

Official Journal of the MG Car Club of Queensland Inc.



The Octagon

No. 5

September 2013



North greets South: The tourists from the South are shown great hospitality by the members of the Far North Queensland Chapter.



Patron: Dick Johnson

Affiliated with
MG Car Club UK & CAMS
MGCCQ Club Phone: 07 3274 1611
MGCCQ Club Fax: 07 3325 0841

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

MANAGEMENT COMMITTEE

Name	Phone	Mobile	E-mail
PRESIDENT			
David Robinson (Jeanne)	3255 9037	0417 731 455	robo25@bigpond.net.au
VICE-PRESIDENT			
Neil Lewis	3807 6273	0417 773 425	neil.lewis@clarkslogancity.com.au
TREASURER			
Carly Mattea (Richard)	3325 0409	0410 310 452	moffmat@bigpond.com
John Davies (Diane)	3341 6798	0402 393 278	johndavies@ozemail.com.au
Andrew Willesden (Susan)	3398 1389	0410 059 266	aswillesden@bigpond.com.au
Don Webster (Ann)	3374 4474	0439 526 060	donweb@bigpond.net.au
Reg Tomkinson (Jan)	3271 6262	0408 885 736	reg.tom@bigpond.com

OFFICIALS

	Name	Phone		Name	Phone
Event Secretary	Fred Sayers	3359 2623	Clubrooms	Max Johnson	3201 5836
	Annette Truscott	0407 494 867	Regalia	John Davies	3341 6798
Event Sec. Asst.	David Robinson	3255 9037	Library	David Robinson	3255 9037 (w)
	Richard Mattea	3325 0409	Point Score	Ian Fettes	3803 3858
CAMS Delegate (Alternative)	Gary Goulding	3351 3506	Membership Sec.	Peter Rayment (Delia)	0407 693 947
	Ann Thomson	3378 1368	National Meeting	Noeline Johnson	0427 220 602
Chaplain	Ken Trudgian	3886 3409	Co-ordinator	nlf52@bigpond.com	
Club Captain (Comp)			Chapter Liaison	David Miles	3892 2699
Club Captain (Social)	Larry Ryan	3279 0440	Far Nth Old Chapter	John Fransen	0448 658 830
Special Interest Vehicle Concession Contract	Paul Strange	3398 1993	Wide Bay Chapter	David Carter	4125 1095
	pstrange@bigpond.com		Darling Downs Chapter	Gary Lawrence	4696 8314
Webmistress	Glenda Crew	3341 4397	Capricorn Chapter	Gurney Clamp	4939 4760
Octagon Team	Name	Phone	Mobile	Email	
Editor	Elaine Hamilton	3893 2438	0418 870 782	vprojects@internode.on.net	

All enquiries to the secretary:
%- GPO Box 1847 Brisbane 4001

Headquarters: 8/16 Collinsvale St, Rocklea
E & OE Hillclimb: Gramzow Road, Mt Cotton

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President's Report

This edition of the Octagon may just reach you before our AGM, where I will be standing down as President. My thanks to the outgoing committee and those people who continue to do those jobs listed as Officials on our Club information page. Many of their positions involve work that many just take for granted, but without their input the committee's workload would increase. Thank you again to all.

All British Day at Tennyson on 22nd September should again be a successful event as our Fund Raiser for Care-Flight and Qld Institute of Medical Research. With an expected 500 vehicles and motor-bikes on display, there will certainly be lots to look at from current models of all makes to pre-war vehicles. There will be an area for trade stalls, for sale vehicles and a promotional area of predominately British made competition cars promoting our coming Australian Hillclimb Championships 1-2-3 November.

Our Chapters continue to grow and by the reports in our Octagon, our members certainly seem to enjoy themselves and the use of their prized positions. The "tourists" on the Great Northern Tour all had a great time and stories to tell. I am sure that the story about the tour will be an interesting read.

Having been purchased in early 2005, the Clubrooms are now owned by MGCCQ. What a great achievement! This has only been possible by the income derived from our speed events (sprints, hillclimbs, race meetings). Most events make money for the Club, but not sufficient to support purchases such as these. The Club rooms are looking magnificent. This is due to the incredible amount of work done by two of our house committee – namely Max Johnson and Don Webster who have worked tirelessly since the flood to return our home to a better

than before standard. Well done and thanks from us all. As a reminder to you of 'then' and 'now', the photos below show the interior of the building in early 2005 and then at a Noggin 'n' Natter earlier this year. The next issue of our Octagon will have words from our incoming President. I wish the new committee all the success for their term and hope that you will all continue to encourage, support and help your Club's Management Committee.

Continue to take our "toys" out regularly and enjoy your asset.

- David Robinson



Inside the potential clubrooms in early 2005 (above) and (below) inside the clubrooms during a Noggin'n'Natter in 2013.



MG INFORMATION

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

	Name	Phone
MGC	Bruce Ibbotson	3366 1889
MG V8 RV8	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MOF	John Boyce	3345 2530

Some words from Elaine

With some major events worthy of major reporting, the result is a bumper issue for you. However, this also means two general articles have had to be held over until the November issue but they will make for good holiday reading over Christmas.

Concours was a competition, a display and a big birthday celebration for a number of MG models having significant anniversaries this year. You'll find a report, photos and results of that event inside.

Another major event was one which encompassed all sectors of the Club. This was the Great Northern Tour organised by Trevor Watkins from the Darling Downs Chapter. With most of the participants being from 'Home Base' in Brisbane and with an itinerary which included visits to the Far North Qld, Capricorn and Wide Bay Chapters, Trevor succeeded in bringing all sectors of the Club together. There is an article by Trevor on this event but you will find even more news and photos in the reports of the individual Chapters. Because of the time spent by the tourists in Far North Qld, their Chapter report on the event is quite comprehensive.

There was a night with a difference at the Clubrooms recently when John and Wendy Preston hosted a trivia night with questions based on motorsport and cars. Some of the questions from the night are included so that you can try it for yourself. The answers can be sought out elsewhere in this issue.

As the year passes, the calendar of coming events naturally becomes shorter so space becomes available in the calendar insert for other items. This time a regalia order form is included as some of you who like to think ahead may want to include some Club items in your early ChristmaText get reports on the event from their perspective. I hope they are reading this and act on it!

By the time you read this, the Annual General Meeting will most probably have been held. The meeting was scheduled too late in the month to hold back the publication of this issue to include information on the new committee but that will be published on the website so watch for it there.

The closing date for the November Octagon is the last day of October. Please remember that your contributions, long or short, are always welcomed.

New members

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

Michael Cannon
Simone Ganter
Catherine Sorensen
Craig Fairley
Harry Haug

Jonathan Jones
Ross Young
Leslie Kelly
Anthony Rowe

Shaun Marshall
Tony Redwood
Joukje Kelly
Teruo Delacroix

Notice Board

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

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

Fri 20 Sept

Annual General Meeting followed by Noggin 'n' Natter and rocker cover racing

Sun 22 Sept

HSCCQ - Dirt khanacross at Lockrose

You need a basic CAMS licence, helmet (if you are driving an open car) and 3rd party insurance extension (if you are competing in a road registered car). For more information and entry forms, go to the HSCCQ website.

Sun 22 Sept

All British Day (P)

Wed 25 Sept

Midweek run

Start 17 Mile Rocks Park (UBD 198 D2) for run through Lockyer Valley up Heifer Cr Rd to Nobby and Rudd's Pub for lunch on Downs. Run organiser is Kerry Horgan 3848 1271.

Fri 27 Sept

BSCC Social night run (P)

Fri 4 Oct

Noggin 'n' Natter

Guest speaker will be Clive Robertson talking about his Limited Slip Diff and will have one on display for people to play with.

Sun 6 Oct

Come and try motorkhana (P) at Willowbank. Contact Malcolm Spiden 3266 6350 for more information or go to HSCCQ website.

Fri 18 Oct

Noggin 'n' natter

Fri 18 Oct

Night observation run (P)

Sat 19 Oct

Test and tune day at Mt Cotton

Wed 23 Oct

Midweek run with optional overnight stay.

Full details are on the website calendar or contact Denis Thomas 5580 0654 or Trevor Mills 3886 1549.

Nov 1/2/3

Australian Hillclimb Championships at Mt Cotton

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.

VALE - Denis Backhouse

by Ian Fettes

Sadly we note the passing of Denis Backhouse on 10th August in Smithton, Tasmania following an 18 month battle with cancer. Denis is known to many MGCCQ members not only through the Bayview Guesthouse in Stanley, where quality accommodation was provided after the National Meetings in both in Launceston and Hobart, but also with his attendance in earlier years at Mount Cotton hillclimb.

The trio of Denis (centre), Ian Fettes (left) and John Davies (right), shown here in this 20 year old photo, created John's DBF hillclimb car in 1985. The work involved many enjoyable hours over two years, made even better by the resultant success the car had. Denis' expertise with welding and general fabrication ensured a strong but light build.

Denis is survived by both his wives, Lorraine and Carrie, and their four lovely daughters, Aretha, Alyx, Julia and Francesca. He will be sorely missed by many, but especially Ian with whom an on-going friendship goes back to 1969.



Bits & Pieces



Sunday 14th July saw a small group of our Hillclimb members attend the Logan PYC Car Show held in the Logan Entertainment Centre Car Park to promote the Club, Mt Cotton and the coming AHC. The Club had on display, the new MG, Hillclimb cars of John Davies DBF (brought along by Neil Lewis), Warwick Hutchison's Van Diemen RVP02, Ken and Pauline Graham's Datsun, David Malone's two Toranas



(Sports Sedan and Group N) and Ross Kelly's Black NB MG. We were surprised at the announcement that our Club had won best Club Presentation for the day. Also to surpass this, Ross won best British Car and Best Competition car awards.

Great effort by all and thanks to Pauline and Ken for organising this event.



The Letten MGB which had done the Capetown to Cairo trip last year was on display at Concours and drew the attention of three young African people who were there for the UQ Open Day. Shez Letten who was born in Africa and has lived there was on hand to talk to the girls.

Amongst the cars on the Club's July midweek run to the Caloundra air museum were there two belonging to two long term



Club members which memberships going back to the early 60s. On the left is John Campbell's Porsche Cayman and on the right is a Corvette from Kerry Horgan's car collection which also includes two Mustangs and a Cadillac convertible. John and Kerry also share a history of motorsport competition, mainly in sports cars, and a lifetime in the same medical-related profession.



Guest speaker at the July 5 Noggin 'n' Natter was Lynne Morley who talked about her interest in the Mt Cotton hillclimb and the cars that compete there. On display were some of her car-related artworks. If you would like to see more of her work or to contact her, have a look at her website at www.lynnemorleyart.com

At a recent 'hire-out' at the hillclimb, Jim Millner, a regular hillclimber, was one of the volunteers who came along to help and worked the starting line all day. Here he has a Radical sports car on the starting line with him. One advantage for volunteers is that they get experiences which aren't available to them while competing. Those who spend a day on a flag point quickly learn all the different lines which can be taken through corners of over the finishing line - and, more importantly, which ones work well and which ones don't!



The three judges who had the task of choosing the winning three cars at Concours from amongst all the class winners really got stuck into the job. Their identities are revealed to you in the Concours report.



Just prior to Concours, three of Ken Wasley's MG collection had an even more important outing when they were the bridal cars at Rebecca's wedding. These photos of the bridal party with the three cars and of the cars were taken by Anne Taylor Photography and are reproduced with her permission. Thank you to the Wasley family for sharing that special day with us.

And some words from the Bard from Hervey Bay on his non-appearance at Concours

I thought I'd come down from the Bay
to the Concours and make it a day.
But if I drive the Bruce,
my nuts might come loose.
So I'll give that idea away!



KM 00	KM 00	MLS 00		
				TL out of pub/ shop centre carpark onto Compton Rd
200mts	200mts	.15mls		TL onto Beaudesert Rd
7.1km	6.9km	4.3m		Bear Left onto offramp to Baronia/ Middle Rd. Cross Over H'way, follow Middle Rd thru Greenbank.
14.6k	7.5k	4.6m		2nd Left at R'about (Middle Rd) Cross over rail line
15.3k	750mts	.5m		TR onto Old Greenbank Rd
15.9k	600mts	.4m		THL onto New Beith Rd and follow

Greg Hannant produced a set of the most comprehensive directions probably ever given on any Club run when he incorporated progressive distance totals, km and mileage distances between changes of direction PLUS, for good

measure, the instructions in Tulip format for the August midweek run. Whilst these were greatly appreciated by those on the run, they also opened up discussion which led to interesting revelations of Greg's history in rallying.



The placement of the Fettes' Magnette at the traffic lights on a recent Club run resulted in this interesting photo taken from the car behind which made it seem that they were side-lining in the removalist business along the way!

The Wide Bay Chapter were pleased to advise us that they have found the perfect venue for a motorkhana!





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Concours



The University of Queensland once again generously provided the delightful venue for this year's concours and car display.

I am sure many MG owners were happy to answer questions about their cars from the people attending UQ Open Day. One parent with partner and prospective student in tow was heard to remind her partner in no uncertain terms that they were here to attend the Open Day and not look at the MGs.

Numbers were down on last year but around 60 to 70 MGs turned out together with the non marque cars making for a display with cars from the early 1930s to the latest MG6.

Many people availed themselves of the opportunity to test drive the MG6 during the day.

The concours this year was celebrating the MG TFs, Magnettes and RV8s. It was encouraging to see the owners of these cars enhancing the concours with their magnificent cars. The line up of MG TFs was superb with nine on display from the pristine concours examples to the daily drives.

Camille from Lavish Occasions (www.lavishoccasions.com.au) once again excelled with an English country scene cake to celebrate the birthday cars. MG TF



by Ross Kelly; Photos by Elaine Hamilton and Mark Wellard



enthusiast Helen Goodfellow cut the cake and drew the raffles for the MG TF model and the two MG Midget models. Helen managed to draw her own number and took home the TF to complement her full size TF. Thank you to Brian Phillips and Helen Goodfellow for making the effort in bringing their TFs from Toowoomba.

