

Official Journal of the MG Car Club of Queensland Inc.

The



ctagon

No. 6

November 2010



Ross Kelly's J3 beside a canal at
Lower Slaughter, England. Photo by Ross Kelly

Patron: Dick Johnson

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

MANAGEMENT COMMITTEE

Name	Phone	Mobile	E-mail
PRESIDENT			
Peter May (Debbie)	5495 5187	0412 813 071	petermay65@bigpond.com
VICE-PRESIDENT			
Andrew Willesden (Susan)	3396 2240	0410 059 266	aswillesden@bigpond.com.au
SECRETARY			
Elaine Hamilton (Vern)	3893 2438	0418 870 782	vprojects@uq.net.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
Neil Lewis (Kaylee)	3807 6273	0417 773 425	neil.lewis@clarkslogancity.com.au
Ian Fettes	3803 3858	0438 176 279	fettesi@st.net.au
Rob Brown (Kaye)	3885 3019	0414 187 712	rjbcoach@bigpond.net.au

OFFICIALS

	Name	Phone		Name	Phone
Event Secretary	Fred Sayers	3359 2623	Hillclimb	John Davies	3341 6798
	Annette Truscott	0407 494 867	Library	David Robinson	3255 9037 ^(w)
Event Sec. Asst.	David Robinson	3255 9037	Point Score	Ian Fettes	3803 3858
	Richard Mattea	3325 0409	Membership Sec.	Peter Rayment (Delia)	0407 693 947
CAMS Delegate	Gary Goulding	3351 3506	National Meeting	Desley Collins	07 3245 3149
(Alternate)	Ann Thomson	3378 1368	Co-ordinator	patdes@bigpond.net.au	0408 57 55 29 ^(m)
Chaplain	Ken Trudgian	3886 3409	Chapter Liaison	David Miles	3892 2699
Club Captain (Comp)	Richard Mattea	3325 0409	Far Nth Qld Chapter	Ken Freeburn	0488 195 570
Club Captain (Social)	John Tait	3376 1216	Wide Bay Chapter	Ian Bryant	4124 9771
Co-ordinator (all events)	John Tait	3376 1216	Darling Downs Chapter	Brian Phillips	07 4615 4761
Webmistress	Glenda Crew	3341 4397	Capricorn Chapter	Gurney Clamp	4939 4760
Clubrooms	Tony Slattery	3391 3022			

Octagon Team	Name	Phone	Mobile	E-mail
Editor	Elaine Hamilton	3893 2438	0418 870 782	vprojects@uq.net.au

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

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

President's Report

This is the last Octagon for this year. Where has the time gone? I see the shops have Christmas decorations up already. Do they really put them up earlier each year or is it just a sign I am getting older.

You will, of course, realise that I have been voted in as President for another year during which I will endeavour to carry out the President's duties to the best of my ability and I am honoured to fill the position. 2010 has been a very successful year for the club with very varied social and competitive events.

The first of the highlights of the year was the presentation of the Tighe Hillclimb trophies at the Tighe Cams factory which was well supported. We then had the presentation of the club trophies at The Pavilion at Albion, where we had a great night with fantastic food, good service and of course a good turn out of the members who were receiving awards who came along with their spouses and friends. On the night David Miles received his Honorary Life membership which was well deserved with all the effort he had put into the Club over the years including his two terms as President.

Our hardworking Social Captain, John Tait, organised a lot of varying events including finding guest speakers at the Noggin and Natter nights along with displays of various cars. He also organised the various day runs which seemed to be well supported and which travelled to various destinations within the southern part of the state. John and Ian Bryant organised the Christmas in July Function which was held in Hervey Bay and this was extremely well supported and everyone had a great meal and a very pleasant drive to the bay.

The Tighe Hillclimb Series was run again this year and we had a number of records broken throughout the series. A highlight was Bill Norman joining the under 40 second club and setting a record by being the first sports car to break the 40s barrier.

I would like to thank all the volunteers who have worked so hard to make this year a great success; without your ongoing time and dedication these events would not happen. The dedication of our Canteen Staff and the Officials and all the people who work behind the scenes to make the Hillclimb events happen and the ongoing work at the club

rooms are greatly appreciated by the committee and I am sure by the competitors and the members of the club.

If you at the moment don't volunteer to help at either the club rooms or at the hill please consider offering to help as we as a club only work through the generosity of members and others who willingly offer their time and efforts in various ways to make the club function. So please contact any of the committee members if you can help as it will be greatly appreciated.

I would like to say a special thank you to Pat Walker who has given 16 years of her time to be the canteen convenor; she was of course assisted by her husband John. Thank you Pat for all your hard work over the years it has been greatly appreciated by all who race and support the hill. We now need a replacement for Pat; if you can help please contact Elaine or me.

Our Club will be hosting the 2013 National meeting and this will be held at Goondiwindi. There was a lot of discussion within the committee on the proposals put forward by members of the best place to have the event, but it was decided that Goondiwindi fitted all the criteria. I must say special thanks to those who put in submissions viz. Peter & Delia Rayment, Richard Mattea and Cllr David McMahon from the Goondiwindi Regional Council. All presentations were all of a very high standard.

I would like to thank the committee who have all worked hard to ensure the club and the Hillclimb continue with the high standard which has been the hallmark over the years.

Finally from the President and Committee I wish all of you a safe and happy festive season. Please drive safely and may 2011 be all you wish it be.

Safety Fast



(President)
Peter May
MGCCP



Some words from Elaine...

Well, what an issue this one is! There have been so many events deserving of substantial reports and so many good articles submitted by members that a number of items have had to be carried over until the next issue in January. These include a highly entertaining article from John Campbell on his first outing in his new sports racing car, an informative and well-illustrated article by Stephen Callaghan on the Goodwood Festival and a full report of Tighe Cams Series Rd 5. Some answers from Tim the Techman have also had to be held over.

In this issue we have our Chaplain's Christmas message and we thank Ken for that. Some of you would have met him without knowing it when he helped out at the canteen at the Tighe Cams hillclimb on October 31.

There were so many photos suitable for use as the cover photo for this issue but Ross Kelly's photo of his MG in England just seemed to suggest itself as appropriate for the Christmas issue.

Because of the timing of this issue, it is impossible to include a full calendar for next year as it is still "a work in progress". It will be ready for the January issue.

Two important notices are on page 53 regarding the Brian Tebble Award and the DDC extended run for 2011.

One thing that always concerns me as I agonise over which photos to include with event reports is that there are so many photos that just can't be published because of space restrictions. Please remember that many more are included on the website. A small (?) statistic for your interest: in my database of photos for this year, I have folders of photos from a staggering 44 events and the year is not yet over!

The year may not be over but it is coming to a close as we exchange Christmas messages, your renewal of membership notices are being readied for mailing and we are once again planning a special function for the Club's annual dinner and presentation of trophies on January 29.

Best wishes
Elaine

SOCIAL NEWS

Marian and I wish you all a very merry Christmas and a healthy and happy 2011.

We look forward to seeing you join with us on the many runs that will be organised for your pleasure and hope to see you enjoying a Noggin 'n' Natter evening at the clubrooms.

NOGGIN 'n' NATTER MATTERS

Friday 5 November - The surprise appearance of a very special pair of MGCs. Bruce & Tip Ibbotson will be displaying their one owner MGC GT which has evolved spectacularly with years of improvements. Dee & Chris Carswell will be bringing an MGC too but will it be the concourse winning roadster or GT? Come along to see the answers to this question and an opportunity to see the cars stationary and captive in the clubrooms. Another MG display night not to be missed.

Friday 3 December - Look forward to a very interesting presentation on this evening at the clubrooms from the group of our very own MG Car Club of Qld members who went on an amazing holiday to Europe with their MGs. The Kelly, Letten and Mattea

group will be there to fascinate us with pictures and stories of their adventure.

Friday 10 December - Christmas Noggin 'n' Natter at the clubrooms. To allow the Committee a bit of rest, the food arrangements will be the same as for last year. If you wish to have a meal, please bring your own. BBQs will be available for those who bring their own steak/sausages and want to BBQ them. The Club will supply nibbles and the bar will be open for the purchase of drinks. The Christmas raffles will be drawn; tickets will be on sale on the night.

There will be no Noggin 'n' Natter on the first Friday of January 2011.

Notice Board

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

2010

Fri	19 Nov	Noggin 'n' Natter and Table top rally. Try a night run without leaving the Clubrooms!
Sun	21 Nov	Early morning run. Meet at Keperra Sports Grounds UBD Map 137 M4 at 7:00 am for 7:30 am departure. BYO breakfast, free BBQs and shelters available at the dam. Contact John on 3376 1216.
Wed	24 Nov	Midweek run. Contact Bruce Ibbotson 3366 1889.
Fri	3 Dec	Noggin 'n' Natter presentation on MGs in Europe
Fri	10 Dec	Christmas Noggin 'n' Natter full details in the Social News section.
Sun	12 Dec	Pre-War, T & Y Type Christmas run. Contact Cyril Bennett 33003915

2011

The only dates finalized so far are as follows:

Thurs	27 Jan	Midweek run. Contact John Tait on 3376 1126.
Sat	29 Jan	Annual dinner and presentation of trophies at The Pavilion, Albion. Your invitation will be on its way in early December.
Fri	4 Feb	Tighe Cams presentation of trophies at the Clubrooms
		Midweek runs will be held on the 4th Wednesday of each month except for Jan (it's on a Thursday) and December (no run).

Please consult the calendar insert for Chapter events. Club members are reminded that they are welcome to attend any events in the Club calendar. For a full listing of events, see the calendar in the centre of the magazine. Please note that some dates may change; updates are available on the Calendar page of the website.

Membership

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

Robert Allingham	Harry Draman	Mark Hocking	Joachim Stutterheim
Bill Campbell	Russell Goebel	Bradley Hodge	Annette Truscott
Ian Carleton	Lawrence Hall	Don Madden	Lucas Ward
Matthew Carter	Patrick Hager	Bill McCollum	Richard Whittington
John Coverdale	Philip Henry	Francis Overton	Allan Wilson
Aaron Cowper	Graham Hepburn	Shaun Rankin	



Chaplain's Message

CHRISTMAS WISH LISTS

Wish lists! What's yours like? Most times as we come near to Christmas we begin to draw up our little "wish lists", those things that we would like to see under the Christmas Tree on Christmas morning.

However, for most, if not all of us, there are ongoing "wish lists". The political elections this year no doubt would have challenged us with who we would like to see on the thrones of power. More importantly, how we would like to see the future of our country.

Then there are the ever-challenging concerns for the world situation. At present, as I write this, our dollar is doing very well, and possibly for some it may mean a more optimistic outlook for those items on our personal "wish list". However, the situation in Afghanistan should encourage all of us to consider not only the people there but also the role of Australian's Armed Forces. Then there were the South American miners who would have appeared on our "wish lists"; praise God for such a wonderful result.

But as you can see from that, our "wish lists" begin to involve others. Parents have many desires for their children and more often than not it is security and happiness for their future. Yet in the Christmas season gifts become the big issue, what to give that will bring a great deal of happiness and the joyous expressions on Christmas morning. It is the reaction of those we give to that makes it all worthwhile.

The older we become also challenges our "wish lists" in that there comes a time when there is little, if anything, for us personally. We either have it all or are comfortable with where we are at. Unfortunately there is a selfishness to that and we should be looking to others and wishing for their future.

God did just that when He created the world and all within it. A "wish list" including "LOVE, JOY, PEACE" and all the other wonderful things with which Christmas seems to remind us. Perhaps one of the reasons for Christmas is not only the reminder of the celebration and what we want but also God's own "WISH LIST".

Sure I hope that each one of you has a personal Christmas list with those things which will give you a good feeling on Christmas morning AND that it generously includes others. Consider the feelings of all people and their "wish lists" and how you might be able to do something about them.

May I therefore wish you all a very blessed and happy Christmas and a prosperous New Year. But more importantly time to consider God's "WISH LIST" and what will you do about it.

Christmas blessings one and all from Ken (Trudgian).



MG Motoring In England

By Ross Kelly



After our European adventures, the experience of driving my MG through the English lanes and byways now beckoned. It was a dream come true for those Australian MMM owners who have always wondered what it would be like to drive our cars in their country of origin. Our base for the adventure was a comfortable cottage at Bourton on The Water in the Cotswolds. The local motor museum in Burton on the Water was certainly worth a visit as was our local pub the Coach and Horses.

The first adventure was to the oldest continuing motorsport venue in the world, The Shelsley Walsh Hillclimb founded in 1905 by The Midland Automobile Club. The track is nine hundred and fourteen metres long with a vertical rise of one hundred metres with the steepest gradient of 1 in 6.24. Dino (L type) and myself (J3) set forth for the eighty-kilometre drive to Shelsley with threatening skies, seeking directions only once. We arrived warm and dry after a delightful run along A and B roads. The run home was a different story with an unscheduled tour of Worcester due to my poor navigational skills.

