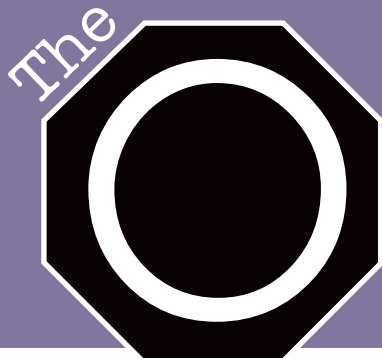


Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 4

July 2012



Beautiful lineup on a beautiful day –
May midweek run to Wyaralong Dam on 23 May.
Photo by Malcolm Campbell.

Patron: Dick Johnson

www.mgccq.org.au

email: mgccq@mgccq.org.au

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E & OE Hillclimb: Gramzow Road, Mt Cotton

President's Report...

Another edition so soon. It hardly seems like a couple of weeks ago since the last. Our Club continues to roll out the events for our members and competitors at Mt Cotton.

Day and mid week runs continue to grow, but we quite often fail to see any of these local members at our Clubrooms on Friday nights. There is a large investment for our property and Club home yet the members fail to utilise this asset to its best potential. Remember, you as a member have access to the clubrooms and COULD organise some sort of event there.

A recent "Prepare your car for Concours" showed a different mix of members to what we usually see on the 1st and 3rd Friday nights Noggin 'n' Natters. It shows that if we have something different, then many others will come.

Take up the challenge and either by yourselves or with a mate or two, offer to organise something. I am continually amazed that, with our large membership base, such a low percentage of our members attend events and come to the clubrooms.

You as a member have the opportunity to show your support for a Club which you have thought highly enough to join. Our Annual Concours at UQ is on the 5th August. You have seen the flyer and the notes in Elaine Hamilton's news emails and the advertising in this Octagon. Now is the time to get the "old girl" out into the sunshine and put "her" on the paddock. You may feel that it is not good enough to be judged at a concours but please bring her along anyway and choose not to get your vehicle judged. Be part of the day and the atmosphere, you may even enjoy your day out with fellow car enthusiasts and want to become more involved.

Your committee manages the Club for their term in office and are always striving to improve our assets

and promote what you the members require. Some help from you the members is always of value. I know that we have an aging retired population but that in essence should give you more time to be involved. Many of you have skills acquired by years of wage earning endeavours that you could put to use for one event a year for your club. Think about it; it would be great to get some input from you and your group. Perhaps a Ladies Auxiliary formed would spark some social event ideas out of the norm.

Our recent events at Mt Cotton have unfortunately been rain affected. Not only does this make it hard for the competitors, but bear a thought for our officials and workers. I and the club are always grateful for the effort and time that these people give to our Club as unpaid helpers. We aim to have them enjoy they day's toil and not for it to become a chore.

Our AGM approaches and nominations are being called for the management committee and President. Why not break out of your comfort zone and nominate and become part of the driving team of your club.

All the best till next edition.

Stay safe.

David Robinson

LATE NEWS

The Club is sad to report the death of Past President, Committee member and hard-working Club member John Davies on Wed 18th July. A tribute will be published in the next issue.

Membership

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

- | | | | |
|-------------------|---------------------|-------------------|--------------------|
| • Adam Forrester | • Delia Morey | • Peter L Glover | • Darryl G Roberts |
| • Helen V Farley | • John McKenna | • Gregory K Keogh | • Jared W Gibbards |
| • Len Wallis | • Howard F Simmonds | • Peggy Potts | • Allan Mays |
| • Kathy Baker | • Glenda M Simmonds | • Matthew Squire | |
| • Wayne Rasmussen | • Neil Taylor | • Anthony P Dore | |

And welcome back to the Club to Bruce Williams

Some words from Elaine...

Well, once again we have an edition packed to the brim with articles of various sorts on Club social events, competition events plus a few other general interest items as well. It's also 'Welcome back' to Tim the Techman.

Please take the time to read the reports from our Chapters. If you don't normally do this, you may be surprised at how active they are, at how interesting their runs are and at the number of MGs they manage to get on their runs PLUS the quality of the photographs is superb.

The major competition event held since the last issue was the Queensland Hillclimb Championships. The event was made more 'interesting' because of the weather but fortunately there was enough dry track to allow the winner to post a sub-40 time. The event was enhanced by the presence, at the presentation of trophies, of our member and Club Patron, Dick Johnson, the Redland City Council Mayor Karen Williams and our local Councillor Julie Talty. To add to that impressive list, Federal Member Andrew Laming braved Gramzow Rd in his classic Porsche and popped in to have a look.

One event which caught the attention of a number of our Club members was the Great Train Race to Goondiwindi put on by the Gold Coast Club who issued an open invitation to our members to attend. It was enjoyed so much that two participants submitted reports and both of these have been included because there are slightly

different perspectives in each; together they give a full and comprehensive report on the event.

It is good to see a book review included again. Thank you to the Pereiras for their donation of the book to the library and for the review.

Held over until next issue is an article on the background to the Charlie Jackson trophies which are housed in one of our display cabinets in the Clubrooms. Tony Slattery has done a lot of research on Charlie and unearthed a history of his life here in Australia. The Bowral museum in NSW recently featured the Jacksons and this was part of the impetus for Tony's research which has been greatly appreciated by Charlie's daughter, Margaret. Take a look at the trophies next time you are in the Clubrooms so you will be ready to read about them with greater understanding.

With our hosting of the 2013 National Meeting fast approaching, check out the latest information supplied by the coordinators, Richard and Carly Mattea, to see how you can be involved.

Choosing a photo for the cover of the Octagon is difficult for every edition as there are so many excellent ones to choose from. This one taken on a midweek run of a line-up of MGs beside a beautiful full dam on a lovely sunny day seems to sum up the spirit of the midweek runs.

Closing date for next issue will be back to the normal last day of the month i.e. last day of August.

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 July

Midweek run with optional overnight stay.
Contact Bruce Mutch 3376 1384.

Fri 3 Aug

Noggin 'n' Natter – Guest speaker is Rob Brown of PPS fuels.

Sun 5 Aug

Concours at UQ. Contact Ross Kelly 0414 746 215. We have set a goal of having 50 MGBs there for judging or simply for display & seek your help in achieving that goal.

Fri 17 Aug

Noggin 'n' natter

Sun 19 Aug

Day run (pointscoring) to Leyburn Sprints BUT a run setter is needed before this run can be confirmed. Please contact Larry Ryan at rylan@bigpond.net.au to volunteer.

Wed 22 Aug

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

Sat/Sun 25/26 Aug

Tighe Cams hillclimb series Rd 4

Sat/Sun 1/2 Sep

State Championship Race meeting promoted by MGCCQ at Morgan Park

Fri 7 Sep

Noggin 'n' Natter

Fri/Sat/Sun 7/8/9 Sep

Ironman weekend

Sun 16 Sep

Motorkhana (pointscoring)

Fri 21 Sep

Noggin 'n' natter – MGB 50th birthday

Sun 23 Sep

All British Day and MGB 50th birthday celebration

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.

INVITATION TO 2012 Queensland MG Club Chapter Tour 7 – 18 Sep

All members are welcome to join us for all or part of this year's tour. We will begin in Brisbane, travel to Wide Bay and Capricorn via various coastal roads and then return via Mundubbera and the Bunya Mountains to Toowoomba at a time of the year when the gardens will be at their best and ready for the Carnival of Flowers. If any members would like to join us could they please advise David Miles david@amiles.com.au or Brian Phillips bjphill2@bigpond.net.au. The motels on the attached list have all been tentatively booked for the MG Car Club, however, participants will need to book the accommodation in their own names. Further information on proposed activities with the various chapters will be advised closer to the event. Bookings should be made a.s.a.p. as this is the tourist season with motels filling fast.

Fri 7 Sep

Takes us to Brisbane where we meet up with the Brisbane members at the club rooms for a noggin and natter at 7 pm. Brisbane Accommodation is Comfort Inn & Suites Robertson Gardens. The address is 281 Kessels Rd, Robertson. Cost per night, per double is \$130.00. Toll free booking number, 1800 777 374.

Sat 8 Sep

Participate or spectate in Iron man Motorkahana, alternatively a tour of the City and South Bank.

Sun 9 Sep

Participate in or spectate at Ironman Hill Climb Mt Cotton, alternatively as above.

Mon 10 Sep

Travel to Harvey Bay via Gympie, Tin Can Bay bypass, Maryborough, Hervey Bay. Accommodation Harvey Bay Sanctuary Fauna Retreat. Ph 4125 4445. 1 Shell St Urangan.

Tue/Wed 11/12 Sep:

Tour around Wide Bay area with Wide Bay Chapter.

Thu 13 Sep

Travel to Rockhampton Accommodation Villa Capri Motel Ph 4927 5588.

Fri/Sat 14/15 Sep

Tour with Capricorn Chapter

Sun 16 Sep

Travel on to Mundubbera 351km. Accommodation Billabong Motel Ph 4165 4533.

Mon 17 Sep

Travel to Toowoomba 342km. Accommodation Country comfort Motel Highfields. Ph. 4699 6996.

Tue 18 Sep

Farewell breakfast at La Frescoes
Optional tour of Parks and Gardens
(Carnival of Flowers Time) Famous Spring Bluff
Railway Station Depart for Home.

Bits & Pieces



Then... And now... Those of you who haven't been to the Clubrooms in daylight would be surprised and delighted at the improvement to the exterior of the building thanks to a coat of paint. The photos above show the building in Jan 2011 and now in June 2012.



John Walker did his part to ensure that Ross Kelly's K1 was ready for the judges at the Concours at McLeans Bridge at Lakeside.



He made it! Dreams can come true! Pictured is Giles Cooper whose ambition was to drive to the Arctic Circle in Alaska in his Lotus Elise. Giles and 'Elsie' are currently preparing for the trip back home.

Closer to home but a step-back in time is this photo of the hillclimb, taken by Geoff Gettons in 1967 when he was Club Secretary and also involved in the building of the hillclimb. One of the people just visible working near the first corner is Geoff's wife, Kaye, showing that the hillclimb and the Club has always been a family affair. It would appear that the bitumen had just been laid in preparation for the first hillclimb which was held in Feb 1968.



At a recent hillclimb (when it wasn't raining!) Brian Pettit encouraged one of our enthusiastic and hard-working officials to try out his clubman. Leigh, affectionately known to all as Mini Mouse, is the daughter of two others of our hardworking officials known to all as Mouse and Skip... continuing the tradition of family involvement.

Club members have really got into the spirit recently by going to the trouble to dress according to the era of their car at two events.



Firstly, Cyril and Marie Bennett donned 50s style to complement their TF at the McLeans Bridge at Lakedise display.