The weather, venue and the support of club members made the day a success.

I would like to thank all those who made the effort to bring their car or in some cases, cars and those who freely gave their time in helping to run the day.

(Left) Nine TFs celebrated their 60th birthday while (above) four Magnettes were there also to celebrate their 60th, and (Below) the youngsters, two RV8s, celebrated their 20th.



Next is MG90, celebrating 90 years of MG, and the club will be aiming to have ninety MGs on display at the concours to celebrate this significant event.



RESULTS

THE MAJOR CATEGORY WINNERS

Pre MGA	Ross Kelly's MG C type
Post TF/Pre-1980	Ross Kelly's MGA
Post 1980	David Farrar's MG RV8

CONCOURS CLASS WINNERS

Class B (Pre-War Sports under 1000cc)
 Class C (Pre-war supercharged racing and sports under 1000cc)
 Class D (MG TC)
 Class E (MG TD)
 Class F (MG TF)
 Class G (MGA Roadster - Single Cam)
 Class H (MGA Twin Cam)
 Class I (MGA Coupe Single Cam)
 Class J (MGB Mk I - pull handles)
 Class L (MGB Mk II Roadster)
 Class N (MGB Rubber bumper Roadster)
 Class O (MGB GT MK I and II)
 Class P (MGB GT BL and later)
 Class Q (MGB GT Rubber bumper)
 Class R (MGB GT V8 and Costello)
 Class S (MGC GT and Roadster)
 Class T (MG Midget)
 Class U (MG Y Saloon and Tourer)
 Class V (MG Magnette ZA to Mk IV)
 Class W (MG Front wheel drive)
 Class X (MG Specials - Pre MGA)
 Class Y (MG Specials - Post TF)
 Class ZA (MG RV8)
 Class ZC (MGs under 2000cc post 1 Jan 2000 other than Fs)
 Class ZE (MGs over 4001cc post 1 Jan 2000 other than Fs)
 Class ZF (MG TF)
 Class NM (Non-marque)
 MG Special Chassis

Ross Kelly
 Ross Kelly
 Gary Tucker
 Don Webster
 Cyril Bennett
 Rodney Lapworth
 Ross Kelly
 Bill Heraghty
 Andrew Willesden
 John Cicchiello
 Bruce Hill
 Neil Mills
 Barry Smith
 Malcolm Spiden
 Julie Evans
 Mark Wellard
 Ken Wasley
 Delia Rayment
 David Miles
 Clive Mulder
 Don Webster
 Matt Johnson
 David Farrar
 Ken Wasley
 Ken Wasley
 Ken Wasley
 Kerry Horgan
 Dan Casey

(Previous page, clockwise from top left) TF restorer and owner, Helen Goodfellow, cut the birthday cake which also acknowledged the 80th birthdays of the J3, L1 and K3. Class winner of the TFs was Cyril Bennett who recalled winning this same class with the same car ten years ago when the TF was celebrating its 50th birthday. David Miles collected the trophy for Best Magnette. David Farrar's RV8 took first place from recent arrival to the Club from SA, Chris Hunt and the three major winners were (L to R) Pre MGA -- Ross Kelly's MG C type, Post TF/Pre-1980 -- Ross Kelly's MGA, Post 1980 -- David Farrar's MG RV8.



(From top) David Farrar was presented with the trophy for best Post 1980 car by event organiser, Rodney Lapworth. Ross Kelly was also an organiser of the event and was too busy for the photographer to catch him with his trophies (1). Maybe this car, or one like it, will be back next year to celebrate its first birthday. MG Motor Australia has lent this MG6 GT to the Club for use and display at a couple of recent events (2). Many thanks to all the judges, not just those pictured here, and to all officials for their hard work before, during and after the event (3-8).

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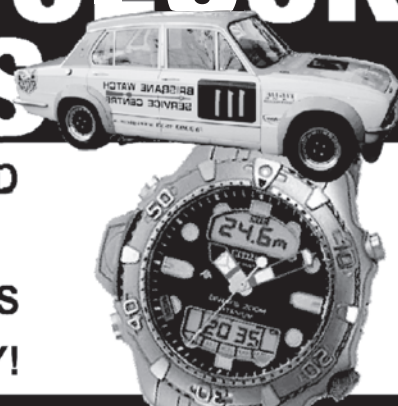
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Tim the Techman



Dear Tim the Techman,
I don't understand why some drivers, indicating a left turn, suddenly turn the steering wheel to the right and then to the left. Surely with power steering these days they don't need to do that.

- Mike Gabbler.

Dear Mike,
I see a lot of that too. My guess is they think of going right and change their minds.

Dear Tim the Techman,
Why do cars still need to have a horn? All they are used for is tooting at other drivers who are not fast enough or changing lanes too close to them.

- Matt Gong.

Dear Matt,
The honkers are expressing their 'anxiety'. Rather than police, we need psychologists to patrol the highways and pull the honkers over for a 'heart-to-heart' chat with the nervous Nellies.

Dear Tim the Techman,
We are selling our MGC and buying a Camry. It's a lot more comfortable, the steering wheel is easier, it has air conditioning and a lot more luxury. We loved the MGC and have fond memories. We will miss the MGC but we want to give the new car a name. Any ideas?

- Mal Grumpy.

Dear Mal,
You can keep the "name" and call it "MGC". That stands for "My Granny Car".

Motorfest

by Don Webster

A handful of hardy souls braved the inclement weather for the short run to Eagle Farm racecourse. Over 700 cars were on display with the featured marques being Lamborghini celebrating its 50th anniversary and Aston Martin celebrating its 100th. There were a few early showers, but they had cleared by 10.00am when the crowds were allowed in. As well as the many types of cars to see, the crowds were entertained by roving musicians and performers.

Those on the run were :

Don Webster	MGTD Green/Black
Neil McCorkindale	MGTF Red
Gary Lawrence	MGB Red
John Cicchiello	MGB BRG
Ray Chappelow	MGB Blue

and we met up with Geoff Wigg who had trailed his M-type there, and Graham Moore in his TD who was there volunteering.



Graham Moore's TD, Don Webster's TD and Neil McCorkindale's TF (1), Geoff Wigg's M type (2), The three MGBs that were on the run (3), Overview from the grandstand with the three Bs in the middle and the three T types against the fence (4).

August Day Run

by Richard Higgs

Fourteen people arrived at our starting point for our run to the Bellingham Maze at Tanawha. Thankfully the weather was perfect as the report the previous day was for possible rain and a storm. We left caboolture BP at approx 9.10 am and made our way on to the D'Aguilar highway and travelled through Woodford to the Beerwah turnoff to Cruices Park for our morning tea stop.

The usual talk about this and that over cups of tea and coffee etc ensued and once everybody was suitably refreshed we travelled on to Peachester and Beerwah on a winding and hilly road which was favoured by the MGs.

On arrival at the Maze we all managed to get in for a concession price of \$10 per head which was a bit of a bonus from the price they originally quoted. No doubt seeing the abundance of grey hair amongst us they realised we were all pensioners !!

Quite a bit of fun was had by all going through the maze as there was an 8 questionnaire which had to be answered correctly from clues around the maze. The prize for getting this correct was a yellow sticker which most people obtained. There were other games for children and Rodney Lapworths' two, Rhys and Janika, seemed to be having a lot of fun on what was available.

Lunch was taken at various tables around the ground either by those who took their own or those who purchased from the cafeteria.

Overall a great day with the usual friendly crowd of MG folk.

(From top to bottom) At the meeting place, morning tea time and fun and games at the 'amazing' place



Participants were:

Richard Higgs	MGA red
Andrew & Susan Willesden	MGB black
Don Webster	MG TD cream
Barry & Carolyn Smith	MGB GT white
Peter & Delia Rayment	MG TC red
Dennis & Diana Kelly	Corolla white
Rodney, Peta, Rhys & Janika Lapworth	MGA green
Kerry & Dane Horgan	Mercedes white



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July Midweek Run

by David Miles and Bruce Mutch; photos by Bruce Mutch and Elaine Hamilton

Nineteen cars assembled at the Boondall Wetlands on Wednesday morning, the shade and cool breeze emphasizing the low temperature under clear skies, a welcome relief for most from the overcast conditions which have been dominating our weather all winter. This welcome change encouraged the 10 MGB roadsters and one MX5 to make the hour long journey to Caloundra with their tops securely stowed.

We escaped the boredom of the Bruce Highway by travelling along Steve Irwin Way, past Australia Zoo and on to our destination, the Queensland Air Museum. Morning tea was enjoyed under the nose of an early DC3, then Leon Lenz gave an introductory talk on the history, achievements and future aims of this very dynamic group of volunteers who maintain the museum and maintain the aircraft it contains.

We then split into two groups for a most interesting guided tour where close inspection and interesting stories of the diverse range of aircraft followed. The tour

culminated alongside their newly acquired (on loan from the RAAF) F111 which has been beautifully refurbished by the Air Force. Whilst a number of participants elected to return home following the museum visit, the remainder enjoyed the short run back inland to our lunch stop at Mooloolah.

Following our luncheon break the loyalists carried on up the hill to Montville and its magnificent scenery then down through the cultivation country to Nambour and on to the North Coast where the navigators got themselves tied in a knot. We got to The Twin Pines Motel and found it was of the same calibre as the River Motel at Murwillumbah.

Happy hour was followed by a late BBQ dinner of the "Best" rib fillet Steaks one could imagine. The vegies and sweets were good also. A great number of stories were recalled from memories of PNG, NZ and the Aussie Outback while a few wines/ beers helped. The stories of life were most interesting.



After a great night the breakfast was something again. No wonder it is the MGCCQ's rest area on the North Coast. Well done. We headed off home and discovered that "GEAR" were running at Lakeside so we called in and spent a few hours admiring the "Toys" of the big boys.

A wonderful tour with the Air Museum and the new number of planes now on display, great scenery and a memorable night out was well worthwhile.



Thank you, David for arranging the event.
C.B.

Participants as follows:

David Miles	MGB
Denis & Diana Kelly	MGB
Greg & Rhonda Hannant	MGB
Jeff and Pat Heslewood	Subaru
Trevor Mills	MGB
Bruce Mutch	MGB
Vern & Elaine Hamilton	MGB GT
Ian & Karen Fettes	MG Magnette
Andrew Willesden	MGB
Paul Wilson	Mazda 626
Colin & Jenny Fox	Mercedes
Allan & Joyce Tebbutt	MGB
Aubrey Ross	MGA
Barry & Bob Lutwyche	MGB
Jan Burke	MGB
Jeff & Rosemary Turner	Volvo 1800
Kerry & Dane Horgan	Corvette
Val Horgan	Mazda MX5
Barry & Carolyn Smith	MGB GT

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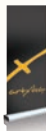
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August Midweek Run

by Greg Hannant; photos by Elaine Hamilton

With a number of the regular midweek runners away on the Great Northern Tour, there were not a lot of starters and only four MGs...some new faces and some different roads...

The run started at Calamvale and passed through the developing outer suburbs of New Beith and Flagstone and farming areas of Cedar Grove west of the Mt Lindsay Highway. The group stopped for morning tea at the Community Arts and Information Centre at North Beaudesert. The ladies enjoyed a browse through the local arts and crafts on display.

The group then travelled on the original Beaudesert Nerang Road through Biddaddaba to link up with the Canungra Road, then up the one way, traffic lights controlled road to Mt Tamborine. Over the mountain and down the eastern side they went to the lunch stop at John Siganto Park on the banks of the Coomera River at Upper Coomera.

Warm weather, great company and travel through some different country.

Participants were:

Greg & Rhonda Hannant	MGB
Allan & Joyce Tebbutt	Audi
Dennis & Diana Kelly	Corolla
Ian & Karen Fettes	MG Magnette
John & Lynn Butler	Camry
Kevin Trower	Commodore
John Walker	MGB GT V8
Kerry & Dane Horgan	Mercedes Benz
Jeff & Rose Turner	Volvo 142
Vern & Elaine Hamilton	MGB GT
Doug & Carridine Lucas	Citroen C4



(From top left) The Kellys and Tebbutts enjoyed a relaxed morning tea, as did the Turners, the Butlers and the Horgan brother. It was the full English tea for Doug and Carridine Lucas. Tailend Charlie' Kevin Trower discusses the run with the Leaders of the pack, Greg and Rhonda Hannant and the cars at the lunch stop beside the Coomera River

Photoshoot



Recently the Club was asked to assist with supplying an older MG for a photoshoot with a vintage theme to be used in a new publication and website named 'Destination Drives' and put together by Mark Buchanan previously the publisher of 'Leaded' magazine.

Committee member, Don Webster, was willing to make himself available and spent an enjoyable morning at Mt Mee watching the photographer and model at work. He was asked to supply information on himself and the featured car and that information is reproduced here.

"I bought my first MG (an MGY) in 1967, joined the MGCC Qld and have been a continuous member ever since. In 1968 I bought an MGTD (which I still own and drive) and over the years have had a range of vehicles, some desirable and some not so. I have always been a collector and hoarder of MG bits (might come in handy one day!) and over the years had acquired almost enough stuff to build another car. And that's where the idea of building a "special" came in.

This was going to be a fun car, with some later modifications to enable it to keep up with modern traffic. None of the original parts were destroyed, and I made parts I didn't have. It comprises parts from an MGTD, MGTF, MGY, MGYT, MGA, MGB, and MGZA. In fact it is 99% MG. From having an original MGTD, I realised the limitations that were imposed by a two seater, so the "special" was to be a four seater, and after ten years of work it was registered as a 1951 MGTD coupe, with seating capacity of 4. Its first official outing was to the MG National Meeting



in Toowoomba at Easter 2013 where it competed in the Concours, and was placed in its class in the Motorkhana and Sprint at Morgan Park. Since then it has done several Club Runs, as well as a Midnight to Dawn navigation run. I have enjoyed all stages of the project from its original conceptualisation, though its construction stages, to finally driving it with the family in it."