What an eclectic mix of cars greeted us as we drove into the parking area; an MG Airline Coupe, MG 18/80, Bentley 3 litre, Morgan Aero Sports and Jaguar SS. Wandering down to the paddocks, oh where to start with one hundred and thirty entrants including David Leigh's GN Spider, Chris William's twenty-four litre Napier Bentley, a Fraser Nash BMW 328, twin blower Lagonda Rapier and a Vauxhall 30-98. MGs were well represented with M type, supercharged PA (1496cc), J1/J2 special, The Kayne Special, The Bellevue Special and a supercharged PB.



The supercharged PB of Mark Dolton

Facilities at the venue are superb with bar, restaurant, numerous food outlets plus a sprinkling of traders to add ambience to the day. The highlight of the lunch break was a demonstration of the working water mill and a visit to the twelfth century church located on the site. I am sure I saw a few drivers offering up a last minute prayer for a good run.

The track offers many vantage points for viewing the action; I positioned myself with a good view of the start and the short straight to the first corner. The twenty-four litres Napier Bentley was on the line, I snapped off a quick photo and then turned around for the shot going up the hill. A cloud of smoke and a single rubber track was all I saw on the camera showing what happens when twenty-four litres is unleashed at full throttle. We finished the day with a walk further up the hill to enjoy all the action of the ERAs at break neck speed (33.8 secs) and the leisurely ascent of the Edwardian cars including a Riley 12/18 (182.06 secs).

The following days were part of the classic English summer; the J3 travelled the roads and hedged lanes radiating out from the cottage. The best were those that invariably lead to that great English establishment the country pub with cold beer and great lunches.



The ex Ronnie Horton K3

An enjoyable day was spent travelling to Bath to visit Mike and Ann Hawke who provided me with a delightful lunch and the chance to see the ex Ronnie Horton K3 and Mike's J2. In 1933 MG K3007 left the factory as slab tank T.T. two seater and in 1934 was fitted with the offset single-seat body. The car was raced at all the great circuits including Brooklands, Shelsley Walsh, Donnington and Mannin Beg.

In 1939 the car was exported to Singapore and during the Japanese occupation was dismantled and hidden to prevent it from being confiscated. Mike found the remains of the car and repatriated the parts back to England, restoring the car during the late 1970's and fitting a single seater body similar to the 1934 configuration.

As the Morgan Motors was nearby it was another excuse for a run along the English lanes. I had arranged for a tour of the factory to see how they make real English cars. Strolling through the factory it was great to see craftsmanship still being practised and passed onto the younger generation. The museum and display of cars dating back to the early history was certainly a highlight. Morgan production now centres on the Aero SuperSports, the Traditional Morgan and the Morgan pedal car, a snap at two thousand five hundred pounds plus VAT.

The finale of our English adventure was when Georgia and I attended the Triple-M Register Summer Gathering held at Peter and Thelma Green's residence on the outskirts of Farnham Royal. A veritable feast of MMM cars were arrayed on the green lawns; K3s, Montlhery Midgets, NA Allingham, NB 'Cresta' and a PB Cream Cracker.

My selection to be added to the garage was the J1 Salonette of Jim and Jenny Collier, George and



A Morgan being handcrafted

Margaret Eagle's recently restored supercharged L2 and Tony Knowles' Bellevue Garage NA that has been recently refurbished by Oliver Richardson. All that evoked the desire to get in and drive to the nearest forty-foot container bound for Australia.

It was a sad farewell made to the J3 that afternoon which was due to be collected the next day and loaded with the two other Australian cars in the container bound for home.

Many thanks to all those MG friends who made our stay and MMM motoring so enjoyable throughout Europe and in England.

(Editor: Come along to the Clubrooms on Friday 3rd December for a presentation by the Kelly, Letten and Matteas of their European trip.)



A MG J1 Saloonette



MG L2 supercharger



MG NA

For Sale / Wanted



FOR SALE

Roller Rockers Yellow Terra - YT5010 suit GM 253/308 V8. Brand new \$450.00 ono.

Please phone David Robinson 0417 731 455



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1972 MGB , yellow, soft top, 6 stacker CD player, new brakes system, front and rear shock absorbers and engine mounts all in previous 18 months. Very reluctant to sell.

Rego 04/11, \$18,000 ono, all serious offers will be considered. Ph 0407584515

FOR SALE

1975 Corolla Sports Sedan. \$12,000 NEG. Ph 07 5496 1784. (More details on the Club website).

WANTED

Canteen convenor at the hillclimb for 2011 see ad in centre of calendar liftout.

More helpers are also needed to assist in the canteen, with the timing, with sound monitoring. Please contact a member of committee to volunteer.

FOR SALE



Toyota 2T 1972 Celica Engine. TRD Big bore pistons and rings to take capacity from 1600cc to 1750cc.

Pistons and pins matched and balanced.\$650.00 ono
Please phone David Robinson 0417 731 455



Bits & Pieces



Joy and Trevor Jones attended the Noosa Beach Classic Car Show held recently. They entered their MGA 1600 MKII and won the '1st British Sports Car' award and then topped it off with being declared 'BEST CAR OF SHOW'. Congratulations!

Some prankster got to work on Glen Wesener's car at Speed on Tweed, rebadging it as a Ford. Maybe the hot tropical sun has started to get to one of our venerable members as rumour has it that not only was he responsible for the rebadging of the Torana he also reshaped the front of his Ford. But then, he was not the only one to do that, was he?



There will still be many in the Club who remember the Corness SuperBee. It's good to see it now restored by Ian Rogers and having its first run at the Ironman events in September.



Missing from the list of Club members at RACQ Motorfest was Geoff Wigg with his M type flying the Pre-War flag. He had tried to line up with the rest of the Club cars but the organisers had different ideas and insisted he park elsewhere thus the omission from our list of Club participants for which we apologise.



Who? What? Where? And when? And maybe why?? Ask Roy Davis for the answers.

There is no photographic evidence for this piece of news but the source is ultra reliable. One of the Brisbane Club members who went on the DDC run in northern NSW was returning home via Cunningham's Gap and celebrated his run down the Gap road with two complete 360° spins. Fortunately this 'feat' was safely accomplished.



Bob is pictured with Trevor's TF

Following a request from his son, Bob Bridgette from NZ was treated to a ride in Trevor Taylor's MGTF and also his 1966 Jaguar. Bob is a member of the MGCC in NZ and is currently restoring a Mk2 MG Midget and a Morris Traveller. Many thanks to Trevor for responding to the Club's request for someone to help with request and for giving Bob a memorable day out in his cars.



John at Mt Cotton

Also traveling interstate, this time to Collingrove for the Australian Hillclimb championships, were John and Elaine Gilbert. They have provided a brief report:

"We arrived in the Barossa Valley to short-lived sunshine. The practice day was rain, high winds and low temperatures. John did well in the rain on a narrow and demanding track with the Wall of Death more suited for motorbikes at a fairground! With more rain over the weekend, many competitors including John had side trips into the long grass and gullies. John's class was won by local David Tutton who had his first win at an AHC. John reduced his times from 59s on his first run to 37.13 having finally come to grips with the narrow



They grew in beauty side by side" at the meeting place for the October midweek run

And Malcolm Campbell just happened to be driving to Sydney when he saw an interesting car trailer bearing an MG badge. Curiosity got the better of him and he followed the trailer into a picnic ground when it was time for a rest stop.

There he found Steve Purdy on his way to Newcastle for a hillclimb so Malcolm detoured from his planned route to take in the hillclimb and get some photos. Mike is pictures in the red Midget and arch-but-friendly-rival Mike Allen was there in his Sprite.



Tom Storrie gives new meaning to the phrase "Meals on Wheels"



Kerry Horgan looks quite manic in the cockpit of the F111 at the Amberley Heritage Centre. It's all a bit worrying when you realize that he was going to get into a Mustang for transport home!



• The MG Car Club hillclimb.

Look what supersleuth researcher Malcolm Spiden found on one of his regular library visits! This is the plan for the hillclimb before the change to the current finish was introduced. Malcolm found this map on page 27 of the Telegraph of 17 September 1965.



Barry and Caroline
(Photo supplied by Paul McLoughlin,
Editor, Wagga Daily Advertiser)

Our Club was represented at the "Gathering of the Faithful" at Wagga in September by Barry and Caroline Smith whose trip south, complete with photo, was recorded in the Wagga paper. Well done and thanks for flying the Club 'flag' so high for us.



The Tebbutts just happened to be sipping coffee on the Champs Elysees when the finishers in the Peking to Paris just happened to arrive and captured the moment for us.

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35TH IRONMAN

By Ace Reporter

Stage 1 on Friday evening was the Night Navigation event commenced from Albany Creek. Richard Mattea and Gary Goulding were left to staff the barbie whilst those running departed into the early evening. Crews were given 5 sections to complete which could be selected in any order, so they needed to choose a strategy to find as many observations as possible as well as the most judicious use of their time. Section one was a short journey around Albany Creek to finish at the corner of Garganey Street and Flamingo Drive. Crews were then required to map the shortest route to Warner and find the Nicole Marshman Ballet Artist sign on Coorparoo Road. A tour past the Frank Nichols Reserve and the Jan Sked Reserve preceded a visit into the new estate in Cashmere to finish this portion at Ira Buckley Road West.

At this point crews could travel to do section 3 or section 4. Section three gave 14 map references around Bullocky Rest, Lake Samsonvale Workshops at the North Pine Water Treatment Plant, Kurwongbah, Petrie, Wrights Reserve, then to Mount Samson and Samford Valley. Here the trick was to group observation points for better use of mileage and time. Section four would take crews to Samford Valley, the home of the Powerful Owl, then into Greggs Road, Westwood, over a few floodways to pass the Samford Rangers Soccer Club then via Camp Mountain Road, McLean Road South, Sutton Court, Lochinvar Road into a Community Surveillance zone then via Cedar Creek Road to the end of the section. Then teams could either go to the finish or complete section five. The final section was around Ferny Grove, past the

railway car park, into Ferny Way, Plunks Road before using the Jinker Track to return to the BBQ and the chefs.

Results: Malcolm Spiden/ Rodney Lapworth (MGBGT); Brant Rayment/Selena Rayment (VW Golf); Mick McMillian/Neville Scott (Mitsubishi Evo9); Stephen Faulks/Jackie Looi (Subaru WRX); Ian Fettes/Mike Anderson (Charade); Dick Reynolds/Chris Creagh (Caterham Super 7 clubman); Ashley Tyson/Greg Alderding (Datsun 240Z); Michael Ciccotelli/David Chambers; Mandy Tighe/Carly Mattea (VW); Sean Moroney/Matt Loudon (MG TF 160) equal with Chris McMahon/Brian Krieger (MGB); Liam Lavin/Renee Daw (Nissan Pulsar) equal with Amie Kriedman/Annette Ashton (Rav 4); Dominic Martens/Joe Anderson (Ford Falcon); Ian Schulz/Steven McNaught (Honda Prelude) equal with Tony Best/Rod Sams (Corolla); and Peter Andrews (MGF).

Saturday at Queensland Raceway scheduled stage two the Motorkhana run in conjunction with stage three, the Super Sprint.

The Motorkhana event, in a Come and Try format, served a number of opportunities, not only as part of the Iron Man for those who are competitive minded but also as a good opportunity for younger drivers to become proficient at manoeuvring vehicles in a safe environment. Tony Hastings took the opportunity to enable daughter Vikki to have an introduction into the sport. Others such as the Jones family (the family that motorkhanas together) who gave the family FSM Niki a bit of a workout on that Saturday. Some runners may only run in one or a few motorkhana events a year, some having a go and participating in the spirit of the weekend. There are usually some interesting vehicles competing where they astonish the more experienced competitors. Much interest was in the performance of Michael Ciccotelli's Gladiator LC Kart. With the vehicle having little suspension travel (compared with a sedan) we witnessed some wonderful runs as Michael seemed to bounce his way around the courses.



Nightrun winner, Malcolm Spiden, is presented with his trophy

The event went to Alan Wheeley (Casper Special, class G, 50.71); Brant Rayment (MG Midget, class AR, 52.42); Noel Caplet (Paris Special, class F, 52.46); Michael Ciccotelli (Gladiator LC500, class G, 54.38); Peter Frazer (Leitch clubman, class BR, 5.17); Edward Fenton (Tiger Special, class F, 55.85); Ashley Tyson (Datsun 240Z, class BR, 61.03); Spencer Reimers (Suzuki Gti, class BF, 61.57); Terry Scarf (Skyline class DR, 62.25); Dick Reynolds (Caterham Super 7 clubman, class BR, 62.44); Stewart Bell (Mazda MX5, class BR, 62.65); Alan McConnell (Skyline, class DR, 62.71); Michael Parker (Mitsubishi Sigma, class CR, 62.77); Malcolm Spiden (MGBGT, class BR, 66.53); Stephen Faulks (Subaru WRX, class E, 66.93); Carly Mattea (MG Midget, class AR, 68.57); Greg Alderding (Datsun 260Z, class BR, 68.80); Heather McGrail (Corolla, class CF, 69.18); Liam Lavin (Nissan Pulsar, class CF, 70.16); Mick McMillian (Mitsubishi Evo 9, class E, 70.73); Anthony Jones (Nissan 200SX, class CR, 71.49); Mike Anderson (Charade, class BF, 72.43); Dominic Martens (Porsche 944, class CR, 73.53); Ian Fettes (Charade, class BF, 73.87); Jennifer Jones (FSM Niki, class AR, 74.02); Cordelia Jones (FSM Niki, class AR, 75.97); Michael Jones (FSM Niki, class AR, 79.40); Peter Andrews (MGF, class BR, 80.52); Steve Riley (MGB V/8 s/c, class BR, 81.36); Elizabeth Dowler (Toyota MR2, class CR, 81.81); Chris McMahon (MGB, class BR, 82.09); Anwen Jones (FSM Niki, class AR, 91.68); Vikki Hastings (Daewoo Lanos, class CF, 116.91).