Then Tony and Debbie did likewise when they were amongst the many of our Club members who took up the invitation from the Gold Coast Club to take part in the Great Train Race to Goondiwindi. Debbie Slattery was not recognised by most club members with her Red "Starlet" wig and matching 1950's fashion. (Image by www.vigourgraphics.com.au)



A rare sight at the Open Day/Swap Meet at the hillclimb were these two MGCs, one a roadster, the other at GT, side by side in the display area.

Ever had a car stolen? Graham Hutton has drawn our attention to a story in the Sydney Morning Herald of the couple who had their Austin Healey stolen 40 years but now have had it returned thanks to being constantly watchful for it. Where did he find it? On ebay ... where else!

Does anyone recognize this number plate? New Club member, Chris Cornish, is interested in knowing something of the history of his MGB Roadster which still has its original registration... but not the original colour which he thinks was red. If you can help him, you can contact him on his mobile at 0432 454 724 (after hours only).



'Rural Fire Brigade' is not a sign you'd expect to see on the side of an MGB. Club member, Greg Hoyes, is a member of the Samford Rural Fire Brigade. He and others in the group had to go to the Enoggera Army Base to do some preparation for a controlled burn. Greg took his car as he had to leave early and it was thought that the car should be identified while driving around the base. It probably drew attention to both the good work of the Rural Fire Brigade and to a classic MGB.

Can you work out what is missing from this photo? Yes, an MG of any type. Was history made? Was this the first MGCCQ run ever not to feature an MG? You've probably guessed it was the June midweek run which happened to fall on one of our most miserable winter days. Bravo to those who braved the weather to support the run and, in particular, the two sports car drivers, Malcolm Campbell and Colin Fox.





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MGTC 1949 – \$34 900

This car has been used for racing on many of the east coast circuits-very fast TC – was previously road registered in Victoria.

- ▶ **Colour:** Yellow, Tan trim
- ▶ **Engine:** Rebuilt – totally balanced- new steel billet crankshaft – racing conrods, new pistons, camshaft and cam followers – lightened flywheel and MGB clutch and much more
- ▶ **Diff:** special diff with TC housing – special setup with heavy bias limited slip
- ▶ **Suspension:** specially set up negative camber-front anti-roll bar and Koni shocks



- ▶ **Cabin:** complete set of gauges – bucket seats-upholstery VGC, D/S racing harness

Contact: Lloyd Muller 0412468415 or 07 46834248



MGTC 1947 – \$34 900

This car is an older restoration – body and chassis in very good condition – won its class in the MG Car Club Concours 2008. – a real “Head Turner”. Very reliable and usable club rally car.

- ▶ **Colour:** Black/Green Trim
- ▶ **Running Gear:** Very good condition – front stub axles and steering arms replaced, complete brake overhaul with green clipper linings
- ▶ **Other features:** cycle front mudguards, light aluminium half bonnet with leather strap, complete original bonnet also available – also available is original Shorrock long-shaft supercharger.

Contact: Lloyd Muller 0412468415 or 07 46834248

1985 CRD852 – National Formula 2 Single Seat Racing Car

Very fast championship – winning Formula 2

- ▶ Current historic logbooks, CofD, plus original logbooks.
- ▶ Complete history – built by Ian Carrig 1985.
- ▶ Has all circuit set up information including gear ratios for all circuits on East coast.
- ▶ Recently had complete chassis overhaul (nut and bolt replacement), repaint, new upholstery.
- ▶ Ford Kent top horsepower engine, MK 9 transaxle, complete set of spare ratios, suspension arms, spare set of wheels with new wets, some new panels and more.

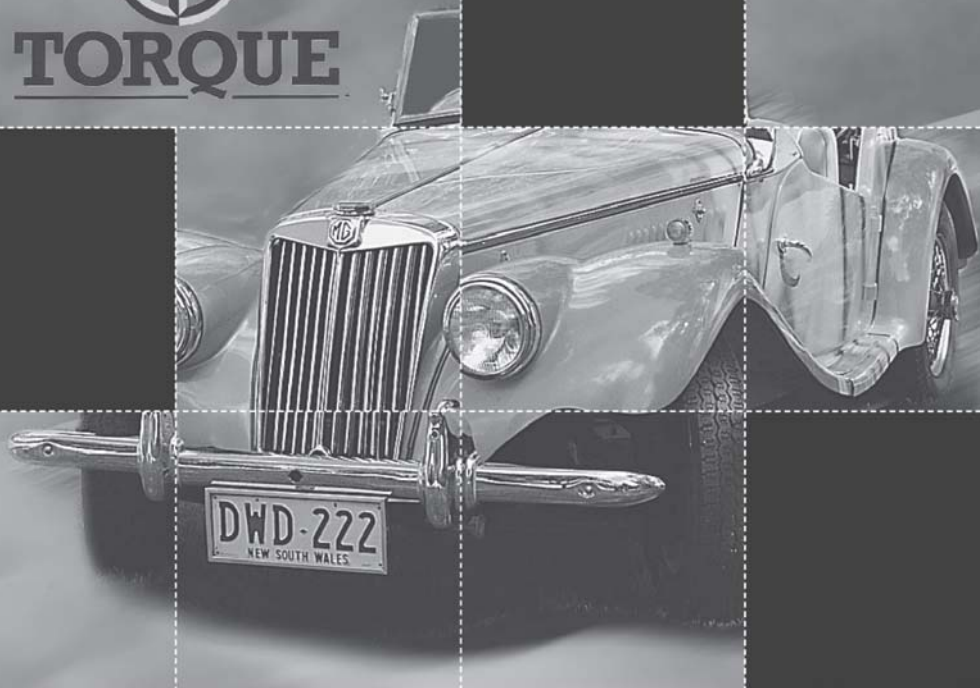
Price: \$35 000

Contact: Lloyd Muller 0412468415 or 07 46834248



MGB Mk II

Complete 1.8L engine, clutch assembly, gearbox and O/D unit. Well maintained with alloy rocker cover, SUs re-bushed and re-kitted. Plus a recored V8 size radiator. **Phone: 4152 0194 (A/H) or 0418 886 524 with offers.**



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Lumley 

Tim the techman

Dear Tim the Techman,

Could you please explain the significance of the MG name? I've asked a few people and got a few different answers such as Mainly Gone, Mightily Great, Modern Garbage, Mystically Glamorous, Many Gremlins and similar. I searched on the internet and found Managing Gigabytes, Ministries of the Gospels and My Gateway. I'd like to think they were named for me...

– *Merrilie Galimatias.*

Dear Merrilie,

Sorry, Merrilie, but it's not all about you. You might like to check out the Wikipedia article on MG.

Dear Tim the Techman,

Because it was my birthday and the same year as the 50th anniversary of MG, my wife made a cake and decorated it to look like an MG. I thought it looked terrific and some mates who came over for the party with their wives went to the garage to have a look at my MG. However, when we went back inside, the cake was cut up and most was eaten by the rest of the guests. I was a bit upset because I wanted to take a photo of it and email it to friends overseas.

– *Mervyn Grumpy.*

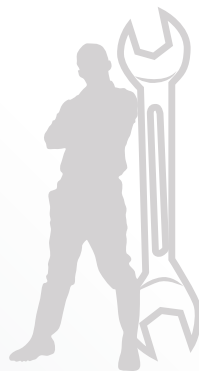
Dear Mervyn,

It goes to prove the old saying: You can't have your cake and eat it too.

Dear Tim the Techman,

I don't like modern cars or their drivers. Who needs a 4 wheel drive in the city? They go too fast. You can't see in front or beside them. If they follow you they are trying to climb in the boot. They use far too much petrol. They have black windows and loud music. What is it with these people?

– *Mario Gnat.*



Dear Mario,

If we all drove MGs, everyone would be happy and friendly. Or would they? Maybe we are better off watching what we do and not complaining. Don't worry about the others. When we MG drivers take our MG out for a run, it is a happy time for us.

Dear Tim the Techman,

I had a visit from my next door neighbour. She is a very good friend as well as a good neighbour. She looked a bit sad. I asked her if anything was wrong. She said she saw my husband Frank and me in our MG last week-end. I told her we went for a short drive up to the hills and back. Then she said she saw us at an intersection near the freeway. I said that was right. Then she said we were having a heated argument. She said we were shouting at each other at the top of our voices. I had to think for a minute but then I said we were singing. She looked at me in disbelief. I felt embarrassed but that's all it was. What should we do?

– *Mona Gloria.*

Dear Mona,

Take singing lessons.

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MG INFORMATION

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

Building Cars in Australia: Morris – Austin – BMC – Leyland

As the title suggests, it covers Australian assembled in C.K.D (Completely Knocked Down) form and cars that were unique to Australia, some of them designed and built by them.

The company originally started as The Nuffield Organisation, handling the import and distribution of Nuffield products which, of course, included our beloved MG brand.

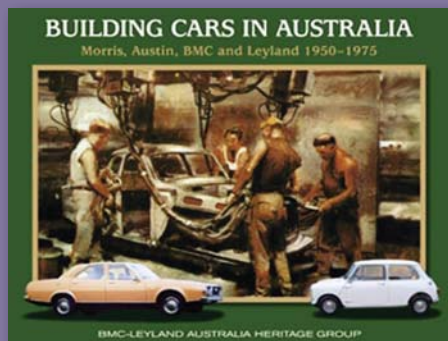
The BMC-Leyland factory was built on a former racecourse, purchased by Lord Nuffield in 1947 when he was planning to build a car assembly factory on the site. This site was used as a receiving depot for imported Nuffield models until production began in the 1950's.

The book covers early years at the site, followed by assembly of Morris vehicles until the merger with the Austin Motor Co. in 1951 and named British Motor Corporation (BMC). During this period the company built/assembled Morris, Wolseley, Austin, MG, and Leyland vehicles.

Over the next few years the site was developed and many of the Components, Panels, Engines etc. were manufactured in house. The company was unique, being the only plant in Australia making engines, drive trains, suspensions, bodies and complete cars. As early as the 1950's they built cars from highly automated facilities.

BMC introduced Front-Wheel Drive technology to Australia. As the years progressed the local content of cars built in Australia was increased, thus making it difficult for some models to be able to meet this requirement, but many models (those unique to Australia) were built very successfully and some of them being "Best Sellers in Australia."

The P76, released in 1973, was an all Australian model and was planned for export as C.K.D and complete built up cars.



This vehicle was blamed for the company closure but history will tell you, and reading the book will confirm, that there were many other factors that ended the production of Leyland products in Australia.

The book has been a very interesting read for Charmaine and myself having both worked for the Distribution Centre in Victoria.