Copies of the publication will be provided to the Club and will be available at the Clubrooms. Organisers of midweek and day runs will no doubt find the publication and website useful for their planning while all of us should find plenty of items of general interest and use.

Our thanks go to Mark for supplying us with photos for reproduction here.

Noggin'n'Natter

TRIVIA NIGHT, August 2

Report and photos by Elaine Hamilton



Trivia enthusiasts, John and Wendy Preston, hosted an exceptionally well-prepared and well-received trivia night at the clubrooms at the Noggin 'n' Natter on August 2nd.

Six teams of various abilities took on the challenge but, as is usually the case, the best prepared team was the victor with Ken Wasley leading his Red Bull team to a decisive victory though there was a close battle between three other teams for the minor placings. There were a couple of good-natured protests with competitors on one or two occasions having deeper knowledge of the answers, all of which just added to the serious fun of the night.

Our thanks go to John and Wendy for the work they put into preparing for the quiz and also for the relaxed and happy atmosphere they created for the night with participants thoroughly enjoying both the challenges of the questions and the increased knowledge when the answers were revealed.

Some questions from the motor and motorsport themed night are on the next page for you to find out how well you would have gone. The answers are reproduced elsewhere in this magazine. More questions may be reproduced in coming issues as space permits.

If you'd like to volunteer to put together sets of questions on topics of your own choice for another trivia night, we'd love to hear from you.

(From top) Representatives of the Win-Em and Red Bull teams register for the event. John and Wendy do the pre-competition briefing. John was the question-caller and needed occasional lubrication. Team leader Ross Kelly fuels up for the event. Russ Geraghty shows off his teams' reward for competing. The triumphant Red Bull team from the Wasley family.

Where did the word "trivia" come from? It dates back to early Latin, and is derived from the prefix "tri" meaning three, and "via" meaning road. Thus the word literally meant "A meeting place of three roads".

TRIVIA QUIZ - The first four rounds

ROUND 1 - "WHAT?"

- What is the first name of Michael Schumacher's brother ?
- What does the Acronym 'ROPS' stand for ?
- What is the nationality of the ex-Formula 1 driver Chris Amon ?
- What is the nominal alcohol content of race fuel being used in V8 Supercars ?
- What do the initials "MG" stand for ?
- What is the current Land Speed Record for cars ? (to the nearest 50 kph)
- What is the minimum number of lights that a F1 car must carry ?
- What is the maximum turbocharge pressure permitted on current FIA WRC cars ?
- What make of car has won the Bathurst 1000 endurance race the most times ?
- What is the surname of the father and son who have each won the Belgian Grand Prix ?

ROUND 2 - "WHERE?"

- Where was the very first motor race to be called a 'Grand Prix' ?
- Where is the 'Ungaroring' ?
- Where is the corner called 'the Corkscrew' ?
- Where was Mark Webber brought up ?
- Where is the Porsche 'Cayenne' 4WD made ?
- Where in the USA is the preferred location for land speed record attempts ?
- Where is – or was – the Catalina Park motor race circuit located ?
- Where is 'Murrays Corner' ?
- Where is the original (= first ever) motor car ?
- Where is the Kyalami race circuit ?

ROUND 3 - "WHEN?"

- When was the first motor race at Queensland Raceway ? (year)
- When did the Mercedes and Benz companies amalgamate ? (within 2 years)
- When will the next new Formula One commence ?
- When did Murray Walker retire as a TV commentator ? (within 2 years)
- When was the first year the FIA World Formula One Drivers championship was awarded ?
- When did Marcel Renault (heir to the French car maker) lose his life ? (within 2 years)
- When did the V8 supercars race at Shanghai ?
- When was the first car bearing the name "MG" made ? (plus or minus a year.)
- When were cars that were not Holden or Ford excluded from the Bathurst 1000km enduro ?
- When did the F1 Australian Grand Prix move from Adelaide to Melbourne (within 2 years)

ROUND 4 - "WHO?"

- Who was the Australian driving for the Minardi team in 2002 ?
- Who is the current team sponsor of Messrs J. Whincup and C. Lowndes ?
- Who was Jacques Villeneuve's father ?
- Who designed the Volkswagen 'Beetle' ?
- Who is the expert commentator on motor sport matters for ABC radio in Queensland ?
- Who is the Gatton Agricultural graduate that grows tomatoes near Kallangur ?
- Who is the current President of the FIA ?
- Who was the very first woman driver of an automobile (or horseless carriage) on a public road ?
- Who is the designer of the 'Red Bull' F1 race cars ?
- Who appoints the Clerk of Course, Chief Scrutineer and Chief Timekeeper at a CAMS race meeting ?

The Great Trop

By Trevor Watkins



The tourists from the South get their first view of the ocean

The Great Tropical Tour was an activity promoted by the Darling Downs Chapter of the MGCCQ. Each year the Chapter conducts a tour, sometimes short sometimes long. This was a long tour and follows in the footsteps of the Great Outback Tour in 2011. The destination was Cairns in Far North Queensland. The tour started in Childers on the 6 August and ended in Kingaroy on 29 August. This is a report in two parts: the first outlines events leading up to our arrival in Townsville on the 12 Aug. The second relates to our adventures after that.

Participants. Besides Dell and me from Kingaroy (MGB GT*), participants included Bill and Helen Denham from Bellingen NSW (MGB GT) and the Brisbane group: Bruce and Tip Ibbotson (MGC GT), David and Meryl Miles (MGB GT), Barry Lutwyche and Jan Burke (MGB), Bill and June Spall (Honda Civic), Ross and Shez Letten (MGB), Dino and Margaret Mattea (MGA Coupe), Ross and Georgia Kelly (Landcruiser) and Val Horgan (MX5). *Changed to Ford XR6 – see below.

Assembly. Childers was chosen as the starting

point as it was reasonably central to all. The scene was set for subsequent social interaction and fellowship by a welcome dinner in the motel restaurant with a traditional MG happy hour. It was also a time to re-establish friendships as some had not seen each other since the outback tour.

Childers to Yeppoon. In brilliant sunshine and cloudless skies we set out fairly early in the day as we had been warned about delays due to road works around Gin Gin and further north before Rockhampton. All went well to Gin Gin where we had morning tea and met up with the Dansies from Bundaberg who came out in their MGB GT to join us for the run up to Miriamvale. Our MGB developed serious misfiring and loss of power which forced us to stop at a rest area 64km north of Gin Gin. The combined consensus of the wise men who always seem to gather around a bonnet up was that our car had experienced a head gasket failure. Thus it followed that we called up the RACQ, upgraded our cover on the phone and arranged to be towed back to Gin Gin. The mechanical workshop could not fix the car immediately nor

ical Tour 2013



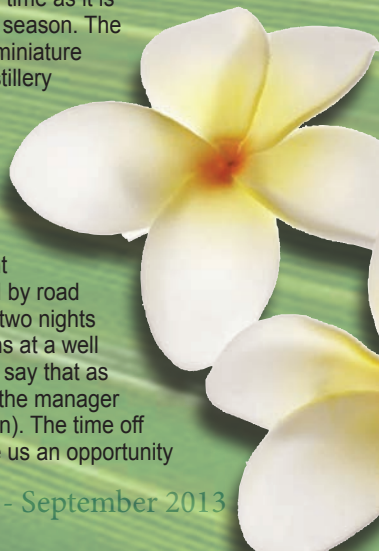
Meeting Capricorn Chapter at Yaamba

was a hire car available. Fortunately, we were able to track down motel accommodation for the night and were towed back to Kingaroy the next morning. A quick swap over to our trusty Falcon XR6 and we were back on the road in no time. After a dash up back roads and taking every short cut I knew we caught up with the tour group that night. In the meantime, the tour group had enjoyed a planned day off in Yeppoon, the highlight of which was a conducted tour of the Singapore Army detachment workshop in Rockhampton arranged by Jenny Fox who is their Special Projects Director and a MGCCQ member. This was well received and well worth doing.

Yeppoon to Sarina. Much to our delight the road to Sarina was clear of road works so that we were able to make good time on excellent surfaces. At the morning tea at the BP roadhouse near Marlborough the comparison was made between the old road and the new and what an improvement it was. The lunch break was at Clairview rest area right on the water front. After our arrival in Sarina at our motel we enjoyed a night out at the local

Leagues Club.

Sarina to Bowen. The run to Bowen was deliberately made short so that we could take the time before departing Sarina to get to know more about Sarina's vibrant sugar industry. Accordingly, we toured the Sarina Sugar Shed adjacent to the main mill which was fully operational at the time as it is now the crushing season. The Sugar Shed is a miniature sugar mill and distillery and is the only one of its kind in Australia. The run up to Bowen was without incident, again on excellent roads unhindered by road works. We spent two nights in Bowen in cabins at a well run park (I had to say that as I discovered that the manager is a second cousin). The time off from touring gave us an opportunity





Touring the Sarina Sugar Shed

to explore Bowen and enjoy the pleasant warm weather. We will be stopping off in Bowen on our return journey to have lunch at the scenic café on Flagstaff Hill and hopefully meet up with fellow MG enthusiast Graham Hoyle.

Bowen to Townsville. The plan was to motor up to Townsville for a two day break stopping off at a couple of rest areas for morning tea and lunch with a side tour up Inkerman Hill, 12km south of Home Hill, to take in panoramic views of farm lands, wet lands and coastline. However, a truck accident split the touring group in two and the plan had to be abandoned for most as we waited for news of how the group who was trapped by a blocked highway made out. It wasn't until we all met up again in Townsville later in the day that we were told how close one of our participants came to being cleaned up by an out-of-control truck which capsized and spread corn over the road thus blocking the highway for a number of hours. However, after a good night's sleep in cabins in a park right on the foreshore in Townsville with a magnificent view of Magnetic Island the group settled back into the tourist mode for the duration.

The local Marque Sports Car Club hosted us for two nights with a curry and visit to a member's MG collection on one night followed the next night by a larger getting together at a hotel for dinner. The dinner was preceded by a traditional car cruise by all our cars plus local MGs down the Strand right on dusk. We hope to have the Marque Sports Car Club join us for lunch when we pass through Townsville on our return journey. On the last night in Townsville we exchanged experiences of our stay and

established that many had toured Magnetic Island, most had visited Castle Hill, one or two had gone to the movies and a couple of the cars had taken a day trip to Charters Towers and back. Sadly, tomorrow we must leave and travel on to Cairns where the Far North Qld Chapter of the MGCCQ awaits our arrival.

Townsville to Cairns. It was another top tropical day for the run up to Cairns. We were advised that road works would add about an hour to our journey so an early start from Rowes Bay was in order. In quick order the tour participants became spread out as side interests and the need for fuel separated the field. We eventually came together in Cardwell for a delayed morning tea and an opportunity to explore the information centre and its display of the effects of Cyclone Yasi early this year. The restoration of the town was in full swing. But for some of us, who had enjoyed Cardwell's facilities in the past, there was a feeling of great loss.



Georgia and Ross beachcombing off shore in Cairns

After lunch in Innisfail the tour group arrived at our accommodations at Big4 Cairns Coconut Resort in good order and ready for a relaxing five days. John Fransen, Tony Basham and partners from the Far North Qld Chapter joined us for happy hour and dinner allowing us to get

an insight into what had been planned for us. We were treated to a delightful, well organised BBQ breakfast for starters the following morning at Holloway Beach where we met up with other members of the local chapter. The setting was perfect, very tropical. It was hard to move on as many of us could have stayed there all day. However, on our arrival in Cairns the tour changed from a touring rally to a hub rally in which participants radiated out from Cairns on an individual basis or took in attractions over three days under the guidance of our FNQ colleagues. In this way, we visited the Coffee House for morning tea and lunch at Julatten on the tableland in company with a large contingent from the FNQ Chapter.

The following day saw six of our cars taking the trip up to Mareeba airport to join FNQ cars for an aeroplane-car display similar to The David Hack event in Toowoomba. The final two days in Cairns were free so there was a flurry of activity as participants explored coastal attractions including the Kuranda sky rail, tropical beaches and the tableland.

A large group went off shore. Georgia Kelly reports:

During our time in Cairns the Lettens, Kellys, Matteas and Miles travelled by Catamaran to pristine Normanby Island, part of the Frankland group. In perfect sun drenched weather we cruised along the Mulgrave River bordered by cane farms and mangroves. The uninhabited National Park was a perfect venue for snorkelling, bird watching, beach combing, whale watching and bush walking in the verdant rainforest. Highlights of the day were the glass



Joining FNQ Chapter members for a BBQ breakfast

bottom boat tour of the coral reef, Ross Letten's experience snorkelling up close and personal with an inquisitive sea turtle and a sumptuous seafood lunch on the beach.



Enjoying a sausage sizzle on the O'Connell River near Proserpine

Our stay in Cairns was made more pleasant by the fellowship we experienced from the members of the FNQ Chapter. To them we say thank you and a special thanks to John Fransen and Tony Basham for organising activities on our behalf.

Cairns to Lucinda. The day run down to Lucinda went via Gordonvale, Malanda, Millaa Millaa Falls, Mena Creek and Mission Beach. The hillclimb out of Gordonvale to Malanda, called the Gilles Highway, was treated adventurously by many. Two of our cars experienced problems coming up the mountain, one had a fuel line come adrift but was quickly fixed and the other lost a significant portion of its electrics but was still able to keep mobile although experiencing a misfire. The problem was traced to a faulty relay and fixed from the on board spares bin. The opportunity to visit Paronella Park cropped up during this stage so nearly all participants took a tour of the park and marvelled at the story of a Spaniard's dream to build a castle on 13 acres beside Mena Creek Falls wrapped up in an amazing range of tropical plants and trees.

We stayed at Lucinda instead of Ingham as all motel accommodation was booked out by itinerant farm workers there for the dry season and cane harvest. Of interest in Lucinda was the bulk sugar terminal and 5km jetty, the largest in the southern hemisphere.