In the Super Sprint format the cumulative times are the best standing lap plus the best two flying laps of Queensland Raceway from the six runs.

RACING CARS:

Times for drivers were Michael Ciccotelli (formula Libre Gladiator LC500, total time 208.26 secs), Adrian Holmes (Formula Vee Elfin NG, 211.67 secs).

HISTORIC CARS:

Anthony Beahan (Group N, Torana GTR XU1, 199.73), Tony Galletly (Group M, Lotus Elan, 209.82), Neil Lewis (Group N Cortina, 217.86), Kirsty McAndrew (Group N, Cortina 263.20).

SPORTS CARS:

Marque Cars up to 1600cc: Stewart Bell (Mazda MX 5, 221.47), Brad Stratton (Mazda MX 5, 222.66), Berenice Stratton (having her first run in the Mazda MX 5 and on Queensland Raceway, 253.18), Richard Mattea (MG Midget, 257.05), Carly Mattea (MG Midget, 264.18). The 1601 to 2000 ccs class: Ian Rogers

(ex Iain Corness Super B, 221.00), Greg Ashe (FIAT 124 Spyder, 222.92), Peter Andrews (MGF, 225.21), John Price (MGB, 228.09), Don Robertson (Toyota MR2 Spyder, 230.87), Craig Carlson (MGB, 232.15), Craig Winter (MGF, 234.06), Malcolm Spiden (MGBGT, 241.70), Paul Zernike (FIAT 124 Spyder, 244.25), Chris McMahon having his first run at Queensland Raceway in his MGB (274.64). Over 2001 ccs: Vic Vakranoff (Porsche 911 Turbo, 189.04), Greg Alderding (Datsun 240Z, 202.03), Anthony Jones (Nissan 200SX, 202.67), Dominic Martens (Porsche 944, 205.89), Ashley Tyson (Datsun 240Z, 208.51).

Sports Cars: Steve Riley (MGB V/8 S/c, 202.39), Anthony Toft (Suzuki Cappuccino turbo, 206.84), Chris Johns (Suzuki Cappuccino turbo, 212.17), Dick Reynolds (Caterham Super 7 clubman, 221.43). Supersports: Terry Johns (Suzuki Esprit clubman, 182.77), who scored fastest time of day.

SEDAN TYPE CARS:

Production Rally Cars: Mike Anderson (Daihatsu Charade, 215.28), Ian Fettes (Daihatsu Charade, 217.20).

Sports Sedans up to 2000 cc: Jeffrey Bird (Morris Mini K, 219.48). Over 2001 cc: Lawrie Watson (Ford Escort, 184.80), Robert Souter (Nissan Sunny turbo, 201.07), Doug Daniels (Ford Escort, 207.84), Roger Bartlett (Ford Escort turbo, 224.95), Jeff Daniels whose Escort was suffering from some fuel starvation possibly a tiny amount of dirt in the fuel filter (226.15).

Road Registered up to 2000 cc: Ian O'Hara (Lancia Beta Coupe, 212.97), David Jones (Ford Fiesta XR4, 222.19), Liam Lavin (Nissan Pulsar, 224.25), Elizabeth Downer (Honda Integra, 250.68). Over 2001 ccs: Michael Parker (Mitsubishi Sigma, 220.94), Tony Hastings (Commodore, 227.33), Mitchell Allwood (Falcon XR6, 229.13).



Sprint winner, Terry Johns, at Qld Raceway

Improved Production up to 2000 cc: Gavin McAlpin (Morris Mini, 253.90). Over 2001 ccs: John Gilbert (Commodore, 196.03).

All Wheel Drive: Mick McMillian (Mitsubishi Evo9, 189.79), Steve Faulks (Subaru WRX STi, 190.22)

Top fifteen were Terry Johns (Esprint sports 1300), Laurie Watson (Ford Escort), Vic Vakranoff (Porsche 911 turbo), Mick McMillan (Mitsubishi Evo9), Steve Faulks (Subaru WRX STi), John Gilbert (Commodore), Anthony Beahan (Torana GTR XU1), Robert Souter (Datsun Sunny turbo), Greg Alderding (Datsun 240Z), Steve Riley (MGB V/8 S/c), Anthony Jones (Nissan 200SX), Dominic Martens (Porsche 944), Arthur Toft (Suzuki Cappuccino Turbo), Doug Daniels (Ford Escort), and Michael Ciccotelli (Gladiator LC500).

Terry Johns recorded the fastest times; however he competed in only 3 runs as he encountered some overheating issues which become evident at the longer runs on the circuits but not previously at the shorter hill climb runs. Later investigations found the radiator blocked by silicone which was placed in the joins in the aluminium piping by the previous owner and thus had been stopping the circulation of coolant in the engine and causing the problem. They then completely rebuilt the cooling system before the October hill climb.

Dominic Martens found he the synchromesh ring on 2nd gear had broken in his Porsche 944. He was able to compete in the Supersprint as using gears 1,3,4,5 proved suitable to compete on Saturday however not so for the hill climb. Vic Vakranoff gave some spectacular flame out from the exhaust in his Porsche turbo as he entered the braking areas. Ian Rogers and dad Andrew Rogers needed to change the head gasket on the single cam engine after encountering a problem during their first run. They missed their second run however were able to complete the remainder of the runs on Saturday. The car had performed well at a Morgan Park run prior to the Ironman, then a precautionary engine rebuild before the weekend. Unfortunately the problem would reoccur on Sunday which cut short their weekend before they could compete at Mt Cotton.

Saturday evening showed the results between the top three as Mick McMillan (265.52 secs) with Steve Faulks (267.15 secs) and Michael Ciccotelli (286.64 secs).

HILLCLIMB

Sunday brought stage four plus overcast skies. Some short periods of precipitation made for interesting times, yet skilful driving by all drivers meant few

stoppages and after seven runs the competition provided a winner for the 2010 Ironman Special Stage competition. Stage 4 requirements are that the best two runs from the hill climb are added to the cumulative times for the weekend.

SEDAN TYPE CARS

In the All Wheel Drive class both Steve Faulks and Mick McMillian recorded personal best times to date. In the true spirit and when the skies allowed each would continue to produce their personal best Steve won the class with a 46.29 second run from Mick with a 47.48 second time. Their two best times to count towards the ironman were for Steve 46.29 and 47.28, and for Mick 47.48 and 47.90.

Improved Production up to 1600 cc: Gavin McAlpin (Morris Mini, 59.91); 1601 to 2000 cc Stephen Sauer (Ford Escort, 49.78); 2001 and over John Gilbert (Commodore, 48.25).

Road Registered up to 1600 cc: Gary O'Mullane (Toyota Corolla, 57.78); 1601 to 2000 cc Ian O'Hara (Lancia Beta Coupe, 50.72), Darren Weston (Ford Escort, 52.04), Liam Lavin (Nissan Pulsar, 53.74), Elizabeth Dowler (Honda Integra R Type, 59.77); 2001 and over: Peter Phillips (Toyota Starlet, 52.71), Michael Parker (Mitsubishi Sigma, 54.91), Mitchell Allwood (Falcon XR6, 57.30), Bill Evans (Commodore, 58.75), Bob Brown (Commodore, 64.95).

Production Rally Cars: Mike Anderson (Daihatsu Charade, 51.77), Ian Fettes (Daihatsu Charade, 52.14).

Sports Sedans up to 2000 cc: Gary Goulding (Ian Michel's Toyota Corolla, 50.99), Jeffrey Bird (Morris Mini K, 51.33), Tom Lane (Escort, 58.08); 2001 and over: Robert Souter (Nissan Sunny turbo, 52.06), Roger Bartlett (Escort turbo, 56.44).

Historic Groups; Group N: Kirsty McAndrew (Cortina, 56.74); Group Q: Vern Hamilton (Elfin 623, 44.41); Group S: Mark Cowley (Alfa Romeo 1750 GTV, 56.15), Bob Bear (Alfa Romeo 1750, 57.94). During the day Bob Bear found the braking ability of the Alfa faded. He still had a solid pedal but no braking performance. This was traced to the brake pipe being squashed due to the high inner sides of the trailer ramps. Seems these had closed off the brake pipe as the Alfa was unloaded. These have now been modified to eliminate this problem.

SPORTS CARS

Marque Cars up to 1600 cc: Richard Mattea (MG Midget, 61.49), Carly Mattea (MG Midget, 67.06); 1601 to 2000 cc: Peter Andrews (who reported the officials at the hairpin can hear you talk very loudly to your car to "please stop" as you brake for the hairpin the second time especially when you record a personal

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best time of 52.83 in your MGF), Greg Ashe (Fiat 124 Spider, 53.89), Craig Carlson (MGB, 56.60), John Price (MGB, 56.87), Malcolm Spiden (MGBGT, 57.11), Paul Zernike (Fiat 124 Spider, 57.18), Andrew Willesden (MGB, 61.89); 2001 and over: Mark Crespan (Cobra, 46.26), Roy Davis (Cobra, 50.36), Ashley Tyson (Datsun 240Z, 52.22), Greg Alderding (Datsun 240Z, 54.56).

Sports cars up to 2000 cc: Neil McLeod (Mactec Busa, 52.59), Dick Reynolds (Caterham Super 7 clubman, 53.27), Chris Johns (53.62) and Anthony Toft (53.80) both in the Suzuki Cappuccino turbo; Over 2001 cc: Steve Riley (MGB V/8 S/c, 50.31).

RACING CARS

Formula Libre up to 1300 cc: Michael Ciccotelli (Gladiator LC500, 44.89), Brian Kirkby (BNG#1, 46.55), Greg Bouwhuis (Eliminator LC500 Mk11, 47.39); 1301 cc and over: Warwick Hutchinson (Van Diemen RF92 RPV 02, 40.59).



Bev Cossor presents the Bob Cossor trophy to Warwick Hutchinson for FTD

TOP Fifteen

Warwick Hutchinson (winner of the inaugural Bob Cossor Trophy for fastest time of day at the Ironman hill climb), Vern Hamilton, Michael Ciccotelli, Mark Crespan, Steve Faulks, Brian Kirkby, Greg Bouwhuis, Mick McMillian, John Gilbert, Stephen Sauer, Steve Riley, Roy Davis, Ian O'Hara, Gary Goulding, Jeffrey Bird.

OVERALL IRONMAN RESULTS

Winner of both Ironman Open (outright winner competing in any vehicle) and Clubman (using the same vehicle for all stages of the event) was Steve

Faulks (360.72) from Mick McMillian (360.90). This was just 0.18 second separating both drivers and was the closest finish since 1986 where Giles Cooper and Alan McConnell tied for the overall award.

Overall results: Steve Faulks (360.72), Mick McMillian (360.90), Michael Ciccotelli (376.60), Ashley Tyson (396.33), Greg Alderding (402.90), Mike Anderson (406.57), Ian Fettes (410.56), Dick Reynolds (410.68), Malcolm Spiden (424.05), Liam Lavin (430.02), Carly Mattea (494.33).

Sean Fernance, the CAMS Sports and Club Development Officer for Queensland, was present to congratulate and present awards to class, event, overall winners. Bev Cossor and a number of the Cossor family were present to present the Bob Cossor Trophy.



Steve Faulks, 2010 Ironman winner



Michael Ciccotelli, highest placed MGCCQ member in overall Ironman competition



The Cossor family with the Hutchinsons and Sean Fernance from CAMS



Pre-War, T & Y-Type Weekend

By George Diggles; Photos by Tony Slattery

The weekend of 4th and 5th of September will be remembered by at least 50 of Pre-war, T type and Y type enthusiasts and wives/girlfriends as one of the most enjoyable and interesting outings that has ever been on their calendars. If the weather had been fine and sunny on Sunday, one could almost say it was a perfect MG weekend away, but we cannot control the weather unfortunately. The planning and execution of the weekend was very ably carried out by Tony and Debbie Slattery, representing the Queensland Club, and Murray Arundell from the Gold Coast Club, to whom we all owe a big vote of thanks once again.

The effort put in by Tony and Debbie to make up the programme and navigation sheets has to be applauded, as they travelled the proposed route at an earlier date and co-ordinated the motel bookings and the arrangements for 43 people for the Saturday night dinner, as well as arranging with Col. and Jacqui Schiller and Rob and Ferne Callow to view their wonderful car collections, organised the Saturday meeting point and morning tea at Rudds Pub, Nobby, lunch at Cambooya Ladies Bowls Club and the proposed lunch at Spring Bluff on Sunday. All this effort resulted in a very professional, 16 page, coloured 'Weekend Guide' complete with a full schedule of events, photographs, a list of participants and their cars and any passengers, navigational instructions, a detailed MG history on a yearly basis commencing in 1921 up to the present, the full Saturday night menu and even some coloured Classified advertisements of pre-war MGs for sale. This document is a collector's item in itself.