A copy of this book is available at our Club Library, borrow it and know the facts and the reason for the loss of very interesting brand of vehicles that were built in our country.

The book is available for sale on special offer to members of affiliated car clubs at \$40 plus postage. The offer ends at the end of July. Contact Roger Fry on 02 9449 1524.

Bernie & Charmaine Pereira.
May 2012





2013 National Meeting

The following is an extract from Amended Bulletin No 1; the full Bulletin can be downloaded from the National Meeting page of the Club website.

The format for the 2013 National Meeting will follow the conventional National Meeting format. Events planned are:

Friday 29th March

Registration & Scrutineering	Picnic Point, Toowoomba
Noggin n' Natter	Picnic Point, Toowoomba

Saturday 30th March

Concours	Heller Street Park, adjacent to Picnic Point
Theme Night	Picnic Point, Toowoomba

Sunday 31st March

Speed Event	Morgan Park Circuit, Warwick
Observation Run	Competitive Event, leaving from Picnic Point
Free Night	

Monday 1st April

Motorkhana	Toowoomba District
Kimber run	Non Competitive event, leaving from Picnic Point
Presentation Dinner	Picnic Point, Toowoomba

Tuesday 2nd April

Farewell Breakfast	Picnic Point, Toowoomba
Delegates Conference	Picnic Point, Toowoomba

Accommodation in Toowoomba has been reserved for National Meeting attendees. A booking form is available for downloading from the National Meeting page of the Club website. *Please download this and send it to Bev Clydesdale with your \$50 deposit per room asap.*

We look forward to welcoming you in Toowoomba next year.

Richard and Carly Mattea, 2013 National Meeting Coordinators



David Hack run, May 6

By Larry Ryan

It was still dark when David Miles led the intrepid convoy off from Rocklea. The Super Moon was still in full blossom in the sky. The trip to Toowoomba took only about one and a half hours, in spite of navigating through two large fog banks at Plainlands. Upon arrival at the Toowoomba Information Centre we were greeted by the Darling Downs Representatives.

We convoyed on to the Glen Hockey Club where we joined a plethora of MINIS and MORRIS MINORS (moggies to ex-owners), the odd Volvo 1800, a 1912 Cadillac, 1 Fiat (Fix It all the Time Car), 1 Rolls Royce, sundry other makes of cars and 5 other MG Cars from Toowoomba. There was a good representation of American Muscle Cars at the back of the MG Display. Two antiquated Piston Driven Planes were circling above. Sadly, Bill had to return to Brisbane on urgent business. The day afforded the opportunity for the City members to mix and "NOGGIN and NATTER" with the country folk.

Congratulations to Ross Kelly whose MG NB special won the first place for Historic Racing Cars.

It was an enjoyable time and a good opportunity to go shopping for (fruit and veg) on the way home.

Participants were

Name	Car
Lawrence Ryan	MGB
Andrew and Susan Willesden	MGB

Bernie and Charmaine Pereira	MG MIDGET
Trevor and Joy Jones	MGA
Ross Kelly	MG NB Magnette
Matt Johnson	MGB
Neil Mills	MGB GT
Bill Heraghty	MGA
Dee Anderson	Toyota
David Miles and Bruce Baylis	MGB GT



Rarely seen
images of
fantastic motor
car racing...

Lakeside the early years

Richard Croston
photography Brier Thomas



Written by local racer Richard Croston, the book covers Lakeside's first 10 year; capturing stories from motor racing enthusiasts... how they developed this challenging track and engineered their cars to race & win!

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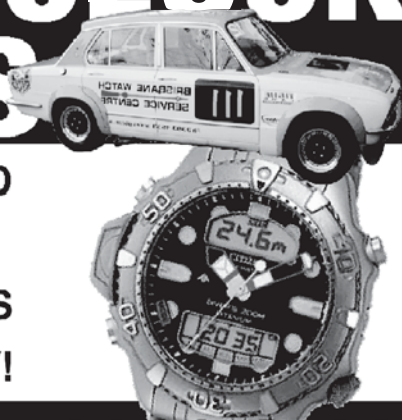
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27 June midweek run

By John Tait

This run was originally planned for January and was cancelled due to very wet conditions that had caused road flooding. Unfortunately, this attempt was also met with rain plus low temperatures – very unsuitable conditions for pleasant driving. We might run this in the future to see if it will work as a drought breaker.

Eight carloads of members came to the start point. Colin Fox arrived in his “new to him” 1995 MX-5. A very nice little car and a very brave way to take it on its MGCCQ maiden voyage Colin. After a vote to decide whether we should actually continue with the run, seven cars departed Boronia Bushland Reserve. Tom and Ailsa Storrie wisely decided it would be more comfortable at home.

The steady rain kept day trippers off the roads, so we had a clear run to Tamborine Mountain and arrived at Knoll Park to find we had it all to ourselves – no surprise given the rain and cold. After morning tea we headed off to Cabbage Tree Point via the Guanaba and Maudsland areas. Again we had the picnic area and car park to ourselves.

Fish and chips from the boat ramp shop at Cabbage Tree Point were the order of the day and probably the best I've tasted in quite a long time. Everyone thought the roads used for the run were great but obviously they would be best appreciated on a clear and sunny day – with the roof down.

It was good to meet long time members Geoff and Glennis Anderson and we hope to see them on more midweek runs.



And an apology to John Tait:

Sorry about pulling out today but you will know a roadster is not much fun in cold wet conditions as dedicated as one may be to mid week runs. I have decided, after you average this year to nick name you Rainman. Just a shame you did not know about your talent during the drought as you could have made a fortune.

Regards

Denis Leprechaun

Participants were

Name	Car	Colour
John & Marian Tait	BMW 325ti	Silver
David Miles & Kerry Horgan	Rover 3500	Blue
Geoff & Glennis Anderson	Jeep Grand Cherokee	Silver
Colin Fox	Mazda MX-5	White
Malcolm Campbell	Mazda MX-5	Splash Green
Kevin J Trower	Holden SS Commodore	White
Bruce Mutch & Ross Brunckhorst	Subaru Forrester	White

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May midweek run report, 23 May

By John Tait | Photos by David Miles, John Tait and Malcolm Campbell

This run was organised by Bruce and Tip Ibbotson. We had perfect late autumn weather for the run which took us through the scenic rim to Wyaralong Dam for a picnic morning tea and then on via Beaudesert and Wolfdene to the Shearer's Arms Tavern at Ormeau for an inexpensive but very enjoyable lunch.

Unfortunately, Terry and Lynn's faithful MGTC decided to have left front wheel brake lining failure just as we entered the Wyaralong Dam recreation area. Terry wired the brake shoes up but only had some fairly thin wire available; there's never a decent fence around when you need one.

Terry and Lynn wisely decided to limp home carefully and Don Webster followed them in his MGTD as a back up just in case. Don, that was a terrific gesture and is typical of the support between members of our club. Such a pity that both our attending T Types had to part company with the main group at morning tea.

Lunch was everything Bruce had promised and was thoroughly enjoyed by all.

Participants were:

Name	Car / Colour
Bruce & Tip Ibbotson	MGC GT / Beige
David Miles	MGB GT / White
Greg & Rhonda Hannant	MGB / White

John & Marian Tait	Mazda MX-5 / True Red
Don Webster	MGTD / Cream
Jeff & Pat Hesslewood	Subaru / Silver
Allan & Joyce Tebbutt	MGB / Blue
Terry & Lynn Jones	MGTC / White
Max & Noeline Johnson	MGB / Red
The Cranleys & the Horgans	Bentley Turbo R / Silver
Dennis & Diana Kelly	Toyota Corolla / White
Will Charlton	MGB GT / Yellow
Malcolm Campbell	Mazda MX-5 / Splash Green
Jan Burke	MGB / Red
Paul & Gai Wilson	Mazda MX-6 / White
Warwick & Norma Gilbert	MG R V8 / Green
Bob & Alana Bear	Mustang / Silver
Steve & Beth Lawler	MGF / Blue
Denis Thomas	BMW / Blue





David Miles supplied by the Magnette and B GT for the display.



The rare J type of Barry and Julie Evans, a 4 seater J1

Maclean's Bridge at Lakeside 2012 Sports and Classic Car Festival

By Ross Kelly

A classic South East Queensland autumn day greeted the early risers for the drive to McDonalds Kallangur. Nineteen cars arrived at meeting ranging from a Montherly Midget to MGB GTs.

Ross Kelly's K1 Tourer suffered a split radiator hose on arriving at McDonalds; quick thinking by Bernie Pereira and a heater hose removed from his Midget solved the problem with the help of Norm Goodall and John Walker.

All cars were away on time for the short run to Lakeside Park. Unfortunately the club had not enough early interest to register for club participation in the Best Club Display competition so our MGs joined the area adjacent to the Gold Coast MG Car Club.

The lone Lotus driven by Graham Edney was sent off to join the Lotus Club where it was promptly redirected to the Westfield Club where it was welcomed with open arms.

A feature of the day was the Shannons' Concours d'Elegance where the MG marque was represented by eight of the eighteen entrants accepted by the organizing committee. The MG Car Club of Queensland was well represented by the following members.

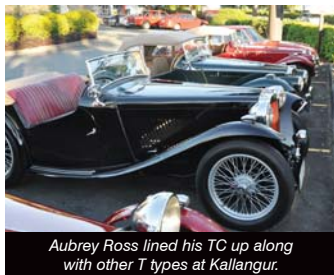
- ▶ Trevor & Joy Jones's 1962 MGA Roadster
- ▶ Neil McCorkindale's 1954 MG TF
- ▶ Allan Tebbutt's 1954 MG TF
- ▶ Cyril Bennett's 1953 MG TF
- ▶ Ross Kelly's 1934 MG K1 Tourer



Mal Eames' MGB was also amongst those gathered



David Ferro's white MGB roadster was part of the Club display



Aubrey Ross lined his TC up along with other T types at Kallangur.

The choice for the judges was made especially difficult considering the eclectic mix of vehicles entered including a 1938 Triumph Dolomite Saloon, 1959 Chevrolet Corvette, 1956 Jaguar XK140 Coupe and a 1964 Porsche 356sc.

The winner of the Shannons' Concours d'Elegance was immaculately presented 1947 MG TC Roadster owned by Ron and Lindy Taylor's from the MG Car Club of Sydney. Four of the MGs on display were selected in the final ten to be judged for the outright winner.

The cars on display were a smorgasbord of motoring history and taste with Austins to Westfields on display.

The show was a credit to The Triumph Sports Owners Association of Queensland and its members for the time and commitment given to the event. Thank you to Dino Mattea for providing support at the meeting place.