Lucinda to Ayr. This was a relatively short

day on the road as the intention was to break the journey to return to Townsville for lunch with the Marque Sports Car Club at the Rock Pool Café on the Strand. We were delighted to host a significant number of members, many of whom had MGs, and had shown us tropical north hospitality on our way up to Cairns. Once again, we were overwhelmed by our reception by fellow car club people in north Queensland and look forward to the day when we can return the fellowship and hospitality shown to us.



Dell, Val & June exploring Hatton Gorge

Ayr to Airlie Beach. The run to Airlie Beach was another dawdling day on the road. We had three nights at the BIG4 Adventure Whitsunday Resort at Cannonvale ahead of us so side trips were in order. The first was a return visit to Inkerman Hill south of Home Hill for morning tea and to take in the magnificent view. The second was to lunch at a scenic café on Flagstaff Hill in Bowen where we had arranged to meet up with local MGCCQ members Graham and Bev Hoyle, and Mal Sykes who had come up from Airlie Beach in his MGTD to join the tour for the day. The occasion was enhanced by the news that it was the Hoyle's' and Ibbotsons' wedding anniversary as well as Bruce's birthday on that day so it turned out to be a special affair.

Airlie Beach was our last extended stay of the tour. Consequently the level of local touring ratcheted up a little as participants took in the local markets, toured the beaches, went off shore to nearby islands and generally soaked up the tropical ambience. We had an interesting experience on the Sunday. A caravan park owner invited us to his park on the O'Connell River 22km south of Proserpine to join in a free

sausage sizzle with live music he puts on for his park residents during the high season. The attraction for us was his car collection, including some MGs, which he had stabled in the park and which he was keen to display.

Airlie Beach to Sarina Beach. Sarina Beach is an attractive seaside location which was ideal for recovering from a day's travel. The day's run included two major diversions. The first was to take morning tea in Proserpine and give our ladies the opportunity to visit an interesting retail establishment called Colour Me Crazy. The shop is widely advertised in the region as the ultimate shopping experience. The place lived up to the hype with a number of purchases added to our already loaded cars. Following this we then ventured south turning off the highway for Finch Hatton Gorge via Marian where some of us had lunch. Others kept on going to the Gorge where they shared lunch with aggressive kookaburras. We were disappointed to find that we could not inspect Melba House in Marian (where Dame Nellie Melba spent the first year of married life) as it was closed.

The Gorge did not tempt us to stay for too long as we still had a way to go to Sarina. At Sarina Beach our party split for the first time into a couple of beach side motels but came together for happy hour on the balcony of one of the units where we revelled in the tropical scenery and beach outlook.



Morning tea with Wide Bay Chapter in Bundaberg

Sarina Beach to Rockhampton. The run down to Rockhampton was a repeat of the journey we made earlier on our way north. However, it was made more interesting by the fact that a

contingent of MGs from the Capricorn Chapter led by Gurney Clamp met us at Yaamba and joined us for happy hour and dinner at the Rockhampton Leagues Club. We were also gratified that Peter Graham (MGA Twin Cam roadster) came down from Biloela to join us for the night and the run to Bundaberg the following day. This was also the day when Bill and June Spall separated from the tour as they wanted to visit family in Gladstone.

Consequently, the farewells were fairly emotional at the lunch break at Marlborough as the realisation hit us that the tour was coming to an end and that our party would be reducing in numbers the closer we approached the finish.

Rockhampton to Bundaberg. As much as possible the plan was to stay off the Bruce Highway on the return journey by taking side tours and varying routes. So, on our way to Bundaberg at Mt Larcom we diverted into Gladstone to check out the harbour and town in general. At this point our party became totally separated with the result we trickled into the lunch stop in Miriam Vale in dribs and drabs. Consequently some went down the highway to Bundaberg whilst others took the opportunity to side track into Agnes Waters and the Town of 1770 and take the back road via Rosedale to Bundaberg.

The dinner that night was at the Bundaberg RSL which was the last night of the tour for Dino and Margaret Mattea who were leaving us for home at dark o'clock the next morning. We were joined at the dinner by the Dansies from Bundaberg who must have been bemused at the antics of our party who kicked up heels to irresistible live music provided by a very talented entertainer.

Bundaberg to Kingaroy. The last day of the tour was an easy run to Kingaroy via Childers, Ban Ban Springs and Murgon. Before we left Bundaberg we visited the city's botanical garden and Hinkler Aviation Museum for a joint morning tea and chat with friends from the Wide Bay Chapter who were Bundaberg residents. This resulted in a very late departure from Bundaberg and a late lunch at Ban Ban Springs followed by a straight drive to Kingaroy to arrive in time for pre-dinner drinks and the farewell dinner at the motel.



View from Flagstaff Hill in Bowen

Epilogue. The remaining participants dispersed to home destinations the following morning. However, before their departure, Dell and I hosted a leisurely breakfast at our place assisted by Bill and Helen Denham. We were saddened to hear the last MG exhaust note fade into the distance and by the realisation that the Great Tropical Tour was over. The concept of a tour to Cairns had its genesis in Longreach during the 2011 Outback Tour. Unfortunately the architect did not make it in 2013. Luigi, this was for you.

Ready for the off at Bowen



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MGCCQ = MGCCQ Promoted, P = Pointsoring Event



DATE	Promoter	POINTS	VENUE	EVENT
SEPTEMBER				
Sat/Sun 21/22	MGCCQ - WBC			WBC - O/N run to All British Day
Sunday 22	MGCCQ	P	Tennyson	All British Day
Sunday 22	HSCCQ			Dirt khanacross at Lockrose
Sunday 22	MGCCQ - DDC			DDC - Day run from Warwick. Contact G Cope or B Marsh
Sunday 22	MGCCQ - WBC			WBC - Early morning run - Contact the Shields
Monday 23	MGCCQ - WBC			WBC(B) - early morning run - contact the Southgates
Wednesday 25	MGCCQ			Midweek run
Friday 27	BSCC	P		Social night run
OCTOBER				
Wednesday 2	MGCCQ - WBC			WBC - Early morning run - contact the Martins
Friday 4	MGCCQ		Clubrooms	Noggin & Natter - Guest Speaker
Sat/Sun 5&6	MGCCQ - WBC			WBC and WBC(B) - to Biggenden Auto spectacular with O/N stay
Sunday 6th	MGCCQ - WBC			WBC - Day run - Contact the Carters
Sat/Sun/Mon 5/6&7	MGCCQ - CAP			CAP - Sunrise, Motorkhana - Contact Gurney T Clamp
Sunday 6	HSCCQ	P	Willowbank	Come & Try motorkhana
Saturday/Sunday 5-6	GCMGCC	P	GGMGCC	Great Train Race Weekend away - POSTPONED UNTIL JUNE 2014
Sunday 6	MGCCQ - FNQ			FNQ - Woodlight Station run. Contact John 0448865830
Wednesday 9	MGCCQ - DDC			DDC - Midweek run. Contact Ron Gillis or G Lawrence
Friday 18	MGCCQ		Clubrooms	Noggin 'n' Natter
Friday 18	MGCCQ	P		Night navigation run incorporating 'a who done it mystery' by Brian Krieger
Saturday 19	MGCCQ		Mt Cotton	Test & Tune
Sunday 20	HSCCQ			QMC Rd 6
Sunday 20	MGCCQ - CAP			CAP - Glider visit. Contact Gurney T Clamp
Sat 20	MGCCQ - WBC			WBC - Early morning run - contact the Martins
Wednesday 23	MGCCQ			Midweek run with optional overnight extension
Saturday 26	MGCCQ - WBC			WBC(B) - Early morning run - contact the Beckmans
Sunday 27	MGCCQ - DDC			DDC - Day run from Toowoomba
Wednesday 30	MGCCQ - WBC			WBC - Early morning run - contact the Wilsons
Thursday 31	MGCCQ		Mt Cotton	AHC practice

www.mgccq.org.au

MG Car Club of Old Club Shop Order Form

Post to: The Secretary, MG Car Club of Queensland Inc. GPO Box 1847, Brisbane Qld. 4001

Name in Full: PLEASE PRINT

Postal Address:

Phone: (Work) (Home) (Mobile)

*Member's name badge (Name)	FREE POSTAGE	\$13.00
Club keyring		\$15.00
*Club Polo Shirt (Size: S, M, L, XL, XXL, XXXL: Burgundy OR sand)		\$35.00
UV shirt – Available only on special order. Please download and complete separate order form as many colours/UV ratings and logo options are available.		\$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

NOVEMBER				
Friday 1	MGCCQ		Mt Cotton	AHC practice
Friday 1	MGCCQ		Clubrooms	Noggin 'n' natter
Saturday 2	MGCCQ		Mt Cotton	AHC
Saturday 2	MGCCQ - FNQ			FNQ - Gordonvale markets. Contact John 0448865830
Sunday 3	MGCCQ		Mt Cotton	AHC
Saturday 9	MGCCQ - WBC			WBC(B) - Twilight run - Contact the Simmonds
Saturday/Sunday 9/10	HRCC		Noosa	Noosa Historic hillclimb
Sunday 10	MGCCQ - WBC			WBC - Twilight run - Contact the Martins
Wednesday 13	MGCCQ - DDC			DDC - Midweek run. Contact R Gillis or G Lawrence
Friday 15	MGCCQ		Clubrooms	Noggin 'n' Natter
Friday 15	MGCCQ	P		Night navigation run - Last Chance before Christmas
Saturday 16	MGCCQ - WBC			WBC(B) - Trip away
Sunday 17	MGCCQ	P		Day run: Contact Larry Ryan:ryan@bigpond.net.au
Sunday 17	HSCC			Bitumin khanacross at Willowbank
Sunday 17	MGCCQ - CAP			CAP - Breakfast at Yeppoon - Contact Gurney T Clamp
Saturday/Sunday 16-17		P	WDSCC	Morgan Park State Championship Race Meeting Rd 4
Wednesday 20	MGCCQ - WBC			WBC - early morningt run - Contact the Martins
Saturday/Sunday 23-24	MGCCQ	P	Mt Cotton	Hillclimb - Friends of Mt Cotton series Rd 4
Sunday 24	MGCCQ - DDC			DDC - Day run (winery) from Warwick. Contact G Cope
Sunday 24	MGCCQ - WBC			WBC - Early morningt run - Contact the Shields
Wednesday 27	MGCCQ			Midweek run
Saturday 30	QR	P	Qld Racewy	State Championship Race Meeting Rd 5 - to be confirmed
Sat/Sun 30/1	MGCCQ - WBC			WBC(B) - O/N run to The Larc - Contact the Dansies
DECEMBER				
Sunday 1	QR	P	Qld Raceway	State Championship Race Meeting Rd 5 - to be confirmed
Sunday 1	MGCCQ - FNQ			FNQ - Coppeelode Dam for Christmas breakfast. Contact 0448865830
Friday 6	MGCCQ		Clubrooms	Noggin & Natter - Guest Speaker
Saturday 7	MGCCQ - WBC			WBC - Christmas party
Saturday 7	HSCC		Clubrooms	HSCC Christmas party
Sunday 8	MGCCQ	P	Clubrooms	afternoon runs to Christmas party
Sunday 8	MGCCQ - CAP			CAP - Christmas dinner - Contact Gurney T Clamo
Sunday 15	MGCCQ - WBC			WBC - Twilight run - Contact the Carters
Wednesday 25				Christmas Day
Thursday 26				Boxing Day

CHAPTER Chatter

CAPRICORN CHAPTER

by Gurney T Clamp

There have been four outings held during July and August. Reports on these follow:

MANY PEAKS - Sunday 21 July

One of the most outstanding memories I have of this trip was the number of members who told me how much they enjoyed the day which was filled with laughter, the opportunity to view new sights and places and to meet new people. The day began with fog for the coastal members Jim and Sandra Armstrong, Ian Carleton who was keen to give his rebuilt engine a trial run, Gurney and Gloria Clamp sporting a new paint job underneath the MG, Phil Henry full of smiles and all fired up to give his recent purchase of a 1997 red MG TF a test run, Jenny Hill with Sue King's sister Judy as a travelling partner, Noel and Sue King, Don Madden and Kevin Brown, Roger Warne and Phylis Davies.

The fog quickly cleared as they toured to

Rockhampton's Kershaw Gardens to meet up with Garth Barnes, Stuart and Ada Clark, Terry Dwyer and Ann Burbidge, Jo Emmert and Pat, Robbie and Gary Galloway, Robert and Yvonne Holbeck, David and Anne Tempest, Phil and Pam White, Ian Wilhelmsen and new member Rosco James in his White 1993 Mazda MX5. All looked good for the great day's outing when news came that Jim and Sandra Armstrong had experienced fuel pump problems half way between Yeppoon and Rockhampton but managed to return home.

Ian Wilhelmsen and Ian Carleton led the group as they had to pick up guests, Eric Clamp (Ian Wilhelmsen) and Karen Daniels (Ian Carleton) on the south side of Rocky, before heading south with Don Madden leading the group along the Old Bruce highway (Port Curtis Road). That route took us past Hasting Deerings workshops, Govial Creek on the right and lagoons on the left and through the former Tropic of Capricorn monuments back to the Bruce Highway. We arrived at the Calliope River Heritage Village for morning tea to find that Gurney Clamp had a front left hand flat tyre.

At Ubobo



With a large number of observers and assistance from son Eric the spare was fitted and Gurney and Gloria Clamp then led the group to Ubobo via the Bruce and Dawson highways. Some members had to make U turns after missing the turn off the Dawson Highway onto the Gladstone/Monto Road south of Calliope. The Gladstone/Monto road was one that all enjoyed as we all experienced the thrill of the twist and turns with a number of railway and narrow bridge crossings, through small townships and over the top reaches of the Awonga Dam. A black snake was seen trying to cross the road en-route to Ubobo. While Kevin Brown, a former resident of Nagoorin visited locals, members enjoyed the hospitality at the local Ubobo store before walking across the Highway and railway line to the Ubobo Historical Village where host Paulette Flint answered all questions about the contents of the Village.