The idea of combining both the MG Car Club Queensland and the Gold Coast Club was also a very good one, bringing many old fiends together, all of them of the more mature set of pre-war, T and Y type MG lovers and the camaraderie was very evident during the whole weekend.

The Gold Coast contingent, including Nick and Gwynne Holman from the Qld Centre in their red TF, were led ably by Murray in his magnificent SA Saloon, navigated by Barry Gray and Dan Casey. They left on the Friday morning, met at Jubilee park at Beaudesert, then proceeded in convoy to Toowoomba, via the back roads through Kalbar, Harrisville, Rosewood and Laidley to Mulgowie where a leisurely lunch was had in the Pub, which is a great old country pub with Dan Casey-approved steak sandwiches. From Mulgowie it was more back roads to the Flagstone Creek road, which is sealed, but steep and winding.

The T Types made it OK, though the SA did not manage it in one go as the lack of a good run up, plus the load of three adults and their luggage meant the grand old lady had to pause three quarters of the way up to catch its breath. A thirty minute cool down was all she needed and they were off again to arrive in Toowoomba for the afternoon car park party which, as usual, carried on into the motel restaurant for dinner and more wine. Saturday, following breakfast, they convoyed out to Nobby via Greenmount and settled in at the Pub to await the arrival of the Queensland convoy which looked impressive as they streamed towards the Pub.

Many of the Queensland contingent met at the park in Rosewood for the 8.00am departure (waiting for the two sports cars, the NB special of Ross Kelly and TC special of George Diggles with Georgia Kelly in the Toyota back up vehicle) all of which arrived just in time. The convoy of MG Ys, the NB and TC, as well as David and Meryl Miles in the immaculate ZB Magnette proceeded behind Tony and Debbie who were showing the way in Bob and Hilary Boagey's lovely XPEG 1500cc engined Y sedan as they knew the route. Bob and Hilary were in their lovely cream Y Tourer.

We used the quiet sealed back roads, in very picturesque countryside, through Grandchester and Gatton and on to the Heifer Creek Road, with a snack stop at the quaint Ma Ma Creek store where the iridescent green Y sedan of Dick and Elise Pakeman from Laidley went past to much waving from all. George and Ross in the sports cars led the sedans from the store up the Heifer Creek Road, with a short stop at the Sir Leslie Thiess Memorial Park (where the Pakemans' Y was waiting), the road being a bit of a rough ride for the hard sprung beam-axled cars.

At the appointed time we all arrived at the famous little Rudd's Pub at Nobby to be greeted by the Gold Coast members with MGs parked on both sides of the road, TCs, TDs, TFs, Y Saloons and Tourer, Murray's and Col's lovely SA Saloons, MGAs and moderns..it was a sight that the locals would not have seen very often and many photos were taken while old friendships were rekindled. It was good to see Rob Baylis with his son Elliot in the red supercharged TC Special on a rare outing. This is a quick car and really sounds and looks the part with typical Rob style as he has not changed i.e. no spare wheel or hood to be seen (saves weight).

properties fairly comfortably. The morning tea in the Pub was typical country fare: jam and cream scones of massive proportion, and we all enjoyed the unique and temporarily crowded atmosphere inside the historic Pub.

Next we all went off as a convoy of MGs to the Cambooya Ladies Bowls Club, where we parked in rows outside, with many interested locals again wondering at the collection of interesting cars as they arrived. We soon filled the clubhouse and enjoyed fresh sandwiches and drinks provided very efficiently by the ladies of the club.

After lunch, we were off to see Col. Schiller's car collection, 'The Cambooya Collection' as described on his neat little colour printed booklet. This is housed in a large shed on the outskirts of Cambooya situated on a ridge with expansive views of the rolling downs country, a really interesting collection of early Morris and MG cars (all pre-WW2), as well as a unique wooden bodied 1931 Vauxhall. These have been collected over a period of 30 years and are a credit to Col and Jacqui as all the display cars are immaculate, the earliest being a 1925 Morris Cowley Bullnose, through flatnose Cowleys and Oxfords, to a 1938



The TC Special of Lloyd Muller leads the MG Convoy out of Cambooya

Our members from Stanthorpe, multiple car (and two TCs) owners Lloyd and Leigh Muller with Leigh's friend Karen were there to meet us with the black (ex Monty Schofield) TC Special to spend the rest of the day with the group. Also 'Cattle baron/MG owner' Wayne Henman appeared looking very much the local in his Land Rover, to much heckling from his old mates. He seems to be managing The House of MG and a few Warwick

Morris 25, including a very rare 1937 Morris 25/6 open tourer which was built for the Duke of Gloucester. The MGs are a 1929 MG 14/40 Mk 1V, a 1929 MG 18/80 Mk1 speed Model, a 1931 MG M midget, a 1932 J1 (only one in Australia) and his magnificent pale blue and black 1937 MG SA Saloon. We were all very impressed with this wonderful collection and the many project cars in various stages of restoration, to see and hear these

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early MGs had grown men drooling and wives were seen weeping.



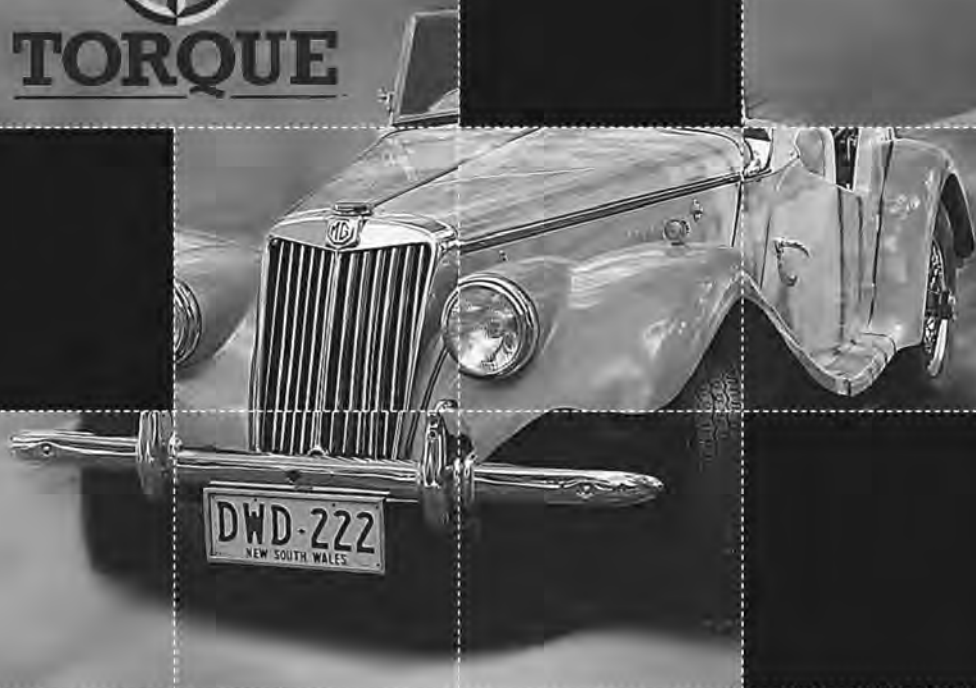
After Tony's short thank you speech to Col, we were off again back to the Bowls Club where a few cars opted to go their own way to Toowoomba. The remaining cars followed the Y type of Dick and Elise, as they had a car full of navigators and surely they would lead us back, but we did come to a main road and went right instead of left, the ladies admitting that they were chatting instead of navigating. However we eventually found the sleepy destination of Mount Tyson and its general store after some exciting driving over narrow sealed winding country roads in intermittent rain, with the roofless sports cars of Ross, Lloyd and George providing amusement for the following sedans.

After a quick refuelling for a few cars and a chat with the lady storekeeper who used to own an MGB, the convoy followed Tony and Debbie back to our motel in Toowoomba to be greeted by the earlier arrivals, most of them with glasses of various beverages in hand. So the usual pre-dinner drinks were had and as the rain started to set in, many cars were hastily covered for the night while their owners enjoyed the menu and drinks. Tony and Murray had organised a continuous video show of early MGs projected on to the wall of the Restaurant for our entertainment, then Ross Kelly showed his excellent CD of the adventures of the tour of Italy and England which he and Georgia had just completed with fellow members, Dino and Margaret Mattea and Ross and Chez. Letten. Ross entertained us for an hour with his great photos and witty descriptions of their exploits, all of which were very much appreciated by the crowd. The usual suspects, a couple of unnamed late stayers, were seen at the bar drinking a scotch after the more sensible ones retired to a wet Saturday night after a memorable and exhausting day's travel.

Sunday dawned wet with a couple of cars needing bailing out after almost continuous rain overnight. After a good buffet breakfast, many decided it was too wet to hang around Toowoomba and proceeded to go their separate ways, after short 'thank you' speeches by Tony and Murray. Murray awarded the trophy for the car with the smallest carbon footprint to Rob Bayliss, as his TC has no hood, spare wheel or jack! A bottle of wine each was also awarded to his own intrepid SA crew of Dan Casey and Barry Gray for navigating and enduring his company for the weekend! We were also then joined there by Frank and Sandra Hiscock who arrived from Warwick in their 'Compressor' Mercedes. Frank and Sandra own an MGTA and a couple of MGAs, (one the ex Robin Orlando twin cam and also a special self made V8 engined hot rod). Frank, who is a panel beater, also owns a Holden Monaro (will we forgive him??) which he had brought up to Warwick for the Monaro weekend there.

A few of the cars viz. the Y Types with roofs decided to carry on to see Rob and Ferne Callow's car collection at Highfield. George decided to leave his roofless TC well covered up in the motel carpark and went in the back seat of Tony and Debbie's Y saloon, a good move on his part. The Callow's property is situated off the main sealed road so the cars had to negotiate a wet and muddy drive of a km or so, but the trip was well worth it as Rob and Ferne had provided a well catered morning tea for all and the collection of vehicles and vehicle projects they have is very interesting and varied.

Rob had printed a nine page list of the displayed cars with a short history on each one, a list of 32 cars ranging from a 1908 Clement Bayard to a 1992 MGF. The collection also includes at least 6 motor bikes and one golf buggy (which was very handy in carrying the visitors around from shed to shed in the rain and was very capably driven by Rob and Fernes very young grandson). Bob guided us around and started up the Clement Bayard and his WW2 Ford Jeep, both very interesting cars in an extensive collection. Rob is also open to offers on his MGTC project car which at present resides on the back of a truck. After a couple of hours the rain seemed to be easing so we decided to make moves toward home from there, with Tony, Debbie, Bob and Hilary deciding to return on the quieter roads via Esk, and George hitching a ride in the Merc to be dropped off at the motel to tackle the highway in the roofless TC in ever increasing rain, which provided much amusement to the passing vehicles including semi trailers as he drove



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Lumley



Col Schiller in the 14/40
explains the evolution to the 18/80 Supersports

without a hood or wipers behind an aeroscreen. From all reports from the participants, this was an excellent weekend away and had the weather been kind on Sunday it would have been even better. We

all arrived safely home, at least 3 sports cars had wet drivers and a certain SA had a small leak, but that is MG driving in the best tradition.



TIM THE TECHMAN

Dear Tim the Techman,

My husband says that when we are driving in our MG and the indicators fail, he can extend his right hand to indicate right turn.

He also says I can extend my left hand to indicate left turn. I think the first one is correct but I don't think the second is correct.

Marilyn Green.

Dear Marilyn,

You can extend your right hand to indicate he should stop talking.

Dear Tim,

Our MG has a flat battery and my husband won't buy a new battery. He gets me to push the car down the road and he clutch starts it. I'm getting a big tired of pushing him down the road. What should I do?

Melanie G. Balding.

Dear Melanie,

Buy yourself a Harley Davidson and get a Tee-shirt that says "Eat My Dust".

Dear Tim,

When my sister and I go for a drive in my MG, she always criticizes my driving: I'm braking too hard, I should change lanes, I'm too close to the car in front. She bangs on and on and on. She is three years younger than me and she does not have a licence. I can't understand it because my parents don't criticize my driving; my two brothers don't either. How can I stop her doing this?

Marie Gibson.

Dear Marie,

Because she is the only one in the family who does this, it's time to tell her the family secret that she was adopted.

MG80

17 OCTOBER 2010

MG80 was a worldwide celebration of the founding of the MG Car Club. Although the first meeting of the club was held on 12 Oct 1930, the weekend of 16-17 October 2010 was selected for the 80th anniversary celebration to start in New Zealand early in the morning and travel westwards around the globe, passing through Kimber House, Abingdon, UK at noon and finishing in Alaska late that evening.

The MG Car Club of Qld celebrated in fine style. Even nature was with us producing a glorious, fine Brisbane spring day on Sunday 17 October 2010. As befits our club, a motorkhana at Willowbank was attended by some of the members to celebrate MG motorsport in the morning. This was followed by a late afternoon run attended by members and guests in 26 cars (21 MGs). The run departed the clubrooms at 4:30pm and travelled via Mt Cotton, circumnavigating our hillclimb facility and then on to Queensland's oldest licensed hotel, the Grand View at Cleveland.