Participants were:

Name	Car
Barry & Julie Evans	MG J1
Norm Goodall	MG L
Dino Mattea	MG L
Ross Kelly	MG K1
John Walker & Alexander Gastaldon	MG NB Special
Aubrey Ross	MG TC
Cyril & Marie Bennett	MG TF
Neil & Jo-Anne McCorkindale	MG TF
Allan Tebbutt	MG TF
Tony & Debbie Slattery	MG YT
David Miles	MG Magnette
Bernie Pereira	MG Midget
Bruce Bayliss	MG B GT
Mal Eames	MG B MkII
David Ferro & Ken Wasley	MG B
Neil Mills	MG B GT

Visitors were:

Name	Car / Colour
Jeff Newey	MG Monthery Midget
Gavin Fry	Lotus Seven S3
Graham Edney	MGA



Neil McCorkindale's TF provided a splash of colour in the Concours enclosure



Ross Kelly found yet another MG in his garage, this time a two tone green K1.



Norm Goodall's MG L at the gathering at Kallangur



Allan Tebbutt's TF leads some other T types down the straight



Trevor and Joy Jones's MGA enjoyed a trip around the circuit

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Eureka Landscaping Queensland Hill Climb Championships

By Ace Reporter | On track photos by Steve Johns

Some excellent sponsor support made this year's event look good; however, the weather Gods reacted differently as this became a fairly wet weekend. Friday brought wet conditions, Saturday began wet with dry conditions after midday; however, during Saturday evening some heavy rain falls were recorded meaning the conditions for Sunday did not look promising. Again a dry line did eventuate after midday, but the track temperature was not up to optimum level. With these conditions it would seem difficult for any existing record to be broken. During the weekend two records were established for newly run classes in the Historic groups.

The inclement conditions may have dissuaded some from competing especially where more suitable tyres may not have been available. Contenders for the fastest time was anticipated to be between the Formula Libre cars of the current Australian and Queensland Champion, Brett Hayward, previous Queensland champions Alan McConnell and Bill Norris as well as class record holder Greg Ackland who had a new car and larger capacity. Both Brett Hayward and Greg Ackland have had a quiet year as they have not been regular competitors in the Victorian State rounds this year so it was great they competed at Mt Cotton.

Saturday was practice day which saw a few gyrations mainly in the hairpin with a few using the Queensland nut shells as they were envisaged by reducing most damage to a little embarrassment for drivers. After practice the top dozen were Brett Hayward (40.02), Alan McConnell (41.26), Greg Ackland (41.28), Bill Norris (43.83), Warwick Hutchinson (44.22), Ron Hay (44.60), Rod Johns (46.09), Darren Holland (46.75), David Homer (47.62), David Malone (47.69), Paul Van Wijk (47.70), and Ian Solomon (48.83).

Competition for Sunday

One of the classes sponsored by **Earthpro** was the Group N up to 2000 cc where, all in Ford Cortinas, the win went to Paul Shergold with a best time of 54.04 from Neil Lewis 55.82 Kristy McAndrew 58.42 and Ken Freeburn 60.30. Neil had been ahead until the fifth run when Paul recorded a 55.70 then a 54.04. Brad Stratton won the 2001 and over class in 52.95 seconds from Glenn Wesener (56.08) both in Torana GTR XU1

cars. David Malone was fastest in the Sports Sedan 2001 and over class with a best run off 46.52 in his Torana GTR XU1.

Group K Historic Class (Post Vintage Thoroughbred cars 1931 to 1949) was sponsored by **SOS Computer Specialists** and went to Ross Kelly in his MG Magnette NB in 62.37 secs.

Michael Gehde took the Group L (Historic Racing and Sports Cars 1941 to 1960) in his Buchanan bodied MGTF with a 60.06 in the class sponsored by **John Fraser Fleet Consultancy**.

The Spridgets in Historic Group S (Production Sports Cars 1960 to 1977) sponsored by **Repco** saw the ongoing friendly contest between Mike Allen (Austin Healey Sprite, 53.04) and Steve Purdy in his newly acquired (owned for 2 weeks, British Racing Green) MG Midget in a best time of 54.32.

Classes sponsored by **Cottons' Creations** were Historic Groups T (Production Sports Car 1941 to 1977) won by Roy Davis (Triumph GT6, 53.56 which establishes a class record), Group U (Sports Racing Cars Closed and GT Performance Cars, all pre 1986) won by the Jaguar XJS of Mark Trenoweth in a best run and new class record of 51.22 and Group V (Formula Vee 1200, racing from 1965 to 1985) won by Ross Rundle in his Elfin Malmarm in 56.69 seconds.

The Improved Production up to 1600 cc was sponsored by **Accurate Suspensions** and saw Scott Dean (Toyota Yaris, 49.65) ahead of Steve Arlidge (51.74) and Graeme Wood (52.44) both in Suzuki Swift GTi. All are regular competitors in the Supersprint competition at Warwick either A or B series and Graeme has advised he is currently leading the point score for one of the series. At the final event of 2011 Graeme had encountered engine problems so he took the opportunity to carry out some improvements to the cylinder head, engine, the suspension area as well as this he fitted better tyres.

Thunderbox Toolboxes supported the Improved Production classes (1601 to 2000 cc) where Danny Mischok (Escort) won in 49.53 secs from Dave Sidery

(VW Beetle, 55.88), Nev Newton (Cortina, 57.32), and Ray Evans (Escort, 58.95). Ken Graham was the fastest in the Improved Production (2001 to 3000 cc) and won the class in 49.51 seconds from Pauline Graham (both in their Datsun1600 SSS, 50.56), with Karl Begg (50.58), Piers Harrex (50.83), Ian Solomon (51.80) being the quickest of the BMW E30 drivers.

Classes sponsored by **MotorsportZone.com.au** were the Improved Production (3001 cc and over) won by John Gilbert (Commodore, 51.06) and Steve Torpey (Subaru WRX, 54.79). The Sports Cars (except Marque up to 2000 cc) went to Bill Norman (GEK Sports, 45.48), from Mark Cowley (Alfa Romeo GTV 1750, 52.35), Chris Johns (53.03) and Brad Johns (53.95) both in the JFR Suzuki Cappuccino. Bill Norman's saga is relayed at the end of the report, scribed in his own entertaining style.

Goodtime Kiddie Rides sponsored the Marque Sports Cars up to 1600 won by Brian Pettit (Westfield SE Clubman, 50.90) from Ainsley Fitzgerald (Westfield SE Clubman, 51.91) and Jason McGarry (Caterham 7, 54.66).

Fly Engines sponsored the Marque Sports 1601 to 2000 where Daryll Searle recorded quicker times in the latter part of the day in his MGA (52.07) to overhaul the times set by John Price in his MGB with a best time of 53.65 seconds.

Mark Crespan was the fastest in the **French Car Care** sponsored Marque Sports Cars 2001 and over in the Ford Cobra RMC (51.01) with Cameron Hurman next in his Mazda RX7 with a best time of 52.17 seconds.

Tighe Cams supported the Sports Cars except Marque 2001 and over where we witness a wonderful hill climb tussle between Darren Holland (Subaru WRX STi) and David Homer (Suzuki Swift Evo). David was ahead until the fifth run with runs of 48.25, 47.45, 47.20 and a final run of 46.97. Darren trailed with runs of 49.37, 47.87, 48.45 47.83 but then put in a winning run of 46.87. Next in the class were Alan Barlow (Austin Healey Sprite turbo, 52.83) and the MGB V8 S/c of Steve Riley (53.20 secs).

Tyson Cowie was fastest in his Escort with a time of 49.56 to claim the **Global Powdercoating** sponsored Sports Sedan up to 2000 cc class ahead of Jeffrey Bird (Morris Mini K, 54.08), Donn Vidler (Morris Cooper S, 54.38) and the Datsun 1000 of Ken McAndrew in 62.59 seconds.

In the Racing Formula car classes Adrian Holmes won the **Brisbane Watch & Clock Repairs** Formula Vee 1200 in his Elfin NG FV in 54.59 secs whilst the **Ivan Tighe Engineering** Formula Ford class went to Terry Johns in the Spectrum 012 (Duratec engine) with a best time of 51.04 secs.

Eureka Landscaping supported the Formula Libre classes. Peter Dight was the fastest in the up to 750 cc class in his Fubar Mk36 (54.99), whilst the 751 to 1300 cc class went to Bill Norris (Norris Hawk Mk2, 43.56) from Rod Johns (Norris Hawk Mk2, 45.91), Paul Van Wijk (BKZ 07, 46.38) and Chris Lake (Suzuki Escargot Mk2B, 55.72). Bill has returned to compete in hill climbing after an eight year sabbatical. As anticipated the champion came from the Formula Libre 1301 and over class with Brett Hayward (Hayward 09, 39.93) from Greg Ackland (Ninja GA8, 40.48), Alan McConnell (Van Diemen RF87, 41.74), Warwick Hutchinson (Van Diemen RPV 02, 42.28), Ron Hay (Synergy Dallara, 44.21) and Stan Pobjoy (VW Special, 49.93). The Ron Hay car is a 1996 Dallara purchased as a rolling chassis with an engine, built in New Zealand, being comprised of 2 x 1200 cc Kawasaki engines which form a V8 configuration. The Dallara was completed this year and with a change to the gearing Ron reports he was some 5 seconds faster at the Bathurst hill climb than in his RH Honda.

MG Awards:

Best MG 1601 to 2000: Daryll Searle (MGA)

Best MG 2001 and over: Steve Riley (MGB)

Group K: Ross Kelly

Group L: Michael Gehde

Group S: Steve Purdy

Major Awards

Glyn Scott Perpetual Trophy for fastest time in a Sports Car: Bill Norman 49.48

Martin Tighe Trophy for fastest time in a Formula Ford: Terry Johns 51.04

Vince Appleby Trophy for fastest time in a Sedan: David Malone 46.52

Paul Aitken Trophy for Best Average Time by a Motor Cycle powered car: Brett Hayward 43.35 Av

Hamilton Trophy for the best performance by a Historic Vehicle: Ross Kelly

John English Trophy for fastest time by a Queenslander: Alan McConnell 41.74

Accurate Suspension for Top Total: Brett Hayward 260.12 seconds

Tasman Building Society Perpetual Trophy for Fastest Time of Day: Brett Hayward 39.93

Winners of major trophies



Brett Hayward, Qld Hillclimb Champion for 2012 on track. Brett also won the Paul Aitken Trophy for best motorcycle powered car and the Accurate Suspension Top Total for the lowest total time over all runs



Bill Norman was presented with the Glyn Scott Trophy by Dick Johnson and Redland City Council Mayor Karen Williams



After a race against time to get his car to the track, Bill Norman still achieved the fastest time by a sports car, winning the Glyn Scott Trophy



This Torana GTR XU1 had previously won the Vince Appleby Trophy for fastest sedan in the hands of Alan (Gundy) Hunt but in 2012 it was David Malone at the wheel achieving the win. (Photo by Alan Ryan)



David Malone was presented the Vince Appleby Trophy by Dick Johnson and Redland City Council Mayor Karen Williams



Alan McConnell brought his car out of mothballs and proved himself to be the fastest Queenslander, winning the John English Trophy presented by John English



Dean Tighe presented the Martin Tighe Trophy for best Formula Ford to Terry Johns making a guest appearance in the Spectrum 012

Winners of major trophies



Brett Hayward receives the winner's trophy from Dick Johnson, Redland City Council Mayor Karen Williams presents Greg Ackland with his trophy for 2nd and 3rd placegetter outright, Alan McConnell, receives his trophy from Cllr Julie Talty



Likewise, Roy Davis's Triumph GT6 had its first outing as a Group T car also setting a benchmark record for the class.