The trip to Many Peaks from Ubobo continued to excite the members who were also able to see how high the recent flood waters had

reached by the debris in the trees. After lunch at Many Peaks Grand Hotel, members headed home calling into Nagoorin's and Kevin Brown's favourite swimming hole in the Boyne River to watch two dogs enjoying a swim before a water snake appeared. The group then headed back home via the small township of Yarwin which would have to have one of the largest single persons accommodation facilities in Queensland as it was built for Curtis Island construction workers.

A short break was enjoyed at Mt Larcom before members started to separate and head back to Rockhampton and Yeppoon. About 10 km out of Mt Larcom Ian Carleton, after feeling water on his leg, looked at the water temperature gauge that just started to move before stopping urgently to find that a welsh plug had dislodged itself. Ian Wilhelmsen came to the rescue with a tow rope that broke as they pulled into the service station at Marmor where the RACQ were called to take the car back to Rockhampton. This caused a passenger problem as Eric and Karen needed to get back to Rockhampton. Eric continued with Ian Wilhelmsen while Karen went with Gurney. What did Gloria do? you will have to ask Gloria or Gurney, as Ian Wilhelmsen asked "Are you serious?"

*(Below) Kevin's Waterhole at Nagoorin
(Left) Opposite Many Peaks Grand Hotel*





The group at the Rockhampton Mack truck museum

MACK TRUCKS - Saturday, 27 July

Yeppoon members Martin and Narelle Adamson had an unusual start to the day's tour. When they went to fuel up at the BP service station in Yeppoon they found the fuel could not be purchased by credit cards due to the station having computer problems. With no cash on hand the Adamsons then travelled to the Oaks to fuel up, after which they joined Gurney and Gloria Clamp and Phil Henry to travel to Rockhampton where they met up with central members, Stuart and Ada Clark, Robbie and Gary Galloway, Brian and Christine McKendry, Daryl Penridge, Ian Wilhelmsen and Leanne McKeague at a new meeting place at the northern end of Norman Road. Everyone then headed to Phil and Pam White's place for a well presented morning tea, which was greatly appreciated by members. Thank you Pam and Phil.

After morning tea Robbie Galloway and Narelle Adamson joined the male members on the short trip to Tony Champion's Mack Truck display at Parkhurst. Tony and his son Bernie met us on arrival saying what an impressive sight it was to see us all arrive in formation. It was our members who were surprised, though, at what they were about to experience. Tony and Bernie took us on a guided tour through their Mack Truck museum where some very rare and

historic Mack trucks in showroom condition were on display. We learnt the difference between a gold and chrome dog that can be found mounted on all Mack trucks, the history of the Chain driven Mack trucks that were introduced in 1919 and continued to be sold until the 1940's and also why some American prime movers are longer than others.

One of the majors displays was a prime mover which would normally have chrome fittings everywhere but had all been replaced with gold fittings. This has to be seen to be believed. It also had a sleeper cab with microwave oven, TV and Kitchen. We also got the chance to view two very old bull dozers. One was a very rare Caterpillar track dozer, the first model built when the company was called Holt.

After the Mack Tour we all returned to Phil and Pam White's house with Martin and Narelle Adamson, Phil and Pam White, Stuart and Ada Clark, Brian and Christine McKendry and Ian Wilhelmsen touring 25km north along the Bruce Highway to the Royal Oak Hotel at Yaamba for lunch. On arrival at the Yaamba rest area adjoining the Hotel a number of grey nomads using the free camp site facilities took pleasure in viewing the MGs.

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The hotel served a great meal at very reasonable prices. After a couple of refreshing ales the small group decided to head back to Rockhampton and the Capricorn Coast. Just as the group was leaving the hotel one of the locals suggested that we avail ourselves of some freshly picked mandarins that he had placed on the rest area table. Most members came away with some lovely local produce.

MYSTERY TOUR - Sunday 18th August *by Ian Wilhelmsen*

Once again members who decided to take up the mystery tour challenge, this time designed by Ian Wilhelmsen, were not to know what to expect or to know what Ian had designed for them. All was to be revealed after a beautiful morning tea at Stuart and Ada Clarks' property. A draw was held to see who would lead the tour and at 10.00 a.m. Gurney and Gloria Clamp were the first car off the rank and at 5 minute intervals they were followed by Terry Dwyer and partner Ann Burbridge, Dave and Anna Tempest, Roger and Phylis Warne, John and Margaret Horton, Phil and Margaret Henry, Stuart and Ada Clark, Margaret Thomasson with Caroline at the wheel, Phil and Pam White and new member Harry Haug in his red 1967 MG B.

The tour took members through Rockhampton and out towards Alton Downs then to Gracemere and onto the Grand Hotel at Mt. Morgan for lunch. It was the section between the Alton Downs Hall that appeared to cause some of the members problems, as the Chapter's fearless leaders failed at the Fairy Bower Road to find themselves back in Rockhampton, passing another couple of members who also appeared to be lost.



Harry HAUG New member, 1967 Red MG B

After a well presented meal Ian Wilhelmsen read out the answers to the question sheets, to find that a number of couples had scored the same number of points. A further question sheet on how well do you know the MG brand was used to break the deadlock. Phil and Pam White were named the outright winners on 33 points. Congratulations have to go to Ian for the effort he has put in towards organizing this tour. The Rockhampton poker run was won by Dave and Anna Tempest with 3 eights defeating two pair, with Phil and Margaret Henry winning the Coastal poker run with 2 pair Kings and Jacks.

Members Sue King, Ian Carleton and new members George and Lyn Ganter of Yeppoon joined the Chapter for morning tea at the Clarks.

This provided the opportunity for members to have a look at the Ganter's restored MG TF.

GREAT TROPICAL TOUR - 27 August

As members of the Capricorn Chapter who decided to meet up with the homeward bound members on the Great Tropical tour were casually preparing to meet them at Yamba at 2.30 p.m. they received a message at 12.05 p.m. that the Darling Downs Chapter runners would

be in Yamba at 1.30 p.m. an hour early!

Gurney and Gloria Clamp had to quickly finish their Bernie pies lunch, Stuart and Ada Clark were preparing for lunch which they had to eat en-route to the planned meeting place of the Capricorn Chapter, while Ian Carleton, Don Madden and Harry Haug had to quickly get dressed and get going. I'm pleased to announce that all arrived at Dairy Inn road at 1.00 p.m. ready to travel as a group to Yamba. On arrival they discovered that they had arrived there just before the first MG arrived from the north.

Trevor and Dell Watkins, the event organisers, told us of the problems they had on day one of the tour when their MG B GT decided to blow a head gasket and had to be taken back home to Kingaroy leaving them to continue the trip in their Ford XR6 ute.

They also said that they were so lucky to have fine weather conditions for the journey so far and things looked good for the final two days. Our members had the opportunity to meet former president David Miles and his wife Meryl, along with Val Horgan in her MX 5 who was at the inaugural meeting of our Chapter in Rockhampton in 2008.

We also enjoyed having the opportunity to have a good look at the ins and outs of Bruce and Tip Ibbotson's 1968 MG C GT, a car that he purchased new and which still has its original paint work. But under the covers was a very different MG as Bruce proudly explained to us all that the car sported Electric Power steering, air conditioning, an engine house bay fully insulated for the air conditioning, 3 carburettors, controlled suspension, all round disc brakes, tinted glass and MX 5 seats. The car is valued at \$51,000.00 and is the only one in the world that has only had one owner, a very unique car. But not for sale.

After a chat and photo shoot they continued on to the Fitzroy Motel inviting us to join them for their happy hour at 5.00p.m. an event that they had each day while on tour.

Meanwhile Stuart and Ada invited us back to their place for afternoon tea, after which we headed to the Fitzroy Motel and joined the tourists for their happy hour after which we all went to the Rockhampton Leagues club for dinner with everyone enjoying the club dinner specials that were on offer on a Tuesday.

All on the Northern tour thanked us for meeting them as we did at Yamba and joining them for dinner at the Leagues club.

Our meeting with the Darling Downs group tour on their way back home at Yaamba



CHAPTER Chatter

DARLING DOWNS CHAPTER

by Gary Lawrence

The past couple of winter months have given us a mixture of weather conditions for our social outings.

While some of the conditions have not been the most ideal for MG touring, especially for those amongst us who prefer open top touring, there have also been some balmy sunny days where topless was obligatory.

Our monthly runs in July and August have taken us across many of the country roads on the southern Darling Downs between Toowoomba and Warwick and down into the western rim of the Lockyer Valley. These roads traverse some absolutely stunning countryside with rolling plains stretching for miles into the foothills of mountain ranges.

It is easy to understand why Allan Cunningham regarded this area of fine grazing country as his major discovery during his exploration in 1827.

As I author this Darling Downs Chapter report, the Great Northern MG Tour to Cairns, led by Trevor Watkins, is nearing completion and our Short September Tour to Bargara and Hervey Bay is only a few sleeps away.

I am sure the reports on both of these events will provide interesting reading, capturing many of the 'MG moments' that happen when on these extended tours.

Lunch Run 14 July 2013

Today we tried a new venue for our MG lunch, the Toowoomba Hockey Club.

The Toowoomba Hockey Club is the home ground for many of our Australian Hockey Olympians. The hockey fields today looked cold and bleak, so we were very pleased to be warm and comfortable inside the heated club.

We had a slow start with only 4 members arriving at our designated meeting time of noon. Over the next half hour our numbers doubled. After a directional malfunction, Bob and Mavis Marsh joined us followed by the much anticipated arrival of Ben, who had taken a break from his hectic work schedule. Last, but not least Janis arrived, completing the party.

The meals were huge and good value for money. The atmosphere was very relaxing and the conversation entertaining. All in all a great get together.

Participants: Ron and Judy Gillis; Helen Goodfellow; Kay Coulton; Bob and Mavis Marsh; Ben Cain; Janis Lawrence.



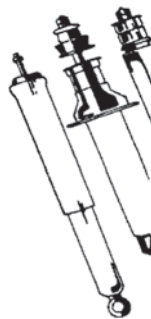
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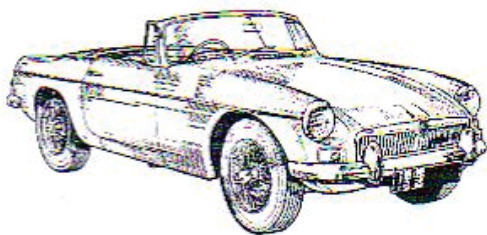
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CATALOGUE**

Monthly Run 28 July 2013

For this run we decided to break with tradition on two fronts; firstly our meeting point and secondly our starting time.

Our usual pre-run rendezvous point in Warwick, Leslie Park, had been taken over by the Jumpers and Jazz festivities, an annual event for Warwick held in July each year.

Our run organisers, Bob and Mavis Marsh, decided that a later start time, a new venue and new start format were in order. This turned out to be a great idea with Jackie Howe Park on the northern outskirts of Warwick being the venue for a 1000 start with morning tea....a very civilised arrangement for a cool and overcast winter's morning.

Setting off for our planned run from Warwick through the Pilton area to Clifton, our lunch stop (yes... more food!!), we soon discovered that navigating around Warwick is more complicated than one would expect.

Despite well documented run instructions, we found that five of the six vehicles on the run were 'spatially misplaced and geographically embarrassed'.

Which vehicle did not get lost...excellent question...the one containing the person who set the run of course!!

A couple of quick phone calls and the application of some local knowledge of the road network soon saw us regrouped and travelling in convoy through the rolling countryside around Allora, Nobby and Pilton. I never cease to be amazed at the endless 'new' roads and the beautiful country we travel on MG runs.

The ever popular 'Pink Pub' at Clifton lived up to its reputation, serving up a great lunch with good old country hospitality.

It was great to have our new members Phil and Marilyn O'Brien join us for their first MG Club outing.

Participants: Rob and Narelle Fraser, Bob and Mavis Marsh, Helen Goodfellow and her son Ian, Brian and June Phillips, Phil and Marilyn O'Brien, Gary and Janis Lawrence.



Lunch Run 14 August 2013

What do you do to celebrate your Birthday? Go to lunch with the MG Club members of course. Although Brian Phillips tried to keep the event secret, it soon became common knowledge among the diners at the Warwick Golf Club where we had gathered. He wouldn't say how old (or young) he was, but I'm sure 21 and some months would be near the mark.

We had a group of 17, which was a great turn out. I think the Warwick people outnumbered the Toowoomba members, but numbers were pretty close.

Everyone enjoyed their meals and would be happy to return to the Club again. That is always a good recommendation for any venue.

For our 9 October lunch run we are planning another picnic/barbeque. Likely venue is the Bicentennial Park on Drayton Connection Road south of Toowoomba. The park has excellent facilities including a short walking track to walk off the effects of lunch.

Participants: Brian & June Phillips; Guy & Pam West; Greg & Beth Newey; Ron & Judy Gillis; Bob & Mavis Marsh; Janis Lawrence; Helen Goodfellow & Joy Deeth; Cheryl & Kevin Jacques; Rod Pugh and Bill Watson.

Monthly Run 25 August 2013

A balmy, almost spring day, greeted us for our monthly run.

Brian and June Phillips mapped out a very interesting track for us commencing with morning tea at Steele Rudd Memorial Park in East Greenmount.

The park is the site of the boyhood home of Arthur Hoey Davis, who, under his pen name of Steele Rudd, was the author of classic Australian stories such as 'On Our Selection' which led to the 'Dad and Dave' radio series.

As Brian handed out the run instructions for the route to our lunch venue at Preston Peaks Winery, he uttered those words dreaded by many MG owners....gravel road !!!



As it turned out, the gravel sections of road were not a problem, and in fact contributed to the overall appreciation of our surroundings as a result of the much slower speeds over these sections.