There we met up with another 8 groups of members and guests for a refreshing pint of Old Speckled Hen; a beer that has been associated with MG since the 50th anniversary of the MG car factory in Abingdon. This was followed by a meal at discount prices in the Grand View's Emu Point Garden Restaurant.

It was certainly great to see the Grand View car park full of various MGs from MG TD to MGF TF and to hear the din of members and guests enjoying their dinner and each other's company in the true spirit of the Marque of Friendship.

This event would not have been possible without the help of Charmaine and Bernie Pereira. Charmaine suggested the venue and followed through to get a great deal on meals and Old Speckled Hen as well as an "MGCCQ only" car park right outside the restaurant. Charmaine also chased up the local media and organised MGs for the press photo shoot at the Grand View on the weekend prior in miserable rainy conditions. A big thank you to all those (Bernie and Charmaine Pereira, Clive and Anne Mulder, Peter and Gillian Smith, Peter and Debbie May and Neil and Narelle Mills) who brought their cars for the photographs that day.



RUN PARTICIPANTS

John and Marian Tait	MGB GT	James and Leona Keyes	MGB
Ron and Brenda Byrnes	MGB	Alex Elaine Gallacher	MGB
Bruce and Tip Ibbotson	MGC GT	Desley and Pat Collins	MGB GT
Kevin Trower	Commodore	Trevor Mills and Fred Enever	MGB
Barry Higham	MGB	Bruce Mutch	MGB
Greg and Rhonda Hannant,		Malcolm Campbell &	
Jan and Colin Newton	BMW	Des Slattery	Mazda MX-5
Charlie and Sandy Provis	MGB GT V8	Ian Peters & Kerry Horgan	Mustang
Wayne Richardson	Mazda MX-5	Glen and Chris Townsley	MG TD
Godwin Caruana	MGB	Bob and Robert Cuffe	Toyota Ute
Errol and Wendy Hoger	MGB	Elaine and Vern Hamilton	MGB GT
Tom and Ailsa Storrie	Subaru	Barry Smith	MGB GT
Jeff Jackson	Jackson Sportster	Matthew Johnson	MGB
Ken and Rebecca Wasley	MGF TF	Quinton and Janet Woolmer	MGB

Blair Salter and John Spencer Ian Fettes, Allan and Kaye Dansie Ray Pearson and Alisdair Jack Fred and Janene Koolstra Trevor and Karenina Taylor Barrie and Simon Hutton Gary and Judy Tucker Paul Lupton John and Tricia Cranley Douglas Cooper Harvey and Daphne Mills William and Beth Heraghty Bruce Hill Phil and Sue Young Tony Slattery Christopher and Pauline Lake	Lotus Elite MG 1100 MG Midget MGF MG TF MGF MGTC MG Magnette MGB GT Toyota MR2 Mazda 6 MGA Coupe MGB Fiat X/19 MGY Tourer MGA	John and Glen Boyce Chris Carswell and Dee Andersen Ray Upham and Norma Upham Denis and Diana Kelly Peter Smith Jeff and Pat Hesslewood Denis Thomas and Ronald Degroot Stuart and Wendy Gross Malcolm Spiden Robert and Frank Bear Ian Kirkpatrick and Daniel Casey David Hutchinson Bernie and Charmaine Pereira Graham Moore Bill and June Spall Robert and Hilary Boagey Terry and Lynn Jones	MGF MGC Lotus Elise MGB MGB GT Subaru Impreza MGB MGF TF MGB MGB MGA BMW Z3 MGB GT V8 MGA MGY Saloon MGY Tourer MGTC
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RAAF Amberley Avia

(28th Oct 2010)



How was it? Brilliant!
Or if you were inclined to be more expansive,
absolutely fabulous!

By Bruce Hill

Photos by Malcolm Campbell, Stu Gross and Elaine Hamilton (many many more are available for viewing)

At the wave of a hand and a wink and a nod from Captain Caribou (alias John Tait) 59 Club cars and 105 people penetrated the inner security sanctum of RAAF Amberley. Centre volunteers provided morning tea in heritage style with fruit cake and lamingtons on hand.

Normally ground-based Club Members took to tales of past lives in the skies with the RAAF, ably narrated and piloted by our own Captain Caribou. You could then take on board a raft of aviation facts as follows: it took seven and a half jungle wrecks to build two Douglas Boston Bombers, one of which is based at Amberley; the not so subtle strike power of the first F111Cs purchased by the RAAF and their longevity through updated avionics; the similarity of our national capital to the Canberra bomber (it was very difficult to get out off in an emergency); the lift and load capability of the C17 compared to John's Caribou; and the sense that despite the awesome statistics of the Super Hornet it has still got some work to do to be fully admitted into the hallowed halls of Australian military aviation.

Lunch, with sausages, chicken wings and lashings of salad, could be taken in the shade under erected canvas or you could seize the moment and park your chair and plate under the wings of John's Caribou. Lunch over, we were shown that Centre volunteers and Club Members do share a common genetic background through "the restoration of hopeless cases gene".

In their case this gene was to be brought to bear on the wreck of an Avro Anson found, classically, in a shed at Miles. To borrow from Top Gear this was the "Captain Slow" of the skies with a cheeky dorsal gun turret for show. With storm clouds building in the west and Club Members all too aware of their not-so-amphibious vehicles, departure from the base started in earnest at around 2:30pm.

My thanks, and I am sure that of others attending the day, go to John and Marion, Max Johnson and the Heritage Centre Volunteers and a succession of Australian Defence Ministers for making the day possible.

ation Heritage Centre Run



on the Day run page of the Club website)



Entering the base



Two modern classics



Machinery on display



An overview

RUN PARTICIPANTS

John and Marian Tait	MGB GT	James and Leona Keyes	MGB
Ron and Brenda Byrnes	MGB	Alex Elaine Gallacher	MGB
Bruce and Tip Ibbotson	MGC GT	Desley and Pat Collins	MGB GT
Kevin Trower	Commodore	Trevor Mills and Fred Enever	MGB
Barry Higham	MGB	Bruce Mutch	MGB
Greg and Rhonda Hannant,		Malcolm Campbell &	
Jan and Colin Newton	BMW	Des Slattery	Mazda MX-5
Charlie and Sandy Provis	MGB GT V8	Ian Peters & Kerry Horgan	Mustang
Wayne Richardson	Mazda MX-5	Glen and Chris Townsley	MG TD
Godwin Caruana	MGB	Bob and Robert Cuffe	Toyota Ute
Errol and Wendy Hoger	MGB	Elaine and Vern Hamilton	MGB GT
Tom and Ailsa Storrie	Subaru	Barry Smith	MGB GT
Jeff Jackson	Jackson Sportster	Matthew Johnson	MGB
Blair Salter and		Quinton and Janet Woolmer	MGB
John Spencer	Lotus Elite	John and Glen Boyce	MGF
Ian Fettes, Allan and		Chris Carswell and	MGC
Kaye Dansie	MG 1100	Dee Andersen	
Ken and Rebecca Wasley	MGF TF	Ray Upham and Norma Upham	Lotus Elise
Ray Pearson and		Denis and Diana Kelly	MGB
Alisdair Jack	MG Midget	Peter Smith	MGB GT
Fred and Janene Koolstra	MGF	Jeff and Pat Hesslewood	Subaru Impreza
Trevor and Karenina Taylor	MG TF	Denis Thomas and	
Barrie and Simon Hutton	MGF	Ronald Degroot	MGB
Gary and Judy Tucker	MGTC	Stuart and Wendy Gross	MGF TF
Paul Lupton	MG Magnette	Malcolm Spiden	MGB
John and Tricia Cranley	MGB GT	Robert and Frank Bear	MGB
Douglas Cooper	Toyota MR2	Ian Kirkpatrick and Daniel Casey	MGA
Harvey and Daphne Mills	Mazda 6	David Hutchinson	BMW Z3
William and Beth Heraghty	MGA Coupe	Bernie and Charmaine Pereira	MGB GT V8
Bruce Hill	MGB	Graham Moore	MGA
Phil and Sue Young	Fiat X/19	Bill and June Spall	MGY Saloon
Tony Slattery	MGY Tourer	Robert and Hilary Boagey	MGY Tourer
Christopher and Pauline Lake	MGA	Terry and Lynn Jones	MGTC



Gathering for the run



Ex-RAAF/RAF members
with "John's" Caribou



Just a few of the front-runners lined up ready to enter the race



The Caribou provides shelter

TIGHE CAMS

Rounds 4 & 5

MT. COTTON HILLCLIMB SERIES 2010

By Ace Reporter



Brant Rayment left the dry of the timing shed for a wet run in his Midget to win his class

When it rains at Mt Cotton, it rains and this was the condition faced by the competitors for round 4 of the Tighe Cams hill climb series. Conditions were variable over the event and thus the track surface did change so one had to be fortunate to run during a drier period to set a time approaching the norm.

REGULARITY AND HISTORIC

Andrew Willesden won the Regularity in his MGB with a loss of 36 points, substantially more than previous meetings because of the variable conditions. Next was John Tait (Mazda MX5, with a loss of 68 points) and Malcolm Spiden (MGBGT, down 125 points).



Bob Bear won the increasingly competitive Group S class

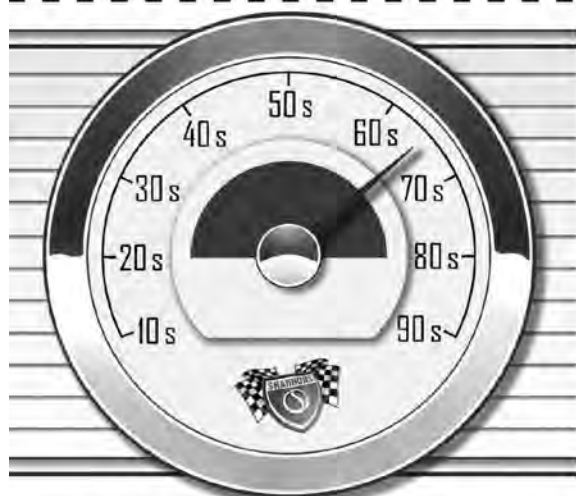


Umbrellas provided some colour as well as cover on a miserable day

Historic Groups saw Group K (Barry Smith in his Ford V8 Special, 64.16 secs); Group N (Neil Lewis, Ford Cortina, 49.67); Group O (Geoff Frizell, Elfin Mallala replica, 68.48); Group S: Bob Bear (Alfa Romeo GTV 1750, 54.14), Brendon Todd (MG Midget, 54.35) and Mark Cowley (Alfa Romeo GTV 1750, 55.11).

SEDAN TYPE

Production and Invited Cars up to 1600cc went to Graham Wood (Suzuki Swift GTi, 56.74), from Gary O'Mullane (Toyota Corolla, 58.08), Alan Roberts (Suzuki GTi, 61.61). In the 1601 to 2000 class Don Milner (Triumph Dolomite) proved quickest with a best run of 52.21, then David Jones (Ford Fiesta, 55.11), Dave Sidery (VW Type 1, 56.17), Darren Weston (Ford Escort, 56.41), Liam Lavin (Nissan Pulsar, 57.70), Elizabeth Dowler (Honda Integra R, 62.20) and Robert McAuley (Nissan EXA, 72.38). Scott Anable won the 2001 cc's and over class in his BMW 325 in a best time of 52.71, with Peter Phillips (Toyota Starlet GT, 54.78), Bill Evans (Commodore, 59.97), Roy Davis (Pontiac Trans Am 60.71), and Rob Brown (Commodore, 71.97).



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Improved Production up to 1600 found Scott Dean the fastest (Toyota Tercel, 49.90), followed by Steve Arlidge (Suzuki Swift GTi, 51.50), and Gavin McAlpin (Morris Mini, 61.19).



Danny Mischok makes a return to the hillclimb

Danny Mischok in his newly completed Escort returned to win the 1601 to 2000 cc class with a 50.45 sec time, then Shane Merrick (Datsun 1200 Coupe, 50.94), and Ken Krenske (Escort, 52.58).

Sports Sedans up to 2000 went to Tyson Cowie (Escort, 50.85), Jeffrey Bird (Morris Mini K, 52.80), Daryl Morton (Morris Cooper S, 54.96), Kirsty McAndrew (Datsun 1000, 58.70), ahead of dad Ken McAndrew (Datsun 1000, 58.81). Guy Nawratzki (Datsun 120Y) won the larger capacity class with a 51.96 sec run from Glenn Anable (BMW 2002 Turbo, 52.15), Neville Nawratzki (Holden LX Torana, 53.53), Doug Daniels (Ford Escort, 55.57), and Jeff Daniels (Ford Escort, 66.17 secs which is much slower than normal due to the wet conditions).



"There's a car in there and a driver as well" as the nuts show their worth

All Wheel Drive saw Michael Collins (Subaru WRX) well ahead in the class with a 44.19 time then Brendon Edgerton (Mitsubishi Lancer, 50.37) just 0.02 sec ahead of Jae Collins (Subaru WRX, 50.39), Michael Burke (Subaru Impreza WRX, 54.36), and David Shaw (Subaru WRX, 57.31).