Despite some unusual lines, Steve Riley won the trophy for Best MG (sports cars 2001cc and over)



Happy winner of the Hamilton Trophy for best performance by an historic car was Ross Kelly, presented with his trophy by Vern Hamilton



Running his Jaguar XJS in Group U for the first time, Mark Trenoweth set a record for others to aim for at the next QHC.

Presenting these awards were Redlands City Council Mayor Karen Williams, Division 6 Councillor Julie Talty (representing Peter Dowling State MP for the seat of Redlands), and Club Patron Dick Johnson who was ably assisted by grandson Jett. We understand Jett enjoys the hill climb especially likes the Formula Libre machines. Other presentations were by Dean Tighe, John English and Vern Hamilton. Spied in the crowd was Andrew

Laming MP, Federal member for the seat of Bowman, who drives a classic Porsche. The club is appreciative of these presenters giving up their time to attend.

2013 will be a busy year for MGCCQ as not only will we hold the MG National Meeting in Toowoomba we will also host the Australian Hill Climb Championship at Mt Cotton in November.

As promised above, here is Bill Norman's account of his weekend:

I would like to thank Chris Lake and John Davies for helping me get to the start line of the Queensland Hillclimb Championships. This was definitely my most Fawltly Towers effort yet: I finally got the GEK's engine running at 7pm on Saturday night and by 4am I was still frantically welding tubes on to the chassis to attach the wing and mudguards. At 7am Sunday I was still far from ready and rang John Davies to say I would be late. Then rang again to say even later. Then rang at 11-30 to say I was loaded and driving off but would scrutineering even consider me when the day was half over? When I got to muddy Mt Cotton the borrowed motorcycle battery wouldn't start the engine. Chris came to the rescue repeatedly with a jumper battery and the day was saved. Finally, what a champion we have in Brett Hayward. The nicest, most genuine sportsman you could meet but a seriously gutsy competitor. Sub 40 in the wet. Simply incredible.

Best wishes, Bill Norman

Chapter Chatter

By Darrell Martin

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



A cluster of cars ... or a Swarm of Sporties?



Some of the GV's at the display at Lakeside

Have you ever wondered what people think when they see a large group of sports cars heading towards them?

Is it "Here comes a Swarm of Sporties"? Or perhaps "a Rabble of Rusties"?

In the Wide Bay Chapter we started May off with a Mixed Mob of Mobiles heading to the Black Dog Restaurant for breakfast. Led by Lyn and Bob Emslie we saw three Bs, a Mercedes, three MX5s, a TD, a VW Carmen Ghia, an MG YA, the mighty Daimler DB18SS... and a purple Terrios. The hungry souls ate well before a smaller group headed off to River Heads to settle their food and look for coffee.

Two weeks later on May 20 things started to get busy, with two runs involving over 30 people being held at the same time.

A Gagggle of Gorgeous Vhicles, led by Paul Overton, headed down the highway to take part in the Maclean's Bridge at Lakeside display. The MGAs of George Leceij, Bill and Lizzie Manns and Darrell Martin performed well, keeping up with Paul's B, Ken Wilson's V8 BGT, and John Carroll's Jaguar XK150. Frank Wolfendale's Mercedes beat the rest by a full day. The display included just about every car we all wished for when we were younger... MGs, Lotuses (or is that Lots of Loti), MGs, Bolwells, MGs, Morgans, and then I lost track.

On the same day, Jackie Martin headed a Cluster of Cars on a Sea View run to Toogoom for coffee and to Burrum Heads for a BBQ lunch. Des and Joan See, Peter May and Joy Batchelor, David and Sonja Carter, Peter and Vicki Worland, Don and Debbie Lampre and Bill and Clarice Scott came from the Hervey Bay area. They were met at Burrum by the Bundy Crew of Allan

and Kaye Dansie, Eric and Janelle Beckman, Cheryl and Bill McCollum, Kelly and David Southgate, Glenda and Howard Simmons and Meryl and Gary Duncan.

Just one week later a small Clutch of Cars headed west to Goomeri for the annual Pumpkin Festival. Street stalls, pumpkins, entertainment and lots of food kept Ellen and Ken Wilson, Sonja and David Carter, Joan and Des Dee and Paul Overton busy for the day.

And just four days later the Wide Bay Chapter headed to the Bundaberg Show to lead the Grand Parade, ferrying a Bevy of Beautiful Showgirls around the ring. Eighteen people participated in this with thirteen cars (eight MGBs) following Janelle Beckman and Kelly Southgate around the oval as they battled the wind with the MG Car Club Banner. As luck would have it the rain stayed away for the Parade but then it poured... really poured! The four cars which attended from the Bay certainly had a good car wash on their way home. A large "Thank You" to Eric and Janelle Beckman who made the arrangements which allowed the club to display itself at the Show. I suppose you could say it was a "Pride of Cars"!



Janelle and Kelly keep the banner flying

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Inside the Bauple museum

Ever heard of Bauple?

In the Wide Bay area we often drive past the turnoff, just south of Tiaro, south of Maryborough. But on 6 June we took the turnoff and a Drove of Drivers (!) headed into the home of the Macadamia Nut. Bauple is a tiny village with a community run Museum (complete with Ukulele player on the verandah) and a nut production facility. The eighteen attendees were given a warm welcome, had coffee and lunch at the excellent Museum BBQ facilities and were given an enthusiastic tour of the Macadamia Nut production area.

Then on 10 June it was a cold rainy day for the Bundy Crew who assembled 7 cars for a run to Zest Restaurant at Moore Park Beach for brunch and then to the Bucca Hotel for refreshments.

The fleet consisted of 5 MGBs driven by the Beckmans, the McCollums, Kay Boisen, the Gables and Allan Dansie. Also along for the drive was the startling brilliant yellow Mercedes Benz CLK 230 of the Prassers, all led by the Subaru WRX of Kelly and David Southgate. The first leg to Moore Park Beach took the rough and potholed back roads. A steady pace was required and it was fascinating to see cars waltzing, wandering and weaving from side to side to avoid the potholes.

At Zest Restaurant the crew assembled the cars opposite the restaurant and enjoyed brunch over the next 2 hours. Many stories, news, views and opinions were exchanged within the sometimes noisy group. Further refreshments were taken at the Bucca Hotel and, while not all the world's problems were solved, everyone left in good spirits.

On 17 June the last run for the month was a beauty! Word had got around that in Biggenden there was a private "Museum" that could be inspected by invitation. A few phone calls tracked down the owner and arrangements were made to have a look at his collection.

Two Clatters of Cars, one from Hervey Bay, the other from Bundaberg, headed to Biggenden in warm sunshine (eventually) and met up for a hasty morning



...and then to Biggenden

tea before heading to Alan Cunningham's home to view his treasures. Alan is a friendly, warm, chatty person who has been collecting for years... everything !

Pride of place is the group of 47 restored Douglas Motorcycles, including one in a loft in a glass case.

And what else did he have? Well, there were the remains of an aeroplane swinging from the roof, old sewing machines (dozens), meat mincers, radios, tools, old cars of unknown heritage, phones, street signs, electrical equipment, toys, lanterns, bottles, computers, winches, tools, nuts 'n bolts, test equipment and so much more... all in a maze of narrow walkways and dark nooks. The best part was watching our group of nearly 40 people wandering around, all with mouths wide open trying to find words to describe what their eyes were seeing. It was, for some, a true Aladdin's Cave and the suggestion one person made that he does a stocktake every year is as likely as my dismantled GT winning the Monaco Grand Prix 10 years in a row. Our sincere thanks go to Alan for letting us in to his wonderful world.

With 22 cars attending and 34 people sitting down for lunch at the Grand Hotel, the day finished with good food, kind weather and loud conversation.

But what do people think when they see a large group of sports cars heading towards them... perhaps a Flight of Fancies, or a Roar of Rollers, or, groan, a Range of Rovers...

It really doesn't matter, just enjoy the drive and friendships.

Safe driving all...



A feast of food

Chapter Chatter

By Gurney T Clamp
and Ian Wilhelmsen

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

Life has been busy in the Capricorn Chapter since the last Octagon went to print. A summary of our events follows. The full articles can be read on our webpage.

Golden Mount Festival, Mount Morgan, 5 May

On a most pleasant morning in May, 10 MGs of various types descended on the Kershaw Gardens in anticipation of a run up to Mt Morgan to participate in the Golden Mount Festival by displaying our cars in the Classic Autos Display and then participating in the Street Parade. Those present included Stuart and Ada Clark (TC), Noel and Bronwyn Marriott (1963 MGB), Phil White (1964 MGB), Jenny Hill and Tracey (1965 Triumph TR4), Terry Dwyer (1967 MGB), John and Margaret Horton (1968 MGB), Ian Wilhelmsen (1973 MGB), Ian Carleton (1978 MGB), Robert Holbeck (1998 MGF) and Tony Gubbins (MG TF). After a quick sprint up the range led by the mighty TC and the rest following in order of year of manufacture, we were met at the display site by Rodger Warne (1972 MGB).

The MGs proved to be very popular with the public with quite a few people chatting to the owners and telling tales of their own experiences with the marque. We were also visited by Vern and Elaine Hamilton who were in Mt Morgan for the 100th anniversary of the Mt Morgan High School where Vern taught at the school in the 60s.

Six cars participated in the Street parade and, even though it was quite warm and the procession was at a very slow pace, all the cars managed to survive with just the odd elevation in the temperature and erratic idling.