After a fast run along Gatton Clifton Road and through the hamlet of Ma Ma Creek, we climbed back up the ranges through Stockyard Creek and Rockmount, where we linked up with Preston Road and Preston Boundary Road arriving at our lunch venue after a very enjoyable hour or so of MG driving.

A few of the roads on this run were also part of the 2013 MG Nationals Observation Run. Preston Peaks Winery, sitting on the crest of the Great Diving Range just south of Toowoomba, is a great lunch venue with a relaxed atmosphere and beautiful valley views.

We had quite a mixture of MG vehicles for this run with a couple of TFs, a TC, a couple of BGTs, a MGA and three B roadsters together with a classic Toyota Crown and modern Citroen.

It was great to see the Brosnans (TC) and the Franks (BGT V8) back with us after an absence from our club runs.

Participants: Lester and Rhonda Brosnan, June and Brian Phillips, Greg Newey, Bill Watson (and his dog Phoebe), Lex and Debbie Franks, Allan and Debbie Maskell, Denis and Marie Murphy, Helen Goodfellow, Delia and Judith Morey, Bob and Mavis Marsh, Gary and Janis Lawrence



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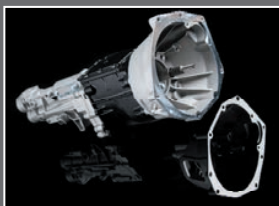


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CHAPTER Chatter

FAR NORTH QLD CHAPTER

by John and Cherie Fransen

14 July - Picnic at Tinaroo Dam, FNQ Tablelands

Participants: John and Cherie Fransen - MG Midget, Bob and Patty Ingram - MGA, Tony Basham - PA, Leon Johnson (Emma and Kiana from NZ) - Mini, Annette and John Collett - MGA, Melissa & Sally Sprague - AH Sprite

We finished off July with a nice sized group heading up to the Tablelands, good turn up of members and friends. Once the run sheet was signed we were off up the Kuranda Range onto Mareeba before turning left towards Mt Uncle where we met up with Kay and Harvey in their Mini at the Mt Uncle Distillery.

Everyone ordered their choice of morning beverage and accompaniment (i.e. fresh scones, jam and cream) with lots of peacocks congregating at the window as we chatted and were introduced to some NZ visitors joining us on our run, hope they enjoyed their day with us. Back on the road, we headed towards the iconic Tinaroo Dam, a local favourite water sport, camping and leisure spot for year round activities, well known for those with small catamarans, skiers and fishing. We braved the winter Nth Qld weather (it was a little windy),

but we enjoyed a picnic together by the water, with a huge amount of white Cockatoos in the surrounding gum trees, eventually flying on mass overhead. Group decision made was to next visit the recently completed Yungaburra 'Avenue of Honour', a special tribute to our servicemen and women, both current and fallen. A few of our party headed home afterwards, on their respective routes to Cairns, however the balance needed top up coffee stop at Mareeba's Coffee Works, before the journey home. Good Sunday everyone!



The Tour Group and FNQ Chapter members - see report p 49

11 August – Cairns Annual Swap Meet, Show and Shine

Sunday's annual Swap Meet, Show and Shine at the Cairns Showgrounds was not a scheduled MG Club event, however we had a good number of Club members attend so decided to add to our magazine submission. The event has a good attendance yearly, by all shapes and size of vehicle - vintage, historic, classic, kit cars, restored and brand new. Of these, a combination of Holdens, Fords, American, British, Hot Rods, as well as Motorbikes, Trikes, Jet Skis, Caravans and Bicycles, not to mention all the weird and wonderful items on sale that you see at any swap meet. Takings are put towards a selected Charity and this year the event was run by various Car Clubs. As there was a good turnout from the MG Club, there was mention that we may like to assist too next year. Tony Basham had his TD and PA both on show, Bob and Patty their red MGA, new member Melanie with her green Austin Healey Sprite, Kay and Harvey brought their new yellow Lotus 7, Tony Bolland his '51 TD (taking home three awards), John Honan his MGB Mk II, Martin his Blue Midget (on trailer, nearing completion) and John and Cherie with their red MG Midget. (We had a few extra MGs and Triumphs in our area of the grass and we invited them to join us on runs in the future) We might have the smaller of the cars without much luggage room, but it didn't stop a few needing to take home 'that essential item', after all we can always make room for that needed part or something useful for the 'man cave'.



15 August & 16 August – Meet & Greet Coconut Caravan Park & Friday morning BBQ Beach Park breakfast for the visiting Great Northern Tour Group

FNQ Participants - John and Cherie Fransen – MG Midget, Tony Basham – MG PA, Bob and Patty Ingram – MGA Twin Cam, Graham Hepburn – AH Sprite MK1, Cynthia and Derek Bevan – MX5

Great Northern Tour Participants - David and Meryl Miles – MGB GT white, Trevor and Dell Watkins - XR6 - red, Georgia & Ross Kelly – Landcruiser, Ross and Shez Letten – MGB blue, Bill and June Spall – Honda brown, Barry Lutwyche and Jan Burke – MGB red, Bruce and Tip Ibbotsen – MGB GT sandy beige, Val Horgan – MX5 blue, Dino and Margaret Mattea – MGA white, Helen and Bill Denham – MGB GT blue

Thursday night we organised to meet the visitors on their first evening in Cairns, after their long journey north, arriving safely at their base camp the Coconut Caravan Village Resort. A leisurely BBQ cook up and some drinks made for a great couple of hours to catch up for those who already had met at the Easter National Meeting and a chance for introductions for those who were meeting for the first time. The Great Northern Tour group were a great bunch of happy travellers, we welcome you to Cairns! Friday morning was an early one. Chapter Co-ordinator John met the southern visitors at the front car park of the Resort. Once receiving some directions, it was 'follow the leader' the best we could, amongst the workday peak hour traffic, although probably nothing like what they are used to. A letter of complaint was mentioned, to be lodged to local Council regarding non-consideration of visiting driving enthusiasts, relating to switches and change of lights on the southern side of town, try your best, Ross Letten.

Heading north out to the Cairns Beaches took a little time, staying in convoy as best we could, but eventually we arrived at Holloways Beach where Tony B and Bob Ingram were found cooking up a storm for us to be well fed at the FNQ Chapter Beachside Breaky. Not too busy today at Holloways Beach and we were able to park in an 'MG roundup' close to the picnic area, what a perfect morning, the winter weather

was glorious.... just as we had ordered for our group's get together. Overlooking the sparkling waves and watching the dolphins, just off shore slowly drifting by (we put an order in for those too), it was a terrific chance to chat and enjoy the generous spread Tony had organised, including sausages, eggs and toast, juice, tea, coffee, local tropical fruits and pancakes. Thanks goes to both the Chefs for cooking and the hungry crowd for eating.

We hope the visitors got to have a nice relax and some sightseeing for the balance of today, as we have a great scenic run planned for you tomorrow.



17 August - Mareeba / Julatten / Port Douglas Run

FNQ Participants - John and Cherie Red Midget, Tony B – Green PA, Annette & John – White MGA, Bob and Patty – Red MGA Twin Cam, John and Helen Honan – Yellow MGB MK2, Cynthia Haven and Robyn Bowdan – Silver MX5, Leon, Llorien and Zelma – Green Mini, Joseph – Blue and Cream Austin Healey, Harvey and Kay – White '89 Jag
Great Northern Tour Participants - David and Meryl Miles – White MGB GT, Trevor and Dell Watkins – Red XR6, Ross and Shez Letten – Blue MGB, Bill and June Spall – Bronze Honda, Barry Lutwyche and Jan Burke – Red MGB, Bruce and Tip Ibbotsen – Beige MGB GT, Val Horgan – Blue MX5, Dino and Margaret Mattea – White MGA, Helen and Bill Denham – Blue MGB GT, Ross Kelly – Red MG TD

Saturday was another planned inter-club run, meeting early at the Resort and mustering to join the FNQ Chapter members at Tjapukai's parking area, at the base of the Kuranda Range. After some chit chat and the essential 'Cairns section of the Tour - Family Photo', we were off. This is going to be a fun day!

Locals Bob and Patty led, what we were pleased to say was the largest convoy of MGs and



friends we have had here in the tropical north for some time, love it! Ross Kelly in Tony B's borrowed Red TD was next in line and the rest of us just all fell into succession with Tony B in his second car (pre-war PA) keeping an eye on the stragglers bringing up the rear. Winding up the range, with the Skyrail gondolas overhead, it was another perfect day. The trip crossed the Baron River (no crocs today) and on past Kuranda and up to Mareeba in the Tablelands, to our first coffee break, Skybury Coffee Plantation. Lucky we rang ahead as we filled the carpark and flowed into the tree pole house type restaurant to order refreshments and cake, enjoyed the views of the below valley, before making sure local wares were bought for mementos and gifts to take home.

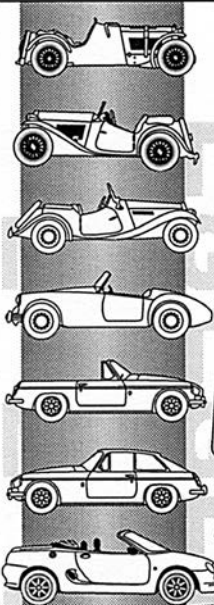
Cars lined up again and ready to go, we set off for a scenic drive along the road bordering the Tablelands Wetlands, travelling north heading towards Julatten (don't tell our politicians, the visitors think our road surfaces around here are great, who knew?). With a few lagging behind, no doubt taking in the scenery, we all eventually made it to Highlander Restaurant,

with Ross Letten having a drive of Tony B's PA, just to add the experience to his resume. Lunch was ordered and we gathered on the huge outside deck to share stories and take another opportunity to soak in the FNQ atmosphere and watch the local wildlife in the trees.

Once everyone's tummy was full, there were a few options re the plans for the journey home, most included down the Rex Highway/Range, turning right at the bottom and on to Port Douglas, some went into Port for a look-see, with others choosing to continue on, stopping at Palm Cove to see the postcard famous palm tree lined beach with views out to the exclusive Double Island. Nice finish to another eventful winter day in paradise.

Anyone wanting to look at more images from our days with the Great Northern Tour folk, feel free to log onto FNQ's MG Facebook page, we took quite a few pictures over the weekend.

Also due to room for this edition we are carrying over our Warbirds run with the Great Northern Tour group until the next magazine. Stay tuned...



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CHAPTER Chatter

WIDE BAY CHAPTER

by Darrell Martin

So, where do we start ...

You may recall I mentioned that one of our local ardent restorers hopped into his empty engine bay and closed the bonnet behind him (deliberately) to check the placement of his new, larger brake booster. No, he didn't lock himself in but a few weeks later things did get much worse! The question is ... "How can you possibly lock yourself in an MGB" ? Meanwhile, I'll tell you what we have been up to in the Wide Bay / Bundaberg area.

We started off in early July with a jaunt down the back roads to visit the quaint little (but large) folk museum at Bauple, home of the macadamia nut. If you like folk history, chainsaw collections and phones with cords and funny round dials then this is for you. Viv and Brian Norman vowed to return because, while it is small, it would be possible to spend many hours browsing and reading the vast collection of treasures. After some gentle persuasion the group of eleven cars left the Museum and headed north back to Tiaro and the well hidden "Hideaway Pub".

The collection outside was quite impressive - Ken Wilson's GTV8, John Carroll's E-Type, the Norman's Healey 100/4, the Gubbin's MGTF (from the MGF stable), Neil and Coral Honey's MGB, Harry Moore's very pretty MR2, Ken Stuckey's MGB, Paul Overton and David Carter's MGFs, Ros and John London's Capri and Darrell Martin's MGA. A fabulous lunch (garnished with stories of the history of the Hotel from its owner) was followed by a pleasant, though damp, drive home.

There's nothing like a good surprise ! And that is just what the Bundy Crew pulled on 7 July when they went on a bit of a drive, ending up at the Burnett Heads Hotel. Unknown to his Managing Director (that's Janelle), Eric Beckman had arranged a surprise Birthday Party for her at the hotel with the Bundy Crew joined by friends and relations for a slap up celebration. Eric's planning was so good he had even arranged decorations and a change of clothes for Janelle at the function. The photos of the day show what a great time was had ... and the look of utter disbelief on Janelle's face.

Now ... a quick clue as to how you can lock yourself in an MGB undergoing restoration. Said MGB has had copious amounts of strategically placed and engineered sound proofing applied. This included resonance damper, isolation layers

In the Bauple museum and outside the Hideaway Pub at Tiaro





Janette and Eric
at the surprise
birthday party
and (below)
Janelle's birthday
bash



and mass loaded sound blocker.

Anyway, more importantly the next run for our area was an observation run, ably conducted by Sonja and David Carter who take all responsibility (blame) for the sometimes cryptic clues and esoteric answers.

The twelve participants in 6 cars joined Sonja and David for the fray into the unknown. The intrepid participants were Peter May and Joy Batchelor, the Worlands, Scotts, Londons, Normans, and Tony Gubbins joined by Pat Hood who was visiting from Tassie as his navigator. They all set off with great anticipation under cloudy skies with the Scotts setting the early standard by missing all the questions on Page 2. While this put them at a slight disadvantage, some of the more inventive answers quickly evened the scorecard. The mid morning break was enjoyed under sunny skies while the answers to Part 1 of the challenge were read out to a chorus of moans, groans and some overly polite laughter.

The eager crew then set off for Part 2, first scrambling at the historic pioneer grave sites looking for answers. Eventually they all straggled on to Burrum Heads to enjoy a hearty

lunch in brilliant sunshine. The "torrential downpour" was blamed for the Scotts missing the turn off to the prison and the Londons not being able to count the number of self sown pine trees in an 8 kilometre stretch next to a pine forest (the answer was "lots"). The tie breaker questions of the tyre size on an MGTD , (no... "skinny" was not right) and "John" being the PM who came from Howard really didn't help (it was Andrew Fisher). A great day was had by all with Peter and Vicki Worland having the most correct answers closely followed by Tony Gubbins and Pat Hood.