RACING CARS

Ian Peters (Swift 93FF) won the Formula Ford class in 54.12, whilst Cody Collins proved quicker on the day in the Formula Vee class with a 55.99 run then Ryan Collins (56.84 secs) in their Hornet Vee.

Rod Johns (Norris Hawk Mk2A, 43.83) found a patch of dry weather to win the Formula Libre up to 1300 cc class as well as deny Michael Collins the fastest time of day. Simon Lake was next (Suzuki Escargot Mk2, 44.51), followed by Michael Ciccotelli (Gladiator LC500, 46.64), Brian Kirkby (BNG #1, 48.34), Greg Bouwhuis (Eliminator LC500 Mk2, 48.72), with Ian Fettes in the John Davies Robb Kawasaki in 53.21 seconds. The larger class went to Alan McConnell (Van Diemen RF87, 46.70), John Moore (Hi Jinx Buggy, 47.07), Warwick Hutchinson (Van Diemen RF 92-RPV02, 47.77), John Boyce (Kaditcha VW, 48.58), then Darren Duffield (RPV 01, 54.33, Darren runs a standard VW gearbox and not wishing to damage any of the internals did not throw caution to the wind but drove cautiously, thus the slower times than he usually records.

SPORTS CARS

Brant Rayment took out the Marque Cars up to 1600 cc class in his MG Midget with a 52.50 sec run ahead of Darryl Duncan (FIAT X19 Dallara, 55.61), and the MG Midgets of Allan Dansie (60.93) and Gregg Clarke (69.72). The Lotus Elises of Giles Cooper (48.72), John Prefontaine (48.84), and Ron Prefontaine (49.95) were the quickest in the 1601 to 2000 cc class then Pat Collins (Mazda MX5, 50.94), Don Robertson (Toyota MR2 Spyder, 56.88), Desley Collins (Mazda MX5, 59.08), Stephen Gallagher who had attended this year's Goodwood Revival meeting and displayed some wonderful photographs of the meeting, (MGB, 64.58). Barry Evans (MGBGT V/8) won the larger capacity class in a 50.79 time from John Broadbent (TVR Tuscan, 53.17), David Dumolo (another who had attended the Goodwood revival meeting, Triumph TR3A, 56.50), Roy Davis (in Mark Crespan's Ford Cobra, 57.15), and Jamie Trapp (MGBGT V/8, 62.81).

Bill Norman won the Sports cars up to 2000 class with a 46.31 sec run in his GEK Sports. The over 2001 cc class went to David Homer (Suzuki Swift Turbo Evo, 46.22), the Clubman Cars up to 1300 cc to Terry Johns (Esprit Sports 1300, 47.43) whilst the Clubman cars 1301 to 1600 saw Ainsley Fitzgerald (Westfield SE, 51.10) win from Ross Rundle (Westfield Clubman SE, 53.40).

TOP SIX SHOOTOUT

Michael Collins won the shootout for this round with a 46.24 secs time (the first time that a sedan since 1997 that a sedan has won the shootout) then Rod Johns (47.46), David Homer (49.04), Warwick Hutchinson (50.14), Alan McConnell (DNF), and Bill Norman (self disqualified). Bill omitted to turn

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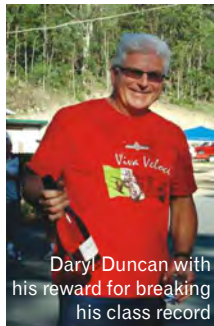
MG INFORMATION

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

on the oil scavenge pumps and deposited oil in the first loop. Alan McConnell was the following runner and steered to the outside of the oil which meant he was very wide on the exit which resulted in the Van Diemen spinning on the exit. Bill disqualified himself from the results as he felt this had spoilt Alan's chances to compete fairly.

After 10 runs we were happy to start the journey home in order to dry out some equipment and return for the next round.

Round 5 was held in fine weather on the weekend of 30/31 October.



Good weather for the 5th round of the Tighe Cams series produced faster times than seen for the last event with three records falling and Dave Homer establishing a bigger lead in the series. Dave was one person to set a new record (twice) while Daryl Duncan (Marque sports up to 1600cc) and Barry Evans (MG1601-2000cc) also broke records. Many

competitors also went home very satisfied with some stunning personal best times.

Although no one managed to break the 40s mark, there were a number of runs which came close, particularly in the best Top Six shootout seen for some time. Top Six winner was Warwick Hutchinson (40.06) from Rod Johns (40.10) and Simon Lake (40.43) showing that the Suzuki Escargot MK II is now challenging Darren Duffield to be next to break the 40s barrier. Alan McConnell was missing from the event as he will not be competing for the remainder of the year.



Fastest time of day went to Warwick Hutchinson and newcomer Aaron Cowper won Most Improved.

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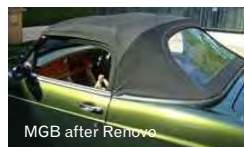
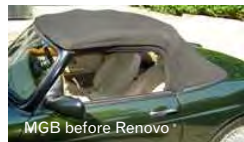


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Photo of Warwick in action by Malcolm Campbell



SPEED ON TWEED

From Warwick Williams' perspective

September 2010

We drove down to Murwillumbah on Friday morning, arriving about 10 am. I wanted to be in time for the midday parade through the town centre as it is as much fun as the racing. The trick is to slow up and let a gap appear between you and the car in front. You then have an excuse to give it a "squirt" to catch up. It's quite a novelty driving an open wheeler complete with open exhaust through town at lunchtime. Has a nice illegal feeling about it.

We had the usual bit of rain on Friday but Saturday and Sunday were thankfully dry and sunny. I had elected to pay the extra money for a premium tent so this put us in exotic company with Phil Powell with his Ferrari on one side and Digby Cooke, XJ 13 on the other and Dennis Geary with the little Lotus nearby.

I thought the track was about one second slower this year with tighter and narrower sections. There were quite a few delays because of over exuberant driving and a lot of gaffer tape was appearing on various cars. Our MG Car Club was

very well represented by, I think, 28 members. Apologies if I omit anyone in the results. As usual, my Maserati lookalike performed very reliably and I got 7 runs over the weekend. It was good to catch up with old friends again. An enjoyable week end.

Members Results as follows

Vintage Sports and Racing Cars.

Barry Smith	1935 Ford V8	53.48s
-------------	--------------	--------

Racing Cars 71 to 85

Vern Hamilton	1974 Elfin	43.69
Adrian Holmes	1982 Elfin NG	49.99

Racing Cars Post 1985

Alan McConnell	1987 Van Diemen	39.48*
Darren Robb	2007 Group A	44.07

Sports Cars Pre 1961 to 1969 Under 1600

Steve Purdy	1968 MG Midjet	49.07
Roger Marshall	1962 MG Midjet	49.17
Mike Allen	1967 Austin	49.20
John Lungren	1967 Lotus	52.57

Sports and GT cars Post 1969 Under 2000cc

Daryll Searle	1994 Amaro	48.10
Jeff Jackson	1979 Jackson	50.23

Sports and GT Cars Post 1969 2001 cc and over

Roy Davis	1970 Triumph	47.19
John Davies	1970 Bolwell	48.20

Classic Sedans 1961 to 1964 Under 2000cc

Ken Freeburn	1964 Ford	51.52
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Sedans 1965 to 1974 Under 2000cc

Gary Pitt	1973 Ford	46.75
Neil Lewis	1967 Ford	48.66
Mandy Tighe	1970 Ford	52.52

Invited Cars Under 2000cc

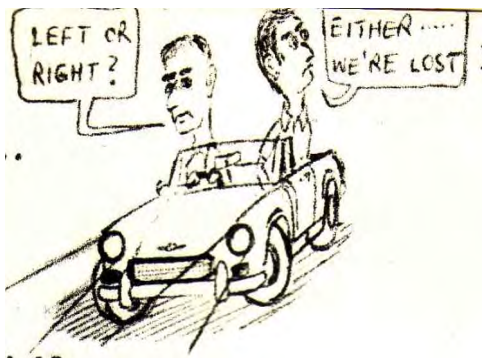
Bill Norman	2007 GEK	39.92
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Stephen Arlidge	1989 Suzuki	47.85
Tyson Cowie	1980 Ford	47.99
Scott Dean	1988 Toyota	48.35
Ben Cowie	1979 Ford	49.45
Alex Cowie	1980 Ford	49.98
Kristy McAndrew	1968 Datsun	53.62
Sasha Grbic	1979 Ford	56.18

Invited Cars 2001 cc and over

David Homer	1995 Suzuki	46.29
Rodney Blank	2004 Subaru	46.79
Warwick Williams	1956 Maserati Rep.	54.39

*- Fastest time outright



OTHER MOTORSPORT EVENTS

By Ace Reporter

(Graphic by John Campbell retrieved from the Archives)

MOTORKHANA

Inclement weather did not deter the event from proceeding nor drivers competing in the motorkhana on 5 September. Some suggest that a wet bitumen surface is the best conditions for a motorkhana as this adds a little spice to the day.

Twelve tests were run on the day being Atom, Offcentric, Nucleus, Eccentric, Double Garage, Waltz Slalom, Straight Slalom, Square Slalom, Double Bone, Corridor, Triple Loop and Mothballs.

MG members who ran were Brant Rayment (MG Midget in the AR class), Malcolm Spiden (MGBGT, class BR), Elizabeth Dowler (Toyota MR2, class CR) and Alan McConnell (Nissan Skyline, Class DR).

OCTOBER NIGHT NAVIGATION RUN

A good entry despite the rainy evening for the Multi Club run gave all a trip past the Caltex servo on Ashover Street then to pass the Trans Refrigeration and Air Conditioning Services to find the Willowbank Golf Club. Using some roads around the Pallara suburb took runners into Stapylton Road, then Dickman Road and Johnson Road to find hot chicken then down Paradise Road whilst watching for wildlife, finding the 2 metre flood depth sign and then the Aussie Hobbies.com sign.

Next to locate the intersection of Sunglow Court with Driftwood Street and, to ensure the crews did remain alert, the fiendish Director had the

"lefts" instructions to be interpreted as "rights" and vice-versa. This took all to Excelsa then Seena Streets for the Dental Surgery. Then more devious interpretations from the Director as the 'crossroads' became 'Tee junctions' and 'Tee junctions' became 'Crossroads'.

Hellawell Road led into The Avenue before the instructions reverted back to normal interpretation. Past the Sunnybank Hills Childcare to know that Edwin Westaway was the Pioneer of the Sunnybank area, locating the 4 horses in Floribunda Street, the Real Estate Agent in Christopher Street, and into Jackson Road to start a crossword pattern of instructions using map references.

These identified cross road references for sites in the Acacia Ridge area before returning back to the clubrooms as the rain intensified. MG members in the event were Brant and Selena Rayment (VW Golf), Ian Fettes/ Mike Anderson (BMW Z4) Mandy Tighe/Carly Mattea (Commodore), Malcolm Spiden (MGBGT), Don Robertson/Elizabeth Dowler (Toyota MR2 Spyder).

MOTORKHANA

On the World Wide MG80 day MGCCQ attended a Come and Try motorkhana which also was a final opportunity for some final practice for anyone competing in the Australian Motorkhana Championship on 24 October in Bendigo. The Multi club event attracted some Drift Car drivers who displayed their skill in motorkhana tests. Thus there was some friendly competition between the drift drivers and regular motorkhana runners as they displayed their car control skills by steering their vehicles at ever increasing angles and long drifts, without dislodging any poles as well as following the correct course.

Test chosen were Top Hat, Spiro Slalom, Bowler, Reverse Spiro Slalom, Pentagon, Oh What A Feeling, and Rats. MG members competing were David Homer (Suzuki Swift, class AF), Brant Rayment (MG Midget, class AR), Malcolm Spiden (MGBGT, class BR) and Elizabeth Dowler (Toyota MR2 Spyder, class CR).



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The forecast of rain showers did not dampen the spirit of the enthusiastic devotees of the All British display of classic cars which included Rolls Royce, Daimler, Jaguar, MG, Austin Healey, Morgan, etc. There were also the cars that Mum and Dad owned and drove such as Ford Zephyrs, Consuls and Prefects, Austin A40s, Morris and many others of similar vintage.

The event was well organised with a number of food outlets, and a display presented by RACQ rescue helicopter was well received by all. This day should be on every car lover's calendar.



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MIDWEEK RUN STRATHPINE BUNYA MOUNTAINS

22 September 2010 By John Tait

An unprecedented start of late with the first seven cars to arrive being MGBs and an MGC! The weather was threatening and we had a sprinkle of rain just prior to departure from Pine Rivers Park at Strathpine. However, the rest of the run saw us enjoy cloudy but pleasantly warm SE Queensland spring conditions.

The run went to Yowie Park at Kilcoy for the morning tea stop where we met up with Trevor and Joy Jones who joined the rest of the run. Charlie, Sandy, Kerry and Val headed off home after morning tea.

We had a very pleasant drive through rolling countryside and then the picturesque areas around Blackbutt. We arrived at the Bunyas at about 1:00 pm for a picnic lunch. After a chat and lunch, people started to head off. Trevor, Joy, Greg and Rhonda were off to Kingaroy for a wine tour. Bruce, Tip, John, Marian and Malcolm went for a walk through the cool

rainforest on one of the many tracks to Festoon Falls which was beautiful.