Tour To Moura 20 May

This run saw 12 keen participants in 8 cars arrive at the Kershaw Gardens full of anticipation for the exciting day that lay ahead. Stuart (Mr Cool) and Ada Clark, John and Margaret Horton, Rodney and Bryce Blair, Peter and Tracey Breed, Phil White, Terry Dwyer, Phil Henry and Ian Wilhelmsen headed off with the traffic lights of Rockhampton ensuring we stayed together as a group as we got every red light out of town. Little did we realize at the time that one of our members had suffered a catastrophic failure of a vital piece of equipment on leaving the Kershaw Gardens. Apparently in his eagerness to get under way, the G forces generated by his "B" on departure caused Phil W's seat mount to crack which left him with a very laid back driving position which he became aware of when he couldn't reach the gear lever! After several attempts at a temporary repair in Dululu, a reasonable solution was found thanks to John H's tarp, Ian W's pillow and various other odds and sods.

After a pleasant morning tea stop at the Dululu rest area, the group proceeded to Banana where another wee stop ensued. It was at this stop that it was observed that one of the cars had also decided to have a wee stop except its fluid was of a darker and more viscous nature. After a round car discussion, it was decided that the problem wasn't terminal and we could proceed to Moura. We were greeted at the Dawson River Apex Park by Jim and Sandra Armstrong and their son Lyle and Jim's grandkids and a magnificently prepared picnic.

As enjoyable as our time with Jim, Sandra, Lyle and the kids was, we eventually had to depart to make our



A big lineup of MGs at the display are at Mount Morgan's Golden Mount Festival



Envy time – the biggest privately owned slot car track in Qld



Memory time: from slot cars to pedal cars on the 17 June run

way home. Our pleasant afternoon in Moura wasn't quite over as Jim lead us out to the Haul Road where we could watch the draglines operating from an observation deck before heading home.

Queen's Birthday Holiday Special Tour – Pine Beach Hotel, Emu Park

After wet weather conditions throughout the Capricorn Coast on Saturday and Sunday, members who indicated that they wanted to do something in their MG over the long weekend woke to a beautiful Monday morning which continued for the remainder of the day. Central members Stuart & Ada Clark, Robbie & Gary Gallaway, Tony Gubins and Marilyn West, Roger Warne and Phyllis Davies and Ian Wilhelmsen met at the Kershaw Gardens at 1030am and headed off towards Yeppoon to meet up with coastal members Ian Carlton, Gurney & Gloria Clamp, Phil Henry, Don Madden and Noel & Bronwyn Marriott at the turn off to Cawarral. From there, the combined group headed to the Singing Ship at Emu Park via Cawarral. This was to show the club's coordinator Gurney on how to find where the singing ship is located after failed attempts on previous runs. The group enjoyed lunch at the Pine Beach hotel while enjoying beautiful views of the Emu Park coastline. It was here that we got to see another MG that was seen early in the day in Yeppoon, a green 1972 MG B whose owner is looking forward joining the club after only owning the car one month.

Following lunch the members travelled to Yeppoon to view the largest privately owned slot car track in

Queensland that is located under a house, along with a black 2004 Maserati sports car. Most members and their wives took advantage of the offer from Neil to have a go at the slot cars and a ride in the Maserati.

Byfield Store Lunch Tour – 17 June

Beautiful weather conditions welcomed the Central members, Garth & Leslie Barnes 99 MG F, Stuart & Ada Clark 48 MG TF, Robert & Yvonne Holbeck 98 MG F, Ian Wilhelmsen 73 MG B, who had the early start from Kershaw Gardens to meet up with the Coastal group of Ian & Rosemary Carleton 78 MG B, Gurney & Gloria Clamp 72 MG B, Phil & Margaret Henry 70 MG Midget, Noel & Bronwyn Marriott 63 MG B, at Beaman Park Yeppoon.

All then headed to the Car Park at Yeppoon tourist information centre at Fig Tree creek for morning tea and to celebrate a surprised Gloria Clamp birthday along with Gloria's immediate family before they all watched Gloria cut her birthday cake kindly donated by Stuart and Ada Clark.

From there the members took advantage of an invitation from John & Wendy Miller to view the large number of restored pedal cars and 3 wheel pedal bikes and scooters of all shapes, sizes & vintage that John has lovingly restored. It was then off to lunch at the Byfield store to experience their award winning meals along with many other motor enthusiasts enjoying their cars and bikes.



Another impressive line-up on the Queen's birthday tour

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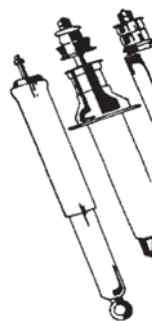
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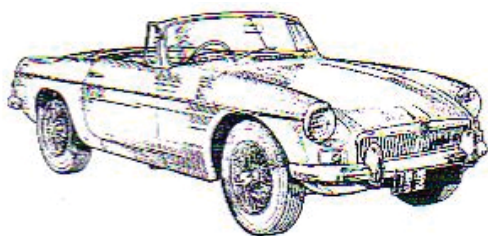
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CATALOGUE**

Chapter Chatter

By Brian Phillips

DARLING DOWNS CHAPTER



Our early expectations of a sunny **day run on the 29th April** were soon dashed as we gathered at the TIC in what could only be described as mizzle. Light drizzling rain that required intermittent use of the cars' wipers to keep visibility clear. It was a cheerful bunch of 5 carloads who decided to push on with the run. Although the route had been planned, the rain made it necessary for 'variations'. We therefore had only a brief stop in Goombungee and continued on our way to the Ravensbourne National Park where there is a comfortable shelter.

It was great to see Bob and Mavis back in the MG. Bob has a whole new method of getting in and out of the car, and very adept at doing it. We received weather reports from Graham and Bob about conditions on their way up from Warwick, and it seemed like it was the same as here. Several comments about the road conditions were made but thankfully it was an easy run through the country via Goombungee, Hampton, Ravensbourne National Park, past Cressbrook Dam and on to Perseverance Dam for a quick stop then continue back to Hampton for a very tasty lunch (the home made pies were very popular) at Flavours Restaurant.

The first weekend of May is the time for the annual migration to Toowoomba of classic cars of every description to the **David Hack Day**. After a few days of rain and thick fog the day turned out to be a pleasant example of Toowoomba's autumn weather. The change of venue (hockey club grounds) this year appeared to affect the turnout of classic cars and trucks. Nevertheless, the MGCCQ display comprised twenty-one cars of which nineteen were MGs. The large contingent from Brisbane boosted numbers, as

our Chapter support comprised five cars. Our thanks to the Brisbane contingent who had to get up well before a chilly dawn to make the journey to Toowoomba for the 8am departure from the information centre.

The annual **mid week overnight run** was held on 9-10 May. Thirteen cars with twenty-six persons turned out in brilliant weather to tour through some of the most scenic countryside in SE Qld. The first day route from Toowoomba passed through the Lockyer Valley then over Mt Glorious into the Samford, Dayboro and Mt Mee hinterland before dropping down onto the coastal plain at Peachester and Beerwah before terminating at Mooloolaba. The overnight motel put on an attractive dinner-bed and breakfast deal that allowed the happy hour to be extended into a vibrant meal period during which new friendships were established and old friendships revitalised. Our thanks to our hosts, Myra & Dallas for doing the catering but also to Guy and Graham for showing us how to really barbecue a steak. After dinner many took advantage of the mild evening and rising full moon to stroll the Mooloolaba waterfront precinct and take in the sights and do some window-shopping.





Following a substantial buffet breakfast the next day, the group set out for Eumundi after taking in a drive north along the coast. Just north of Coolumb the convoy became unstuck after Trevor lost his way in the labyrinth of roads at the back of Peregrine. Thanks to those with GPS, an escape was identified but not before we tested our cars for dust sealing and body rattles on some ordinary but attractive gravel back roads. It all came together for morning tea in Eumundi after which the route took in the old highway to Nambour before heading back into the hills for lunch at Maleny's Mary Caincross Park via Mapleton, Flaxton and Montville. From this point the group began to break up progressively for return home journeys to Brisbane, Toowoomba and Warwick as we passed through Kilcoy, Somerset Dam and Esk. This was the first overnight run where participants were equally divided between Darling Downs and Brisbane representation. The result was fabulous fellowship and a firm basis for cooperative ventures in the future.

June and Brian Phillips finally made it home from Tasmania in their MG. The split in the head of the car started in Newcastle on the way down and slowly got bigger; it was treated with Chemi Weld and Stop Leaks. These products enabled them to travel in Tasmania for four weeks and complete all their plans there. As the sailing dates on the Ferry were very tight, repairing the head in Tasmania was not an option. They made it through to Melbourne where the decision not to try the long run to Queensland was made. As we say the car did not let them down, it just held them up.

Social runs to Killarney Falls are always a great day out. Meandering east of Warwick through the lazy fields and farming areas with only the cows to observe your passing is very pleasant motoring. As Killarney falls are located in subtropical rain forests the flora and fauna there is always a sight to enjoy. King Parrots and purple-eyed Satan Bower Birds kept us entertained at morning tea. King Fishers darted around while Water Dragons hide in the stream feeding the falls. We passed through the hamlets of Yangan, Danderoo and

Tannyamorel, sleepy little villages with lovely sounding names, in this old coal mining area. I believe there are great plans for a resurgence of the former industry in this area, what a pity. We ventured back through Killarney and on to Warwick golf Club for a most enjoyable lunch.

The **Great Train Race** from Warwick to Goondiwindi was a roaring success (see reports elsewhere in this issue) and members of the Chapter who took part thoroughly enjoyed it.

On with the scarf beanie and gloves as **mid week runs** are always popular especially in crisp winter air where you know there will be a roaring fire to greet you. I don't know if it is cheaper by the dozen, but it is a great number to have for a luncheon get together at Rudd's Pub beside the nice warm fire. It was good of Brian Mahoney to take a week off work so he could join us.

(MGs never break down. They just fail to proceed.)



Chapter Chatter

By Tony Basham

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

Recently, there have been two runs, one to the Atherton Tableland and one further afield to Townsville for the All British Day display.

Day Sun 3rd June 2012 – Diamond Jubilee Run of the Atherton Tablelands.

Bright sunny skies greeted members at the Skyrail carpark. A good variety of cars turned out including 2 MGs, TD, MGA, Midget, Healy Sprite, and 2 MGBs. Tony's PA arrived but suffered a flat tyre in the car park then another a short distance up the road so that put paid to his day out after a two hour wait for the tow truck.

After the ascent up the Kuranda Range our first stop was at Mareeba where new members Gianni and Maria were welcomed and joined in with their MGF for their first club run. Mt Uncle Distillery at Walkerman was our destination for morning tea, coffee and cake and, for the late risers, a hearty breakfast was available. The distillery produces a range of liquor products but it was a little early in the day for sampling. Our group number grew again with the addition of Kay and Harvey in their superb classic Jaguar. A leisurely drive around quiet back roads towards Lake Tinnaroo was not without incident. Bob's MGA spluttered and coughed due to an electric fault on the fuel pump and John's Midget's heater sprung a leak causing wet passenger feet and an overheat. Both faults were repaired on the roadside using some good "bush technology".

