorkhana Code which can be found on the CAMS website.

Points are allocated for positions in the various classes as per Table A. An additional 2 points are awarded for Fastest Time of Day.

******Points gained are transferred to the Best All Round, T Type, Pre-War, MG, Ladies Award (where applicable), David Robinson Junior Drivers.*

Viscount Nuffield Speed Trophy

Points allocated for Club hillclimbs, Iron Man Sprints and any other notified events.

To be eligible for this trophy competitors must have actively worked at a minimum of two (2) Working Bees at Mt Cotton and/or hillclimb events including 'hire-outs'. It is the competitor's responsibility to ensure that they have signed the Working Bee Register (for working bees) or the CAMS Officials sign-on sheet (Hillclimbs) to ensure there is no confusion over their eligibility for this and the Marque Speed Trophy. Points allocated for positions in the various classes

on the day are as per Table A plus 2 points for Fastest Time of Day, 2 points for breaking a club record and 1 point for equalling a record. The Regularity class does not earn points for record breaking.

******Points gained are transferred to the Best All Round, T Type, Pre-War, MG, Marque Speed, Ladies Award (where applicable).*

Points for Working Bees shall be 3 points per working bee to a maximum of 12 points. These will be added only to your Speed and Marque Speed Trophy points (where applicable) but not carried to Best All Round, etc.

Concours

(Trophy donated by Denis Geary)

Concours points are allocated for class placings as per Table A. From the pool of class winners, three additional trophies are awarded for cars PreMGA, post MG TF and Post 1980. These winners each gain an additional two points. The overall winner is chosen from

those three and gains an additional three points and is the winner of the Concours trophy. No other event is included in pointscore for the Concours trophy.

******All points gained are transferred to the Best All Round, T Type, Pre-War, MG, Marque Speed, Ladies Award (where applicable).*

The Howard Trophy for Best All Rounder

Points are gained from all the above events. To gain the award competitors must have competed in at least 2 Closed Touring Assemblies, 1 Motorkhana,

2 Speed Events and 1 Concours. If there are insufficient events in each category then points will be awarded on those events conducted.

The following trophies (*) points score is derived from the above trophies and are not further transferred.

*Peter Uscinski Trophy for Marque Sports Car Speed

Eligibility: Sports cars as defined by CAMS. Points and requirements as per speed trophy.

*McConnell Motorkhana Trophy for MGs

Points gained from all nominated motorkhanas. Placings are based on production MG cars in classes as per Motorkhana Trophy plus 2 points for fastest MG. (These points do not transfer to any other trophy).

*Ladies Trophy

Points gained from all events as noted above. To gain the award, the competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana and 1 Speed Event.

Racing Driver Trophy

Shall be allocated on MGCC of Qld Inc race meetings and other CAMS State Championship race meetings with the same classes available. Groups as per the CAMS State Championship categories.

Points scored for positions in respective classes per race. Refer Table A. Results scored on the first number of events that is equal for all classes on the day/s. (These points do not transfer to any other trophy).

*T Series Register Trophy for Best T Type

*David Miles Shield for Pre-War MG Trophy

For these two trophies, points gained from all pointscoreing events as noted above plus 3 points each for nominated display or social function. The setters when financial members shall score 2 bonus points. The MGCCQ Committee at their discretion may add nominated competitive events (eg, Economy Runs) to the above.

*David Robinson Motorkhana Trophy for Junior Drivers

Junior drivers 12-17 years (pre road license) shall be allocated points gained from all nominated motorkhanas.

*Best MG Trophy

For this trophy, points gained from all events as noted above plus 3 points for each nominated display or social function to a maximum of 8 social functions. The setters when financial members shall score 2 bonus points.

Table A

1st 10 points; 2nd 8 points; 3rd 6 points; 4th 4 points; 5th 3 points; 6th 2 points; 7th to the end of field for all starters score 1 point.

NOTE: If you have entered more than one car in an event, for any of the above categories, points shall be scored only for one car in any of the trophies.



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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:

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Hillclimbs



Concours



Day Runs



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Race Meetings