Oh yes...as for our erstwhile MGB restorer... it was suggested that he could double the value of his project by filling the tank with petrol! But another clue...the MGB under restoration is a GT.



Coffee at Toogoom

Back to the runs ... July 24 saw a quick coffee run out to Toogoom for the Wide Bay mob. Paul Overton turned up in his rather nice new (to him) red MGF and immediately set out to prove the Burglar Alarm sticker on his window was not joking. Helpful advice from David Carter was quickly given about the sequence of button pushing needed to stop the racket. Ten cars participated in this run which was declared an outstanding success.

A few days later, on 28 July, the Bundy Crew set off for Monduran Dam. Yet another cloudy morning in Bundy as seven cars , including guests Joukje and Les Kelly in their MGF, left the Quay St starting point. Following a quick stop at Sharon the group were on their way to Bucca Crossing for morning tea . Luckily the cloud cover dispersed revealing a magnificent



Bundy cars on the Monduram Dam run

day for the trip on to Gin Gin where there was a stop to pick up pies. Travelling on, the group arrived at the dam and settled on a picnic area overlooking the water complete with electric BBQs for those who wished to cook their lunch. After lunch (and the usual trivial banter mixed with solving the world's problems) it was back to Gin Gin for coffee and then home to Bundy. I understand that there is no truth to the story that one of the Bundy Crew claims he is addicted to brake fluid, but he says it's all OK as he can stop quickly at any time.



At Woodgate Bowls Club

August started with the Hervey Bay Mob heading out to lunch at the Woodgate Bowls Club. For those who don't know the area, Woodgate is about 25km from Hervey Bay ... by boat or as the crow flies. However, by road it is over 100km and takes a good 1 ½ hours which is why we usually stop at Childers for a cuppa. This time we included a visit to Childers' privately owned military and memorabilia museum which many did not realize even existed. And, as we have many interests, some went there, others visited a local craft shop and some (again, photographic proof is available) just went shopping. Fourteen cars and twenty six people came along for the day. As always, a good mix of cars but this time predominately MGs with 10 turning up. The refurbished Bowls Club turned on a good meal and our two tables were among the loudest

present. A big thanks to Sonja (oh ... and David) for yet another enjoyable, dusty, fun filled drive. Time for another clue ... our MGB GT restorer spends far too much time on the internet, looking for GT upgrade improvements (the car is, after all, more of a "special" than a pure restoration. For example, niceties such as in dash GPS and electric bonnet release have been fitted). While the Hervey Bay mob were recovering from the Woodgate lunch, the Bundy Crew headed off on 11 August for a fun drive to Mt Perry. The five MGs stopped off for a break at Gin Gin before heading on ... with gusto. Rumour has it that the lead car really enjoyed driving the sweeping bends and tight corners. In fact, so much that the lead car had a lengthy wait for the others before driving up to the Normandy Range lookout. However when arriving at the Hotel for lunch they discovered the publican's daughter had had a baby and was in Bundaberg. What was that about "the best laid plans"? Fortunately the day was saved when some kind locals told the group to try an old picture theatre which had been turned into a motel with bar and bistro. As the Bundy Crew were about to leave lunch what should drive past but an MG TC. Naturally it turned around and came back to say hello, resulting in an invitation to visit the owner in the future.

And what do you call a country where everyone has to drive a pink car? - a pink car nation of course. Sorry about that,

but Viv and Brian Norman hosted a "Ladies in Pink" drive to Maryborough for morning coffee on August 14. It was a sight to behold (some of the gents in pink were quite nice) and photographic



Pretty in pink

evidence is available for sale. Eleven cars and eighteen people went along for coffee, cake and conversation.

Finally, two events on 25 August to finish the period off. In Bundaberg, the crew had a short run out to the Sandy Hook water skiing area for morning tea and then down to the Bargara Lakes Tavern for lunch. An enjoyable morning with good friends ... and judging by the happy smiles the food and refreshments were excellent. At the same time in Hervey Bay, Joan and Des See hosted our annual barefoot bowls morning. A sumptuous breakfast at the Bowling Club prepared the enthusiastic group for a morning of Championship play ... somewhat tempered by the host of wrong biases which were bowled

and the hollow clunk of bowls entering the gutter (I think that's what it is called). Requests to bowl over arm were denied but may have helped some. A huge "Thank you" to Joan and Des for all the work they put in to make a memorable morning (particularly for Peter May who won the basket of chocolates!).



Joan and Des who organised the Barefoot bowls and the Bundy crew setting off

Now, the final clue in the GT saga ... the car (of course) has electric windows.

And the answer ... it seems our enthusiastic

restorer had read on the internet that "you could tell this car was special because it was so quiet inside, even when not running." So, to check out his attempts at soundproofing, our restorer hopped in and closed the door behind him.

And yes, it was very, very quiet. BUT, because it had all new door seals and extra insulation under the older style interior door handles, they didn't generate enough leverage to open the doors. To make matters worse, while the car may have electric windows they simply don't work when the battery is not connected. Hmm ... couldn't open the doors, couldn't lower the windows, couldn't open the rear hatch from inside, couldn't get out through the gear lever hole! Come back next issue to see how (and if) he survived.

Well, I think that covers everything. But when you get old you do tend to forget a few things ... and even lock yourself in your car! Safe driving all ...



(From top) ...and it means it! No not one of ours...a visitor, really...Happy shoppers at Childers. Weather doesn't stop our observation run.

Competition Corner



by Ace Reporter; Noosa photos by Peter Rayment; Mt Cotton photos by Steve Ivanovich

MG RACE MEETING STATE CHAMPIONSHIPS ROUND 2

Four clubs promote CAMS Queensland Racing Championships and Historic race meetings in Queensland. Historic meetings are organised by the Historic Racing Car Club while the State Racing Championship rounds over all categories are promoted by either Warwick District Sporting Car Club, Queensland Racing Drivers Association or MG Car Club Queensland. Round 2 of the 2013 series was promoted by MGCCQ at the Morgan Park circuit. Pre-event practice on Friday was interrupted by some rain which was to assist the farmers and replenish the water supply for the district before fine glorious weather for the rest of the weekend. Some 33 races were scheduled over the weekend. With the display MG6 from MG Motor Australia in Brisbane for a few months the opportunity was available to show the latest from the Marque with the MG6 being employed as the Course Medical car.

The success of race meetings relies upon many volunteers willing to assist with the weekend. These roles include Scrutineers, fire marshals (from Queensland Fire and Rescue Club), race control with grid and track marshals (Queensland Motor Racing Official Association and Just Flags, CORD), time keepers (Warwick Sporting Car Club), announcers with MG members in the roles of medical (Tony Jones), safety course car (Richard Mattea), administration (Fred Sayers, David Robinson and Carly Mattea) Clerk of Course (Trevor Llewellyn), CAMS Steward (Joe Martens), Competitor Relation Officer (Gary Goulding), gate entry (Reg Tomkinson and Malcolm Spiden).

Results for MG members:

John Prefontaine (Lotus Exige) 1 x 1st,
Production Sports Cars
Ron Prefontaine (Lotus Elise) 1 x 6, 1 x 11, 1 x

dnf in Production Sports Cars

Brian Ferrabee (Mazda MX5) 1 x dnf in
Production Sports Cars

Gary Goulding (Escort) 1 x 6, 1 x 6, in Sports
Sedans

John Campbell (Phantom 1600) 1 x 1st, 1 x
dnf, 1 x 1st in the Supersports in the combined
Formula Ford and Racing Car events.

John English (Van Diemen RF97) 1 x 2nd, 1
x2nd, 1 x 2nd in the Racing Car class in the
Formula Ford and Racing Car races.

AUTOBARN (Gympie-Nambour) MGCCQ/ NOOSA BEACH CLASSIC CAR CLUB HILLCLIMB

There was little chance for class or outright records to be broken given the damp track conditions from the rain over the weekend. Competitors had the opportunity for 8 runs over the weekend, 3 on Saturday with the remainder on Sunday. Again it was an opportunity to show the new MG6 and thus it was on display in the paddock as well as being used as one of the course safety cars to guide the competitors back down the climb from the finish gathering point.

SEDAN TYPE CARS

It was a close competition in the road registered up to 1600 cc between Greg Bankin (Datsun P411, 74.76) Sam Taylor (Hyundai Excel, 74.83) Lawrence Murphy (Suzuki Swift GTi, 74.94), Alan Greenbury (Hillman Imp, 78.74) and Bill Williams (Escort, 82.03). Lawrence had been ahead on Saturday with a 74.94 to Greg's 78.54 and Sam's 78.97 until some gremlins sidelined the Swift for the weekend so there was nil for him to do except watch his time being overtaken. Bruce McKenzie was the victor in the 1601 to 2000 cc class in his Escort (66.57 secs) from John Swarbrooke (Escort, 68.91), Michael Crowe (Escort, 69.28), Robert Kippen (Datsun 1600, 71.33), John Hay (Renault, 73.00), Don Milner (Triumph Dolomite Sprint, 73.22),

Noel Thomas Dore (VW Beetle, 77.38) and Ross Cope (Peugeot 505GR, 78.89). John and Don had been close all weekend as John had times of 76.37, 76.17 to Don's 76.71, 75.36 until their 6th run when both produced their best for the event. The over 2001 cc class went to Scott Cooper (Subaru SVX, 69.59) ahead of Dave Gaines in his rally Datsun 240K (70.37), a trio covered by 0.19 second being David Claes (Volvo 244GL, 72.11) Michael Ranson (Datsun Stanza, 72.23) Darren Jones (Datsun 240K, 72.30) with the three drivers recording their best time on the 7 th run. David was leading Darren (73.66 to 73.98) until the 6 th run when al recorded their best for the weekend and Michael was able to best Darren's time to claim 4 th in class. Next was Kevin Lynagh (BMW M3, 73.39) with another trio of competitors covered by 0.51 second - Peter Moss (Torana, 74.23) Peter Salmon (Alfa Romeo Giulietta, 74.61) and Simon Boss-Walker (Falcon XP, 74.74). Peter Salmon had been leading this latter trio with a 75.77 time to Kevin's 75.82 until again their 7 th climb when the three drivers produced their best times.

Scott Doyle proved to be the quickest in the Improved Production cars up to 1600 cc class with a time of 66.67 (Escort) followed by Stephen Victor-Hogg (Toyota Corolla, 74.38), Chris Brayshaw (Toyota Corolla, 77.69) and David Olsen (VW Type 3, 79.53). Danny Mischok won the 1601 to 2000 cc class (Ford Escort, 65.62) from Peter Baguley (Escort, 70.72), Wally Conway (Escort, 73.00), Dave Sidery (VW type 1, 73.97), Mark Hyde (Escort, 77.26) and Bruce Richardson in his Holden Gemini in 78.43 seconds. The larger capacity class went to Scott Trenoweth (Mazda RX7, 64.48), from Glenn Trigger (BMW E30, 66.15) event sponsor Paul Holter (Pontiac Trans Am, 68.14), Tim Hill (Datsun 1600, 68.40), Matthew Kahler (Nissan Bluebird, 69.09) and Damien Maher (Nissan Silvia, 69.89).

Quickest of the four wheel drive car was Chris Ching (Mitsubishi Evo VI, 66.72) finishing ahead of Rodney Blank (Subaru WRX STi Spec C, 68.42), Quinton Nicholson

(Toyota Landcruiser, 71.71), Nick Hutchin (STi 22b, 72.15), David Nicholson (Toyota Landcruiser, 74.04) and Alison Scoffell (Mitsubishi Evo VI, 86.50).

The under 2 litre engine class in the Sports Sedans went to Julian Seeger (BMW 318i, 66.16) from Tyson Cowie (Escort, 67.54), Hayden Nethery (Datsun 1600, 69.99), Daryl Morton (Morris Cooper S, 72.98) and Craig Nethery (Datsun 1600, 73.12). Peter Corbett in his BMW M3 won the over 2000 with a best time of 63.42 followed by Michael Wedge (Holden VC Commodore, 72.50), Andrew South (Holden Torana LX, 73.81), Leonard Falknau (Nissan Bluebird, 76.00) and Leon Bishop (Torana LX, 78.95).

SPORTS CARS

Closest finish to any class was in the Marque Sports Cars up to 1600 class between the clubman cars of Daryll Searle (Amaroo Clubman, 64.91) and Brian Pettit (Westfield SE, 64.92). Brian had been ahead with a best of 71.11 to Daryll's 74.08 until the 6 th climb when Daryll recorded the fastest run to take the class by 0.01 second. Following the first two were Jon Young (Caterham Super 7, 72.57), Bill McCollum (Mazda MX5, 77.72), Bruce Anderson (PRB Clubman, 78.55) and Allan Dansie having his first competition at the Noosa hill climb with a best time of 81.61 in his MG Midget. The 1601 to 2000 class saw David Reynolds win in his Caterham Super 7 (68.91) followed by Steve Donka (Lotus Elise, 70.82), Trevor Bassett (Alfa Romeo GT, 71.07), Bob Bear (Alfa Romeo GTV, 73.62), John McKenzie (Mazda MX5, 77.86), Stephen Callaghan (MGB, 84.32) then Phillip Seeley (MGB, 88.04). Daniel Callinan in the deep, beautiful sounding Dodge Viper (64.21) took out the over 2001 cc class from Rod McCray (his left hand drive Porsche 911 which he competed in the Targa Tasmania this year, 68.41), Mark Manns (MGB GT V8, 73.96), Lou Szekely (Mazda RX7, 76.57), Bill Manns (MGBGT V8, 79.70) and Kel Bankin (Triumph TR6, 86.04).

The under 2 litre Sports Car class went to Bruce Chamberlain (Westfield XTR2,

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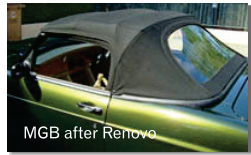


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72.83) whilst Troy Moffitt took the over 2 litre capacity class in his Nissan 180SX with a 63.31 run from Warren Parker (Alfa Romeo GTV, 68.61), George Brook (Alfa Romeo GTV, 74.47), and Dave Thompson (Lamborghini, 75.74).