Lunch stop was at the Kairi pub, certainly the largest number of customers seen there for a while, outnumbering the locals. The kitchen was a little overwhelmed with orders but the company and conversation was pleasant and the food was good



Trip to Townsville for All British Day on June17

when it arrived. After lunch some cars backtracked and returned to Cairns the same way and some returned home via the Gillies Range with a stop at Lake Barine for afternoon tea where the scones, jam and cream were delightful.

Trip to Townsville for All British Day on June17

This event brings together enthusiasts from many different clubs with the common British theme. Several members from our Chapter attended, travelling south from Cairns with others

in a convoy on Saturday for the Sunday display. There were many makes and models including 2 PAs and numerous T types on show as shown in the photos.



First stop was at Mareeba



Repair time



Lunch stop at the Kairi Pub

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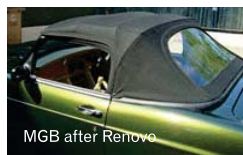


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MG only and invited cars Hill Climb

By Ace Reporter | Photos by Nathan Koch



Fastest sports car (FTD) Mark Crespan



Fastest MG – Darryl Searle MGA 48.93



Best MG – 2001cc & over: Stephen Riley
MG B V8 Supercharged 49.98



Best MG – Up to 1600cc:
Steve Purdy MG Midget 49.79



Eric Koch (father of photographer Nathan)
in action in his Mini Clubman

This annual event was postponed from late April to late May as many potential competitors would have been returning from the National Meeting. Many of those in the invited classes used the event as practice for the Queensland Hill Climb Championships.

Times for the MG classes:

- ▶ **Class C:** Ross Kelly (MG NB Magnette, 59.63), Brant Rayment (MG NB Magnette, 60.30).
- ▶ **Class E:** Don Webster (MGTD, 69.88).
- ▶ **Class F:** Cyril Bennett (MGTF, 87.47).
- ▶ **Class G:** Ross Kelly (MGA roadster single cam, 60.34).
- ▶ **Class N:** Jim Haines (MGB Rubber Bumper roadster, 60.02).
- ▶ **Class P:** Shaun Rankin (MGBGT BL, 61.78).
- ▶ **Class Q:** Malcolm Spiden (MGBGT Rubber Bumper, 57.14).
- ▶ **Class R:** Barry Evans (MGBGT V8, 50.11), John Walker (MGBGT V8, 51.27).
- ▶ **Class T:** Steve Purdy (MG Midget, 49.79).
- ▶ **Class X:** Craig Carlson (MGTC Special, 62.04).

- ▶ **Class Y:** Darryl Searle (MGA, 48.93), Ian Rogers (MGB, 53.65), Matt Johnson (MGB, 59.63), Max Johnson (MGB, 61.43).
- ▶ **Class Z:** Stephen Riley (MGB V8 Supercharged, 49.98)
- ▶ **Class ZB:** Craig Winter (MGF, 52.85), Peter Andrews (MGF, 53.10).
- ▶ **Invited Sports Cars up to 2000 cc:** Hugh Ballington (Amaroo Clubman, 48.64), Chris Johns (JFR Suzuki Cappuccino, 48.65), Brian Pettit (Westfield Clubman, 48.91), Mike Allen (Austin Healey Sprite, 49.56), Jason McGarry (Caterham 7, 50.80), Bill McCollum (Mazda MX5, 55.77).
- ▶ **Invited Sports Cars 2001 and over:** Mark Crespan (Ford Cobra 45.19), Roy Davis (Triumph GT6, 48.76)
- ▶ **Invited Sports Sedans:** David Malone (Torana GTR XU1, 44.41), Daryl Morton (Morris Cooper S, 50.96).
- ▶ **Invited Sedans:** Piers Harrex (BMW E30, 47.28), Pauline Graham (Datsun 1600 SSS, 47.88) Ken Graham (Datsun 1600 SSS, 48.00), Peter Phillips (Toyota Starlett, 50.50), Eric Knoch (Mini Clubman LS, 53.73), Tony Corrigan (Gemini, 61.04).

- ▶ **Invited Racing Cars:** Alan McConnell (Van Diemen RF87, 39.28), Adrian Holmes (Elfin NG FV, 49.12).
- ▶ **Invited Superkarts:** Phil Smith (Dino Kart, 45.33) Charles Catanese (Dino Kart, 56.12).
- ▶ **FTD:** Alan McConnell
- ▶ **FTD Sports Sedans:** David Malone
- ▶ **FTD MG and Sports Cars:** Mark Crespan
- ▶ **FTD Sports Cars:** Mark Crespan
- ▶ **FTD Sedans:** Piers Harrex
- ▶ **FTD MG:** Darryl Searle
- ▶ **FTD MG up to 1600:** Steve Purdy
- ▶ **FTD MG 1601 to 2000:** Craig Winter
- ▶ **FTD MG 2001 and over:** Steve Riley



Best MG – 1601 to 2000cc: Craig Winter MG F 52.85

Night Runs

By Ace Reporter

Brian Krieger directed a Come and Try event designed to introduce any new runners to this discipline of motor sport so it was set over a shorter distance than normal. The route took those venturing along the Ipswich Service road past the Rocklea Hotel, into Sherwood Road to pass the Brisbane Markets, then right at St Matthews Cemetery at Sherwood and into the Graceville area to find the gym membership special at the Goodlife Health Club. Returning along Graceville Avenue the teams passed the Pat Rafter State Tennis Centre to finish at the Muddy Farmers Hotel in Annerley to discuss the journey.

Those entered the event were Brant Rayment/Selena Rayment, Craig Fox/Colin Fox, Amie Kriederman/Annette Ashton and Malcolm Spiden.

May Night Run

Those who left clubrooms had a quick tour in the Yeerongpilly industrial area then through Tennyson over the Pamphlet Bridge to manoeuvre through the traffic islands in the Graceville roads running parallel to the river before venturing over the Walter Taylor Bridge to pass the Indooroopilly High School then wind through the maze of spiralling circular roads of St Lucia. The tour travelled past the Taringa Rail Station into the Taringa area and over the Western Freeway passing many No Through Roads uphill to the Green Hill Reservoir. This roller-coaster altitude chase continued by using roads in the Chapel Hill and Kenmore Hills areas (streets which are used by skateboarders during the

daylight hours to good effect).

With the majority of the distance covered, it was then a short journey travelling next to the Little Gubberley Creek then into Kenmore Road, Fig Tree Pocket Road and return home.

Entrants were Amie Kriedermann/Joanne Gillespie (Nissan Dualis), Brian Krieger/Noel Caplet (Holden Barina), and Brant Rayment/Kimberley Robinson (Falcon).

June Night Run

An all Tulip instruction event commenced in the Durack area to pass the Glenala High School as well as locating the Blue Fin sign on the fish which is a pink colour. By heading east into Algester the teams found the sign for modern townhouses for rent then using Ridgewood and Algester roads to travel in the Calamvale area. This took all through the more luxury housing area of Sunnybank Hills to past the Sunnybank Rail Station and into the Moorooka industrial area. Ipswich Road was then crossed at Chardon's Corner to locate the Blind Cricket Association near the Yeronga TAFE and then return home.

Runners were Michael Galletty/Stephanie Black (Alfasud), Brian Krieger/Tony Best (Holden Barina), Clayton Wilson/Wayne Rasmussen (Mazda MX5) and Amie Kriedermann/Joanne Gillespie (Nissan Dualis).



Club run/open day/ Swap Meet – 17th June



Gary and Judy Tucker (TC) and the other day run cars at the hillclimb.



Stallholders, Larry and Sandra Ryan, found time to relax in the sunshine



The Tucker TC follows the Walker A and the Bennett TF on the way to the hillclimb



Mike Allen's stall attracted a lot of interest

While the stall holders, canteen and other workers were busying themselves at the hillclimb in preparation for the Swap Meet/Open Day another group of Club members were gathering for an early morning run to that event.

There were only five cars on the run but they provided a variety of models through from the Tucker TC, the Bennett TF and the Walker MGA to the slightly more modern Pereira Midget and Hamilton MGB GT. The run to the hillclimb was extremely pleasant on a beautiful sunny winter's morning along relatively uncrowded and scenic roads.

Once there, the participants mingled with the stall holders and buyers and the day became a very social one.

Thanks to the Pereiras for their organization of the run and to Mike Allen and all the other helpers for the organization of the Swap Meet/Open Day.



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020707Z	BRAKE DISC MGB	57.20 PR
030538	DISTRIB ASSY MGB1+2 HC TOP ENTRY	143.00 EA
060380	DOOR MIRROR MGB FLAT TINTED RH TEX	38.50 EA
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The Great Train Race – Warwick to Goondiwindi

Photos and Text Ross Kelly

Instead of the Bentley Boys and Le Train Bleu, an eclectic mix of MGs and the pride of the Southern Downs Steam Railways C17 Steam Locomotive No. 971 were set to race through the wide brown land half a world away.

In 1930 Woolf Barnato driving his Bentley Speed Six waged one hundred pounds that he could drive from Cannes to his London Club before Le Train Bleu

made the journey from Cannes to Calais. The wager was won by Barnato with four minutes to spare.

The MG drivers and their riding mechanics gathered in Warwick ready for an early start on the Saturday morning for the two hundred and fifty kilometre race west to Goondiwindi.

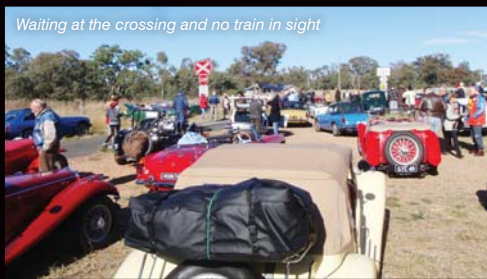
Warwick, located in Southeast Queensland, was a major centre for the railways in the era of steam.



Prewar MG NB and T Types at Warwick Station



MGBs await the start



Waiting at the crossing and no train in sight



Greg and Rhonda Hahnant enjoy the brisk weather on the train (Photo Jeff Heslewood)



MG NB Supercharged Special at Mt Cotton Hill Climb (Photo Steve Johns)



MG TCs & MG SA take a break for lunch



Lunchtime



Leaving Goondiwindi for Warwick

Diesel locomotives gradually replaced steam power, which was finally phased out across Queensland in the late 1960's. Type 17 locomotives were built from the 1920s and were the workhorse of the Queensland railways being the most powerful engine that could run on the narrow 3'6" gauge.