The Ibbotsons and Tait's headed home through MacLagan, Hayden, Crows Nest, Perseverance Dam (still very low) and Esk. From there, Bruce and Tip took the Mt Glorious route home while John and Marian went via the Brisbane Valley Highway. We ended up on some unsealed sections of road but the rain we encountered coming down the hill to Esk and on to Brisbane cleaned off all the dust.

All up, the day's drive was about 500 km from home to home and I enjoyed every bit of it!

Many thanks again from all of us to Trevor Mills for doing such a great job of organising the day and the run.

Participants were:

Trevor Mills and Fred Enever
Bruce and Tip Ibbotson
John and Marian Tait
Greg and Rhonda Hannant
Barry Higham
Bruce Mutch
Charlie and Sandy Provis
Malcolm Campbell
Kerry and Val Horgan
Gary and Dawn Lawrence
Trevor and Joy Jones

MGB
MGC GT
MGB GT
MGB
MGB
MGB
MGB GT V8
Mazda MX-5
Mazda MX-5
Hyundai Tucson
MB SLK 200

Red
Sandy Beige
Yellow
White
White
Camino Gold
Gold
Splash Green
Evolution Gold
Blue
Silver





Chapter Chatter

By Gurney T Clamp

CAPRICORN CHAPTER



Ted Pidcock, Don Madden and Phil Henry had the honor of leading the festival parade carrying the Pine Apple festival Princesses.

YEPPOON PINEAPPLE FESTIVAL

Once again members woke up to a heavy looking overcast sky but, despite forecasts predicting light showers along the coast, all who indicated that they would attend the Capricorn Helicopter Rescue Service charity run on Sunday in conjunction with the Yepoon pineapple festival did participate.

On behalf of the Helicopter service and the Capricorn Chapter we wish to thank those members of the club and the members of the public for their contribution to the helicopter service.

Members of the MG car club who provided their cars on the day were Janelle Thomasson, Terry Dwyer, Stuart and Ada Clark, Don Madden, Gurney and Gloria Clamp, Dale and Margaret Volling, Phil and Margaret Henry, Ted and Margaret Pidcock whose 1972 Green MG B Mk 2 won the Pine apple festival parade best classic car award.

Lunch was at the Yepoon Sailing club where Gloria Clamp made a presentation to Stuart and Ada Clark for what they did for the members at their property in September.

Apologies were received from Tom & Cathy O'Dea, Brian and Glenis Russell, Phil and Pam White, Ian and Linda Wilhelmsen.



Ted and Margaret Pidcock who won the best classic car award.



Line-up of cars



Ted Pidcock with his award winning MGB

The day started off in Rockhampton Kershaw gardens where once again Stuart and Ada Clark travelled in from Goovigen and met up with Brian and Glenis Russell from Biloela, Peter and Tracy Breed, Dale and Margaret Volling greeted guests MG car owners Gary and Robbie Galloway, Alex and Lisa Seirep joining in with the chapter for the first time. They then headed off to the Bondoola golf driving range where they met with the coastal group of Gurney and Gloria Clamp, Don Madden and Trevor Anderson, Tom and Cathy O'Dea, Ted and Margaret Pidcock. From Bondoola the combined group toured on the Yeppoon /Byfield by pass road towards Byfield, past the Yeppoon race track, Cooberrie Park then onto Nob Creek Pottery for morning tea in their beautiful gardens.

It was during this section of the tour that new members Ian and Rosemary Carlton joined in, in their everyday car. After arriving at Nob Creek it was realized that one of our members had difficulty in making a second left hand turn at vital directional changes so it was good to see Don finally make it! After morning tea the group then headed to the Byfield Markets at the Byfield General store, where the promised parking allocation for our MGs was difficult to find. A tour of the markets was followed by lunch at the Byfield store where most members enjoyed the much publicized huge steak burgers. The group then broke up and went their separate ways back to Yeppoon and Rockhampton.

During this tour members were asked about their preferences for our November club meet, which resulted in the Country / Western music club that meets at Cawarral on the 4th. Sunday afternoon being the nominated venue for November, where the members have been invited to join in with the club on Sunday 28th November commencing at 2.00 p.m. Burgers will be available for purchase during the afternoon.

Next year's program will include an over night visit to the Fairburn Dam in Emerald taking in the Mining Expo in Blackwater. A second trip to 1770 on the May Day weekend, and a trip to Awoonga Dam near Gladstone will also be included.

OCTOBER BYFIELD TOUR

Not a cloud in the sky greeted Capricorn chapter members on Sunday morning after several days of cool and wet weather throughout the chapter

Ian Carlton is rebuilding his 1978 MG B and we look forward to seeing it on the road in November.

Apologies were received from Terry Dwyer, Janelle Thomasson, Jo Emmert, Phil and Margaret Henry, Phil and Pam White.

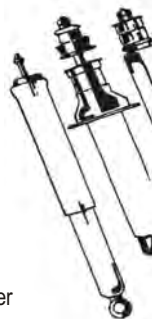
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**FREE 54 PAGE
CATALOGUE**

By Rick Neville

Chapter Chatter

DARLING DOWNS CHAPTER



After a week of on again, off again rain and plenty of gusty days Sunday 20 Aug dawned bright and clear with light and variable winds, a perfect day for a visit to the annual Festival of flight at Watts Bridge Memorial Airfield near Toogoolawah. Five cars left Toowoomba Information centre at 0900, not all of them MGs. Ken and Sylvia's new MGZT was of course one of the fold but we also had the honorary MG the MB CLK belonging to Denis and Imelda. Last time at Stanthorpe the Johns' excuse was a cold and wet day; this time apparently the MG Battery was at fault. As penance Denis was requested to bring up the rear, the fact that he had the most reliable vehicle on the run may also have been a factor.

The speed from Toowoomba was of course held to something that the panzer could handle, however Denis was heard to mutter something about being unable to travel at anything above second gear. He was still smiling however. At Hampton we picked up another two MGs and another honorary MG, this time it was Rob and Ferne's P5B Rover. From Hampton, we proceeded all stops out, as much as MGs will accomplish this feat, to Watts Bridge Memorial airfield via Esk and Toogoolawah. Brian decided that he would not bother with a breakdown at Toogoolawah this year and so we made good time to the airfield.



The gathering of aircraft was as impressive as in times past and we were treated to a number of formation flights of Tigers and Chipmunks. Perhaps the strangest looking aircraft this year was a Wilga which, with its unusual undercarriage, approximated the appearance of a praying mantis. The sounds of the radial engines forcibly reminded Brian of his most enjoyable birthday flight in a Trojan bringing back, in the process, some memorable sensations in the pit of his stomach. Morning tea and lunch were both held in the carpark and the day was such that a beach umbrella to provide shade would not have gone astray. On the way home Flavours at Hampton provided an excellent venue for afternoon tea/coffee. Once again while demonstrating his inventiveness, one of our members could not resist illustrating a technical point relating to 'bump steer' by drawing a diagram on the table using the ample amount of cream provided with his lemon cupcake. All in all it was a very pleasant day, mixing good weather, nostalgic smells and sounds of yesteryear aviation and good company.

Old motorcycles are almost, if not more, as attractive to some as old cars, and these folks were catered to with the run that Steve organised for 26 September. Unfortunately, the run, competing with a bad weather forecast, finals in the Rugby and the Carnival of Flowers, saw only three cars turn up for the trip to Haigsley Motor cycle Museum. The trip down the Warrego highway towards Gatton saw us dodging many potholes as a result of the recent rain. We should be rather proud; our access highway is becoming rather

notorious. The Museum is very well presented with over 200 bikes, both old and new. The first bike we saw was a Triumph with an engine capacity of 2400cc. With our cars capacity of 1800cc we were rather humbled and obviously weren't in the race. The main interest was in the early British bikes with members remembering stories of their youth and the places their bikes took them.



We continue to have the midweek gatherings each month and it was great to see so many take the time from their busy lives to gather at Pittsworth for lunch on 13 October. A turnout of 8 cars this time has, I am sure, resurrected our reputation at the Tattersall's Hotel after the poor attendance at our last booking there. Greg and Beth Newey were the only Warwick reps and had to travel the long way round to get to Pittsworth because of the unknown condition of the cross country roads. Very pleased they could join us. It was also great to see John & Helen Coverdale in their MGB (which is now running smoothly again). We also welcomed Bill Watson, another proud MG owner, to the group. It is encouraging to see quite a number of new faces lately. The food was delicious, the conversation lively, and the company enjoyable, so what else could you want after so many days of overcast skies and rain.

At the end of 2010 there will be a part changing of the guard in the Darling Downs Chapter. Brian Phillips, with the able assistance of June, will be taking on the role of Darling Downs Chapter Coordinator and Gary Lawrence has graciously offered to take on the role of Toowoomba Convenor. John and Ron have both offered to continue in the roles of Warwick and midweek conveners respectively and their offers are much appreciated.

This will be the last Octagon for 2010 and all members of the Darling Downs Chapter wish all other members of the MG motoring fraternity the compliments of the season and best wishes for the coming year. We hope that it will be all that you wish it to be. Safety Fast.

DARLING DOWNS ANNUAL TOUR

Sept 6-16 2010

By Brian Phillips

Day 1. It was a cold windy day as five cars assembled at Toowoomba Information Centre. As we proceeded south near Allora, the skies cleared and I congratulated myself that we were on time and everything was going well. Counting your chickens before they hatch is not a good idea as John Coverdale's car had decided to pass all its oil and water out the exhaust pipe. We left John in the good hands of the RACQ and proceeded on the planned route only to be held up with a truck rollover on Cunningham Gap. The unplanned morning tea stop there was a welcome diversion from the chaos on the highway as traffic built up. The Brisbane group proceeded from the planned meeting place and morning tea stop at Boonah to Rathdowney for the planned lunch stop. The Toowoomba group came up behind a cattle truck between Boonah and Rathdowney with the result that the first two cars, which were red and green, turned brown as the cattle all decided to relieve themselves. Smiling faces greeted us on our late arrival at Rathdowney where a pleasant lunch was provided. We then proceeded along the Lions Road into NSW, stopping at the railway loop tunnel for photos before heading down to Kyogle and the Goolmangar Motel complete with Peacocks and Molly the Dog where we indulged in Happy hour. John and Helen Coverdale rejoined us in their MG/Toyota.

Day 2. A beautiful day greeted us for the run to Evans Heads via Coroki. The return trip took us back to South Ballina where we took the MGs sailing on the ferry across the Ballina Heads. Afternoon tea was in Alstonville before the trip 'back home' to happy hour at Goolmangar. It was a lovely run through beautiful country.

Day 3. Nimbin was our morning tea stop. A recycled town, it all started with the Aquarius festival in 1972. It is a town with a different culture from the rest of Australian towns. Strange people, strange smells, strange colours. It is an eye opener. Uki in the Mount Warning area was our lunch stop where we competed with a bus loaded with Probus people for food. We won. The return trip took the group down near the coast to Mullumbimby then up to the rainforest to Minyon Falls where there was a large Python that did not want to let us pass. He did not like MGs and tried to bite every one that passed. Happy hour called us, so we returned

again to Goolmangar and the first of our Lovely BBQs.

Day 4. Two of our fellow travellers departed for Toowoomba to attend family commitments and later rejoined us at Armidale. The journey to Coffs Harbour took us via Casino and Grafton where we indulged in a Pub lunch on the banks of the Clarence River. Somebody's GPS got them lost as we departed Grafton so that most went down the Orara Way and some down the Pacific highway. We all arrived safely in Coffs Harbour in time for Happy Hour.

Day 5. This was designated 'Washing Day' so there was a late departure for the Scenic lookouts and northern beaches where the splashing in the water was interpreted as Whales. This is still in dispute. The Seagulls joined us for lunch on a headland north of Coffs before heading home to another happy hour and the Services Club for tea.

Day 6. Travelling in convoy on the Pacific Highway is difficult. We made our individual ways to South West Rocks where the ladies were interested in the market. After morning tea we made a visit to the old Trial Bay Jail where we did see Whales just off the beach followed by a beautiful lunch at the restaurant where the Governor's residence once stood. Happy hour was calling so we made our way home again to Coffs Harbour. Some one got hopelessly lost in Nambucca Heads when the GPS went to sleep. Then woke up and read the map upside down. A lovely BBQ, put on by John and Helen, was enjoyed by all.

Day 7. The near southern beaches were the destination for today's run. Sawtell, Maelstrom,

on the river and Urangan presented us with views of more lovely beaches and rivers. Happy hour and a BBQ tea merged into one tonight.

Day 8. Leaving the temperate coast at Coffs Harbour and climbing inland we followed the Bellingen River to its namesake town where we had morning tea and a walk through the town to view the local wares. The countryside is lush green with healthy looking cattle and tidy farms. Climbing higher up, waterfalls cascaded down beside the road on one side with fantastic views on the other. The lookout at the top gave us a wonderful view across the valleys, coastal plains and rivers. We could not see whales from there. Lunch was at the Tree Top Walk Way and was another enjoyable experience. Dorrigo where we discovered a steam train graveyard surprised us. About 40 steam engines and 200 carriages are all in a state of decay on a little known line that runs from Dorrigo to Glenreagh. The higher we travelled the colder it became so it was a quick visit to the Ebor Falls before getting back into the car. One of the few luxuries in an MG is the heater. Ours worked well so it was a comfortable trip on to Armidale and happy hour, then tea at the services club, where we were treated like royalty. Ron and Judy Gillis rejoined us here and Bob and Mavis Marsh joined us for the trip home.