HISTORIC CARS

Historic groups went to Barry Smith (Group K, Ford V8 Special, 82.08), Craig Carlson (Group L, MGTC Special, 76.45), David Waddington (Group N, Ford Cortina, 71.97) from Ken Martin (Hillman Imp, 72.74) and Kris Chant (Ford Cortina, 76.36) while Group S went to Phil Redhead (MGB, 69.61) after resolving the faulty distributor which had reduced the power to 2 cylinders on his first run.



FORMULA LIBRE CARS

Michael Ciccotelli won the up to 1300 cc class with a 60.80 second run in his Jedi Mk1 from Graham Arnold (Prosport RB1-ZX9, 78.74). The 1301 and over class went to Warwick Hutchinson (Van Diemen RF92 RVP02, 57.94) from Tom Hackett (VW Buggy, 68.45) and Dean Tighe (Dallara Judd, 78.50) before issues with as the ignition coils limited Dean's weekend to one run.



TOP 15 FOR WEEKEND

Warwick Hutchinson (57.94), Michael Ciccotelli (60.80), Troy Moffitt (63.31), Peter Corbett (63.42), Daniel Callinan (64.21), Scott Trenoweth (64.48), Daryll Searle (64.91), Brian Pettit (64.92), Danny Mischok (65.62), Glenn Trigger (66.15), Julian Seeger (66.16), Bruce McKenzie (66.57), Scott Doyle (66.67), Chris Ching (66.72), and Tyson Cowie (67.54).



(From top) The MG6 was a Course car. Lots of eager competitors waiting to get to the starting line. Outright winner, Warwick Hutchinson, about to start a run. Class winner (by 0.01 sec), Daryll Searle on the starting line in his Amaro Clubman. Allan Dansie came down from Bundaberg to have a run. At the starting line, Craig Carlson in his MG TC Special waits behind Barry Smith in his Ford Special

FRIENDS OF MOUNT COTTON HILLCLIMB ROUND 2

Following the weather script for this year, some rainy periods on Saturday were followed by a wonderful sunny day on Sunday which enabled the competitors 11 runs over the weekend.

Regularity class went to Shaun Rankin (MGBGT) down 18 points to be slightly ahead of Steve Purdy (Morris Cooper S, loss of 80 points).

Winners in the Historic classes were Barry Smith in Group K (Ford V8 Special, 55.75) from Ross Kelly (MG NB Magnette, 59.99) and Brant Rayment (MG NB Magnette, 62.50), with Group L going to Don Webster in his MGTD (69.73). Peter Gilbert (Cortina GT) took the Group N up to 2000 cc in 55.04 seconds, Brad Stratton (Group N 2001 and over, 50.02, Torana GTR XU1), Group S going to Mike Allen (Austin Healey Sprite, 50.87 from Allan Dansie (MG Midget, 55.65) and Roy Davis recording a 48.65 time in his Triumph GT6 in Group T.

SEDAN CARS

The three Production and Invited cars classes went to Gary O'Mullane (up to 1600 cc, Toyota Corolla, 56.33) ahead of Daniel Zeimer (Toyota Corolla, 57.17), Don Milner (1601 to 2000 cc, Triumph Dolomite, 50.47) and Rob Dignam (2001 and over, Holden VU Utility, 50.83) then Peter Salmon (Alfa Romeo Giulietta turbo, 53.35). Sports Sedans up to 2000 cc went to Tyson Cowie (Escort, 47.83) Jeffrey Bird (Morris Mini, 48.66) Daryl Morton (Morris Cooper S, 49.78) with Luis Guevara (VW Beetle, 55.63). Jeffrey was ahead Saturday 50.39 to Tyson 50.88 with the best times produced on Sunday with Tyson (50.13, 49.02, 48.61, and 47.83) faster than Jeffrey's times of 49.48, 49.44, 48.91 and 48.66. David Malone won the larger engine size class with a 45.74 run (Torana GTR XU1) from the

(From top) Brian Pettit's Westfield undergoes some scrutiny from Allan Dansie. An unusual car to see at the hillclimb - a Dodge Viper. One of 2 blue RX7s - this one driven by Jake Ballington. Stephen Torpey was in the other blue RX7. Peter Gilbert gets a bit spectacular in his Group N Cortina GT. Robert Dignam in another unusual car for the hillclimb - a VU Holden Ut. Neil Lewis gave the late John Davies' DBF another look at the hillclimb



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040202	SWITCH FLASHER/DIP/HORN MGB USA 9/76	61.60 EA
27H4656R	CALIPER ASSY RH COOPER "S" 7.5"	154.00 EA
27H4657R	CALIPER ASSY LH COOPER "S" 7.5"	154.00 EA
200342X	CALIPER ASSY MGC RH Sell Outright	143.00 EA
200343X	CALIPER ASSY MGC LH Sell Outright	143.00 EA
010484	CLUTCH KIT MGB BORG & BECK	176.00 EA
RV8 ZKC5014	FUEL TANK MG RV8 HERITAGE ORIGINAL	660.00 EA
13H7779	SWITCH FLASHER 1969 > 1978 MINI CLUBMAN	52.80 EA
21A2658Z	SWITCH INDICATOR LS MINI & LATE MOKE	66.00 EA
010073	TIMING CHAIN MGA MGB MIDGET 1275 + MINI	9.35 EA
040045	SWITCH FLASHER MGB 72 > 74 + LATE MIDGET	77.00 EA
37H8285	SWITCH WASHER WIPERS LS MINI + LATE MOKE	66.00 EA
080359	HORN PUSH MGA TF OVAL TYPE	27.50 EA
080360Z	SWITCH START SOLENIOD TD + F A B/EYE > SPDGT	34.10 EA
090614KIT3	BRAKE HOSE TD TF FRONT & REAR X 3	44.00 EA
050305	Q/WINDOW SEAL MGB TOURER RH	14.30 EA
050306	Q/WINDOW SEAL MGB TOURER LH	14.30 EA
080490	CALIPER ASSY MGA RH	154.00 EA
080491	CALIPER ASSY MGA LH	154.00 EA
AEG3009OUT	OUTER RING 3 RD /4 TH SYNCHRO HUB SPRITE MIDGET	275.00 EA
040009A	SWITCH HEAD LAMP MGB 9/76 > USA	29.70 EA
040027C	SWITCH HAZARD WARNING MGB 73 > 76 USA	25.30 EA
040028	SWITCH HEATER MGB 1968 > 71 USA	29.70 EA
080459Z/60Z X 4	SUITS MGA 1500 ZA/ZB SPRITE MORRIS MINOR SET OF 4 SERIES 2 AND 1000 TR2 TR3 WITH DRUM BRAKES (FRONT)	66.00 EA

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turbo Escort of Roger Bartlett (55.17 secs). The All Wheel Drive class went to Neville Scott with a best run of 45.06 with his Subaru WRX.

Volkswagen cars were the field in the first two classes for Improved Production cars with James Whimp taking the up to 1600 cc in his Type 3 (70.62 secs) from David Olsen (Type 3, 76.76) and Dave Siderly (VW Beetle, 50.86) winning the 1601 to 2000 cc group. The 2001 and over went to Ken Graham in the Datsun 1600 SSS (49.46, 47.92, 47.46, 46.50) from Pauline Graham (Datsun 1600 SSS, 49.98, 48.81, 47.52, 47.11, 47.00, and 46.77 on her 10 th run). Had the day concluded on the 7 th climb the result would had gone in Pauline's favour for her time to that point was 47.11 to Ken's 47.46.

SPORTS CARS

Chris Johns the quickest in the under 2 litre Sports car category in his JFR Suzuki Cappuccino (48.01) and Jeffrey Graham took the win the over 2 litre in his Mazda MX5 S/c with a 51.27 time.

Brian Pettit was quickest in the Clubman Sports Car class with a time of 45.25 (Westfield Clubman) from David Pettit (Westfield Clubman, 46.99 and no team orders within the Pettit family), Ainsley Fitzgerald (Westfield Clubman, 47.15), Paul Masterson (PRB Clubman, 47.72), Jason McGarry (Caterham Super 7, 50.70) and Jon Young (Caterham Super 7, 53.61). Marque Sports Cars 1600 went to Bill McCollum (Mazda MX5, 55.26) with Kristy McAndrew (Mazda MX5) becoming faster throughout the day as her times lowered from 62.84 to a 55.53 on her final climb. The 1601 to 2000 cc class was an all Mazda MX5 affair with Graeme Flemming taking the win in 51.08 from Ray Pearce (53.36), Gary Pitt (54.50) and Lewis Pitt (57.14). In the large capacity class Daniel Callinan took the honours with a 45.15 time in his Dodge Viper from Robert Horton (Triumph TR7 V8, 47.47), Kork Ballington (Triumph TR8, 48.62), Daryll Searle (Triumph TR8, 49.21), Jake Ballington Mazda RX7 50.95, Stephen Torpey (Mazda RX 7, 53.31) and Michael

Simington (Triumph TR7 V8, 53.44).

FORMULA CARS

Darren Billington (Arrow K2) improving his times from 49.85 to 46.23 to claim the Superkart class on run 9 with a 45.05 from Clinton White (Zapelli, 48.53, 47.65, 45.48, and 45.18) with Barry Kunowski (F1), recording his best on run 10 with a 46.08 and Brian Wild (Stockman MR2, 46.76). Formula Libre up to 1300 cc Michael Ciccotelli was the winner in his Jedi Mk1 42.32 with Dave Homer (Group A Special GAE 001) next as he lowered his times from 49.70 to 43.01, Paul Van Wijk (Zip GP, 43.67), Neil Lewis returning the DBF to Mt Cotton for a best time of 45.18 then Gregory Bouwhuis (Kart Eliminator, 46.21). John Boyce took out the 1301 cc and over class in his Kaditcha VW with a best run of 44.22 seconds.

TOP SIX SHOOTOUT

Michael Ciccotelli won the day (42.50) from Dave Homer (43.32), Daniel Callinan (44.91), John Boyce (45.24), David Malone (45.43) and Darren Billington (78.65).
Most Improved: Daniel Callinan
Fastest Time of Day: Michael Ciccotelli
Best MG up to 1600: Allan Dansie
Best MG 1601 to 2000: Ross Kelly

MIDNIGHT TO DAWN OBSERVATION RUN

Keen members with a sense of adventure gathered late Saturday evening for an early start just after the midnight hour. Commencing from the clubrooms, the route travelled via Oxley, Jindalee, over the Brisbane River to Bardon, Ashgrove, Keperra then into the new estate areas in the Upper Kedron, Camp Mountain, and Samford areas. From Mt Samson Road the teams ventured into Cashmere, Joyner to observe Blue's Bobcat Hire sign before driving over Young's Crossing and then to find Fran's seat at the Murrenbong Campsite Scout Den. The route then travelled on roads to the west of Oakey Flat Road to see the Maracoonda Automotive sign, then onto Old North Road to read the faded sign advising the School bus route times on W Lindsay Road before arriving at Wamuram. Tulip instructions took the group past the

strawberry farms in the area using some of the roads which had been used on both the Kilcoy Road events and the Queensland Challenge of previous years.

Meandering back through Caboolture, they went past the Morayfield High School, Why Not Tiles, the gaming room at the Burpengary hotel and then over the Bruce Highway via the Station Road overpass to pass Shaun's Tavern. Mud map instructions had the group running over and under the North Coast rail line to link up onto Dohles Rocks road at the famous Kallangur water tower. There was then a short run back to the Bruce Highway veering off onto the Gateway to exit at 112 to finish at a well known servo at Banyo. All crews had arrived at the final destination as dawn broke. MG members in the field were Noel Caplet/ Brant Rayment (Renault), Brian Krieger/ Tony Best (Barina), Don Webster/Ryan O'Leary (MGTD), Daniel Zeimer/Paul Collier (Fiesta) and Jan Burke/Barry Lutwyche (MGB).



Next night observation run will be on Friday 18 October set by Brian Krieger which will include another of Brian's 'who done it murder mystery theme' to solve and identify the evil one from clues on the evening run. For those who remember the last one where all entrants selected an innocent character as the naughty one - we can only do better this time. A 'Last Chance for 2013' or 'Last One Before Christmas' night Observation is scheduled for Friday 15 November.

TRIVIA QUIZ

Answers (Rounds 1 - 4)

ROUND 1 - "WHAT?"

- Ralf Schumacher
- Roll-Over Protection System
- New Zealander
- 85%
- Morris Garages
- 1210 kph = 763 mph
- ONE = rear rain light
- Zero – turbochargers are banned
- Holden
- Ascar – father Antonio in 1925;
- son Alberto in 1952 & 1953

ROUND 2 - "WHERE?"

- France (Le Mans 1906)
- Hungary (Budapest)
- Laguna Seca, California, USA
- Queensland NSW
- Bratislava, Slovenia
- Bonneville Salt Flats, Utah, USA
- Katoomba NSW
- Bathurst Race Circuit
- The Mercedes-Benz Museum, Stuttgart

ROUND 3 - "WHEN?"

- 1999 (year)
- 1926 (within 2 years)
- January 2014
- 2001 (within 2 years)
- 1950
- 1903 (within 2 years)
- 2005
- 1924 (plus or minus a year.)
- 1995 (was for Group 'A' cars only)
- 1996 (within 2 years)

ROUND 4 - "WHO?"

- Mark Webber
- Red Bull
- Gilles Villeneuve
- Dr. Ferdinand Porsche
- Will Hagan
- Victor Bray
- Jean Todt
- Frau Bertha Benz (1888)
- Adrian Newey
- The Secretary of the Meeting

- Rep of South Africa (Near Johannesburg)

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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



Race Meetings



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

- Photographs & Cartoons
- Events & Stories
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- Points of Interest & History
- Recipes & the like

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