A detailed history of locomotive No. 971 and Southern Downs Steam Railway can be found at website www.southerndownsteamrailway.com.au and www.qrig.org.

Despite the chilly winter morning forty-five MGs gathered at the railway station awaiting the arrival of the train. Right on time it made its appearance, steam rising through the morning mist as it was coupled to the carriages for the race to Goondiwindi.

On reading the route instructions it became apparent that the MGs were being given a handicap; railway surveyors plot the most direct route and best grades to get from A to B whereas we were being sent from A to B with detours to XYZ in between to make up the difference in speed.

The cars had the upper hand arriving at the level crossings ahead of the train but the sight of steam locomotive No. 971 powering around the bend with whistle echoing through the bush seemed to even the score.

A BBQ lunch was provided by the railway staff at the small country town of Inglewood about half way along our journey.

As we neared Goondiwindi the agricultural importance of the region to the economy of Queensland was apparent with the vast fields of wheat and cotton lining both sides of the road.

The train rolled into the station at Goondiwindi to the cheers from the gathered MG and train enthusiasts.

Having calibrated the fuel tank of the MG NB supercharged special prior to the run I was interested to check the fuel consumption on this longer run.

During recent use at the MG Car Club of Queensland Mt Cotton Hill Climb the car was using around one litre for the nine hundred and sixty five metre course. I was hoping for a little better on the open road and was pleasantly surprised; consumption had improved twenty litres per one hundred kilometers. No wonder the car was fitted with an eighty-litre fuel tank!



Locomotive shunting at Toobeah



Club members on the train from Goondiwindi to Toobeah (Photo Jeff Haslewood)



Here comes the train

After the tall stories and drinks of Saturday night it was a relief that the activities for Sunday were scheduled to start at midday. The MG crowd and other steam enthusiasts were to join the train for a leisurely run to the old railway town of Toobeah about seventy-five minutes away.

Riding on the end platform was an experience from the past as we journeyed through the Mitchell Grass Plains. On either side of the railway line mobs of kangaroos and emus fled from the unfamiliar sight and sound of steam. The Kioma State School provided the BBQ whilst the pub added the cool beer to round off a satisfying lunch.

The weather forecast for Monday did not look good for travelling in an open car. The decision was made to head straight back down the main road to Warwick and leave the sightseeing for a later date. Sure enough, the day became steadily colder and wetter as we approached Warwick but not enough to dampen the enthusiasm of driving the cars through the Australian outback.

Congratulations to Murray Arundel from the Gold Coast MG Car Club, the members of the Southern Downs Steam Railway and David McMahon from the Goondiwindi Regional Council for organizing a great weekend for MG and Steam enthusiasts alike.

The Great MG Train Race 2012

By Tony Slattery

It all happened on the June Long Week-end when around 50 MGs and their crews assembled in Warwick to race the Southern Downs Railway C17 Steam Train to Goondiwindi. The event, created by Murray Arundell from the Gold Coast MG Car Club, drew members from the Queensland Club and regional Chapters as well, keen to soak up a bit of soot and steam.

We all gathered early at Warwick Train Station to watch as the train was driven to the platform with all its noise and colour, taking some of us back to our youth when these mighty machines were everywhere.

Not long after 8am, almost on schedule, the train pulled away from Warwick, and the MG Convoy set off in pursuit. There were several rail crossings along the road to Inglewood, where the MG "Train Racers" pulled up en-masse to wait for the thundering train and enthusiastic passengers. They really enjoyed our unexpected appearances trackside, and we enjoyed the sweeping roads of the Darling Downs, with little traffic (ignoring the 50 car line of MGs of course).

An extended lunch break at Inglewood was necessary, while the locomotive refreshed its water supply (yes,

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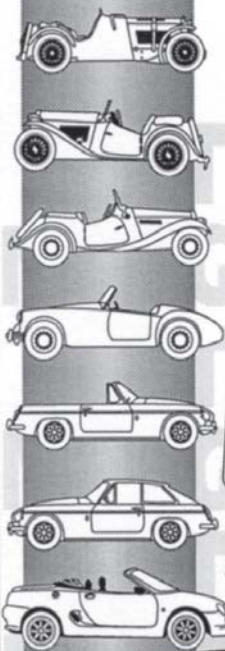


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Johnny, a Steam Engine needs more water than coal to work all day), as all the supporting infrastructure for steam trains was demolished long ago. We all enjoyed the sausage sizzle, with all proceeds to a local service club, and many spent the break talking over their MGs with the locals.

It was onward west to Yelarbon after lunch where we met the train once again before heading south west on the "River Road" to Goondiwindi. With 23km to go to the finish, the MGA of Gerry Cronin failed to proceed with a fuel pump fault. A rescue party was sent ahead to fetch the RACQ as we were way outside mobile coverage, and a roadside repair was deemed too dangerous.

Alas another 13km further up the road another GREEN MG, this time the MGB of Barry and Lorraine Bauman stopped with a electrical gremlin. It took the combined resources of a couple of members and a Y-Type part to fix the problem (faulty rotor button). But where to find one – the resourceful support crew turned back to the MGA at the roadside 13km away to "borrow" their rotor, only to find it had "electronic ignition" and a non-standard rotor. But in the boot was the "spare distributor", complete with rotor. Back to the MGB, in with the rotor and off to the finish.

Those delayed at the roadside missed the finish of the Train Race with Councillor David McMahon waving the chequered flag, but it did not take the MG crews long to find the "Railway Hotel" across the road. While downing a nice cool drink, they were entertained by the "model" outside having her photo taken by the local media. It was a surprise to a few to discover later that the "model" was in fact Debbie Slattery dressed in period disguise! (Ed: see item in Bits and Pieces).

Everyone gradually made their way to the "Jolly Swagman" for a little rest before the dinner feast when good food, great wines and lots of chatter wound up a very eventful Day 1 of the "Train Race".

A lazy start for most on Sunday morning, but three crews were out early for a "up-close" photo shoot with the steam locomotive, for the local media. These Goondiwindi folk really make us city folk feel welcome and so supportive of this event. The train then headed off for the first of two trips to the little town of Toobeah, about 50km west of Goondiwindi. Only the Slattery Y-Tourer made the morning trip with the train in "hot pursuit" to be greeted with a hearty morning tea hosted by the local Toobeah kindy with even "gluten free" offerings for Debbie.

The train engineers were hard at work while we all had tea, filling the water tank and hitching the locomotive to the other end for the return journey to Goondiwindi to collect the MG "Train Racers". The success of this event was easy to see, with the train packed to capacity with MG'ers and locals for the 2nd trip of the day. This time the YT was joined by the Beaman RV8 to "race" the train to Toobeah.

Let me tell you, it's a spectacular sight to be driving alongside a train with a real "full head of steam", and the cranks on the wheels flashing in a blur. There were lots of photos taken from the car and by the train passengers. Once in Toobeah, everyone headed to the pub (now open), to find the local school set up to cater for us all out the back. It was a chance for a serious drink, as someone else was driving back to Goondiwindi!!!

There was a bit more Train Racing on the way back to the Jolly Swagman for another great dinner, drinks and long conversations about train, MG's and the troubles of the world at large.

It wasn't until Sunday morning on the journey home that the foul weather experienced at the coast caught up with the Train Racers, but in determined style, most carried on (only Rob Bayliss failed to proceed due to a Lucas Battery failure in the supercharged TC).

What a fabulous and exiting event it was. Thank you Murray for making it all happen, and the people of Goondiwindi who hosted us so warmly for the week-end.

Attendees from MGCCQ included:

- ▶ Robert & Hilary Boagey
- ▶ Rob & Ferne Callow
- ▶ Dan & Jill Casey
- ▶ George Diggles
- ▶ Helen Goodfellow
- ▶ Greg & Rhonda Hannant
- ▶ Jeff & Pat Heslewood
- ▶ Errol Hoger
- ▶ Val Horgan
- ▶ Kevin Jaques
- ▶ Ross Kelly & Norm Goodall
- ▶ Ross Letten
- ▶ Bob & Mavis Marsh
- ▶ Owen & Mary McNeill
- ▶ David Miles
- ▶ The Mulder family
- ▶ Greg Newey
- ▶ Jeff Newey
- ▶ Brian & June Phillips
- ▶ Col Schiller
- ▶ Tony & Debbie Slattery
- ▶ Peter Smith
- ▶ Bill & June Spall
- ▶ Allan Tebbutt
- ▶ Trevor & Del Watkins

Regalia/Merchandise

Photos of each item are available for viewing on the Club Regalia page of the Club website. An order form can also be downloaded from there.

Items available from the Club Shop

Member's Name Badge – Free postage **\$13.00**

Club Keyring **\$15.00**

Club Polo Shirt
(Size: S, M, L, XL, XXL, XXXL; Burgundy or sand) **\$30.00**

UV Shirt – Available only on special order **\$35.00**

Dress Shirt
(stone colour) – S, M, L, XL, XXL, XXXL **\$45.00**

Ladies' ¾ Sleeve Blouse (stone colour)
– 6, 8, 10, 12, 14, 16, 18, 20, 22, 24 **\$45.00**

Burgundy Club Cap **\$15.00**

Burgundy Club Bucket Hat
– adult (sizes: large or small) and child (adjustable) **\$15.00**

Cloth Badge – 100mm diameter **\$ 8.80**

Lapel Badge **\$ 6.50**

Grille Badge **\$33.00**

Club Windscreen Sticker – Free postage **\$ 2.00**

"I'd rather be driving my MG" Sticker
– Free postage **\$ 2.00**

Golf Umbrella with Club logo **\$49.00**

Coaster **\$ 6.50**

Earrings
(Red MG or Black MG or Silver radiators) **\$16.00**

Tartan Picnic Rug – red **\$55.00**

Picnic Set for Two – navy **\$60.00**

Fleece Knee Rug – red **\$40.00**

Mt Cotton Polo Shirt
(Size S, M, L, XL, XXL, XXXL) **\$30.00**

Mt Cotton Long Sleeve Polo Shirt –
Black (Size S, M, L, XL, XXL, XXXL) **\$35.00**

Mt Cotton Bucket Hat **\$15.00**

Mt Cotton Stubby Holder **\$ 7.50**

Circuit Jacket
(Size: S, M, L, XL; Colour: red or navy) **\$60.00**

Grey Mt Cotton bucket hat – adult
(sizes: large or small) and child (adjustable) **\$15.00**

Hillclimb windscreen sticker – Free postage **\$ 2.00**

History of the Hill (book and CD) **\$50.00**



Mt Cotton Long Sleeve Polo Shirt
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Mt Cotton Bucket Hat
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The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



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