Day 9. The Armidale Information Centre treated the ladies to a tour of Historic Armidale, while the men were invited to view a special private collection of Vintage Veteran and Classic cars that belonged to local car dealer Lyndon Hartman. Some of the cars were worth over \$2 million dollars. He intends to establish a museum to show them to the public. A trip to the Dangar waterfall and a tour around town took up most of the

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afternoon. We were treated like royalty again at the Service club again that night. A special letter of thanks will go to them.

Day 10. We read the rules of our accommodation before we left "No Alcohol in the Recreation room" and were glad we were leaving. It was a very cold day so the heaters in the cars were a blessing. The Mother of Ducks lagoon was too cold to stop at so we found a warm café in Guyra with a big fire which provided lovely coffee and raisin toast. A cruise past the Tomato Glass Houses of Guyra was requested so a little diversion was arranged. Inverell was our destination for lunch with the transport museum being the drawcard, with many types of vehicles on display. After lunch we headed east to Glen Innes and the last of our happy hours. The happy hour and BBQ quiz was won by card sharps Narelle and Rob Fraser. They won a tiebreaker from our official photographers Gary and Janis Lawrence. John and Helen Coverdale won the hard luck prize and were presented with a little MG as a reminder of their big broken one. A spider and our laughter cleared the dining room of all other diners so we were left to enjoy a delicious meal and desert.

Day 11 We assembled at the Glen Innes Standing Stones at 9am where we were greeted by a kilt-wearing Celt who gave us a history lesson on the origin of the Stone Circle. The cars were then arranged around the Stones for a group photo. After morning tea at the crofter's cottage we said our good byes and departed for home.



Participants were:

Helen and John Coverdale
Janis and Gary Lawrence
Mavis and Bob Marsh
Val Horgan

MGB/Toyota
MG TF
MGB
Mazda MX 5

Judy and Rob Gillis
Narelle and Rob Frazer
Meryl & David Miles
June and Brian Phillips

MGB.
MGB
MGB GT
MGB GT



By Ken Freeburn

Chapter Chatter

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

Sunny Cairns has not lived up to its reputation lately. Our sausage sizzle lunch on Oct 3 was a very wet affair but, even so, 11 members managed to brave the conditions and enjoy lunch at Ken and Anne's place. Anne made some new friends with her sherry cake for dessert. We were expecting a couple of new members to come down from Port Douglas but it was just too wet with something like 120mm falling in the area for the day!

Well, the rain continued until Oct 22 and fined up for our run on the 24th. Beautiful sunshine greeted us all as we met at Smithfield on Sunday morning. A fair selection of cars included Ken's MX5, Bob & Patty's MGA twin cam, Dennis & Sue's MGB, Cyn's MX5, John & Heather's TR3A and Justin's MGB. It was a good run up the Kuranda range and on to Mareeba and Tolga where we caught up with Ian in his red MGB before a stop for coffee in Atherton. Next leg was to Ravenshoe with a stop at Windy Hill to have a close look at the wind turbines. These massive windmills dwarfed our little cars as the cameras clicked and some climbed/scrambled up trees and fences for "the perfect shot". Leaving the windmills, we drove through Ravenshoe to our lunch destination, Woodleigh Station.

Woodleigh was first settled in the 1860s and the original homestead has been preserved complete with hessian walls/curtains, tables, chairs and

beds. Kate, our hostess and the homestead's owner, gave us a tour and talk on Woodleigh's history and how the roofing iron [still in fair condition!] was transported by mules from the port of Cooktown.

We were able to cool down, after the drive, under a massive 100 year old boganwillia. Temperature under the trellis was some 10 degrees cooler than outside. After a hearty lunch of some of Woodleigh's best steak and salad, Justin, our founding FNQ co-ordinator, was presented with a plaque from the MG car club with thanks and appreciation for his hard work and dedication. Kate was interested in our cars as was her dad so Justin offered her his MGB keys for a drive but she said she had only driven 4WD's and trucks. She settled or a spirited drive down her 3km gravel driveway in Ken's MX5.



The slab hut



At the windmills



The bougainvillea provides a shady nook

The trip back to Cairns was via the historic tin mining town of Herberton [more coffee] with a few stops at fruit stalls in Tolga and Walkamin.

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GT RADIAL

By Ian Bryant

Chapter Chatter

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

It's nearly here, of course! No, not quite Christmas but rellie visiting time on the Fraser Coast when hordes of rellies vaguely related to some member in the household descend uninvited around the New Year just to "see how you are". (When DID they last ring?). It's also the time to commence slowing down the rate of Wide Bay Chapter car runs so that the unsettling hot weather is ameliorated by more of the delightful local twilight runs and cold beer.

The midweek run to Emmaleys at Maryborough, led by Bob and Lyn Emslie, saw 20 members in 11 cars participate in delightful spring weather. The coffee and cake selection at Emmaleys again made liars of many and the recent heavy rains made the dry-shod crossing of Teddington Weir problematic. Bill and Liz Manns in their MG tF joined us on their first run with the Chapter, Peter and Jocelyn Gardener's Fiat made the distance and Bob Mortimer in Jan's Subaru was again made welcome. (We were informed that the MGB GT is "off the road"). Lunch at the West Side Tavern again proved enjoyable and of good value.

On Sun 26 Sep 10, Darrell Martin (MGA) was allowed, in Jackie's absence, to plan and conduct the Chapter EMR to Paradise Dam for a full-blown bbq. Forty-four people in 24 cars (18 of which were MGs) enjoyed a delightful day's driving in weather that only commenced clouding over later in the afternoon. Meeting at Childers for morning tea enabled the Chapter to welcome most of its Bundy crew, including new members Bill and Cheryl McCollum (MGB GT). It was a pleasure to meet up again with Eric and Janelle Beckman and Ian Games with Jill Grigg in their MGBs, and Allan and Kaye Dansie (MGB GT). Des and Joan See (MGB) managed to tear themselves away from the bowls club, and the MGBs of Blair and Joan Francis, Don and Elsa Kellam, Peter May and Joy Batchelor, Phil and Dianne Youel and Helen Bryant added the requisite tone. Mal and Sue McKenzie also had the opportunity to test their MGA's cooling

capacity, aided and abetted by the drivers of other MGAs, Patrick Mulholland, Dave and Margie Roberts and George Leceij (twin cam).

Yet another "coffee convoy" comprising 17 cars and 26 people and led by Bob Emslie Mercedes 2000slk, took a MWR on Wed 06 Oct 10 through Sexie Coffie and onto Burrum Heads for a lunch-time bbq. This very enjoyable and laid-back day provided the opportunity for some old friends to say G'Day: it was great to welcome again John and Sandra Carroll (Jaguar Mk2), and to chat again with John Shield (MGB) after his leave of absence. Trevor and Lorraine Drummond (MG tF), Gary Robertson (MX5) and also Keith McKavanagh (MX5) were joined by other part-time "grass widowers" Doug Ashcroft and his offside who extolled the virtues of their bachelor diet of beer, late night TV and bbq meat in t

A total of seven cars participated, one way or another, in the planned Joint Chapter's mid week run to Kingaroy 12-14 Oct 10. The core group of Ian Bryant MGB GT, Darrell and Jackie Martin MGB, David Hall and Lyn Hayward MGB GT, Dave and Margie Roberts MGA and Bill and Elizabeth Manns MG tF, was accompanied on the outward leg by Bob Emslie and Gary Robertson (Mercedes 2000slk) and, on the home run from Kilkivan, by Peter Boxall TR8. The whole run proved most enjoyable, with the weather fining up the closer we got to Kingaroy. Heading out through Kilkivan for morning tea, the group took the "roads less travelled" finding the Hivesville pub for a pre-ordered quiche and salad lunch, despite the vagaries of local signposting. Coasting through Proston, and other secret byways known only to the initiated locals, not us, the leisurely run into Kingaroy enabled the group to settle in quickly to the compulsory Chapter long trip away "happy hour" before adjourning to the Kingaroy RSL for the evening meal and happy four-hours. The next day saw the group drive via Nanago to the BP Dam picnic area for morning tea. Just up the road,

Jason and Sue Kinsella at the Moffattdale Ridge Winery make us very welcome, imparting tons of information on their very tasty wines. Additionally, we had an impromptu demonstration of beekeeping as an elderly native moved a hive of nuisance bees away from the entrance. After a sumptuous lunch at the Nanango RSL, an unscheduled stop at "Pottique" en route to Kingaroy was taken but our Cranes Wines visit had to be postponed to next time. Our run back home through Kilkivan and Woollooga was uneventful. It was a most enjoyable run however, with all the WB Chapter crew clearly impressed with the area and care and attention of Stephen and Robyn at the Oasis Motel. Regrettably, neither the DD Chapter nor the local Kingaroy car club were able to participate in this mid-week run, pointing up yet again the essential difference between the (mainly) retired folks in the WB Chapter and the workers in the DD Chapter and Kingaroy club

It remains for me, in conclusion and on behalf of all the 101 MGCCQ members/spouses carried on the Wide Bay Chapter roll, to wish ALL Club members a very happy Christmas and a prosperous 2011. If you can manage it and are intent on holidaying in the Wide Bay region, bring up your MG too so that you can enjoy the unique country runs that we conduct. You will be made most welcome, with free instruction provided on just how to avoid the plagues of VIC plated vehicles that infest this region at Christmas! he absence of their wives holidaying in Egypt.

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Car park at Paradise Dam



Morning tea at BP Dam

SOCIAL NEWS continued....

DAY RUNS & EVENTS

Weekend Runs

Sunday 21 November Early morning breakfast run to South Pine Dam and our last weekend social day run for 2010. This will be a re-run of the February run, however, this time we'll see if we can do it in fine weather rather than torrential rain. Meeting at Keperra Sports Grounds UBD Map 137 M4. Enter the parking area from Tramway Street via the narrow driveway between the Ferny Grove Bowls Club and the Tramway Museum. Meet at 7:00 am for 7:30 am departure. BYO breakfast, free BBQs and shelters available at the dam. Contact John Tait on 3376 1216.

Sunday 12 December - Pre-War. T & Y Type Christmas run and the last weekend social run for 2010 all welcome. Meet at Colleges Crossing for morning tea at 9.30am, then a pleasant short run through the scenic Brookfield area in time for a Sausage Sizzle at, 1 Wurinya St, The Gap. BYO liquor and picnic chairs (some chairs available).

If weather inclement or temperature too high for comfort, please feel free to arrive at our address at

approx 11.30 am. Your car will be visible while parked in street. Please RSVP to Marie & Cyril Bennett to indicate your interest for catering purposes, Phone 33003915, Mobile 0418458181, Email cyco@iinet.net.au

Midweek Run

Wednesday 24 November - This is our last midweek run for 2010 and one not to be missed for the end of year midweek celebration. Meeting at Arthur Earle Park Nerang, Cold Coast UBD Map 37 K2. Enter off the M1 from Exit 71. The park is on the inland (west) side of the M1.

Arrive at 9:45 am for BYO morning tea in the park. Departing at 10:30 am for a one hour run through the beautiful Gold Coast hinterland to Tweed Heads/Coolangatta Golf Club for a fantastic smorgasbord lunch for under \$20 per head.

RSVP essential before 20 Nov 10. Please respond to Bruce Ibbotson by email to namtan@eis.net.au or phone 3366 1889.

EXPRESSIONS OF INTEREST

2011 DARLING DOWNS CHAPTER TOUR

The 2011 Darling Downs Chapter Tour, Fri 19 Aug 2011 Sat 3 Sep 2011, will be the 5th in what has become a very popular and successful event. In recognition of this, it is proposed to have a tour that is rather special, a little ambitious, and somewhat out of the ordinary. It will include travel through Lightning Ridge, Cunnamulla, Charleville, Longreach, Emerald and Biloela among others. As a consequence we wish to gain an indication of the level of interest to know that the Tour, as

envisaged, is a goer, prior to setting all the arrangements in place. Expressions of interest will not be binding but will give an indication of the viability of the proposed tour, the details of which have yet to be finalised. Trevor Watkins has undertaken the task of organising the 2011 DD Chapter Tour and it would be appreciated if those who are interested in being part of this special event email Trevor at trevorwatkins@bigpond.com or, should you not have email, contact Trevor on 4635 8682 (leave message if phone unattended). Please have your responses in by 15 December.

NOMINATIONS FOR THE BRIAN TEBBLE AWARD

People familiar with the history of Mount Cotton Hillclimb will know that the late Brian Tebble, an early member of the MGCCQ, was instrumental in getting the Hill Climb circuit constructed. In recognition of individuals responsible for the ongoing work required for the maintenance and running of the Mount Cotton Speed Hillclimb Circuit, an annual award in Brian's name was formed two years ago.

Pat Walker and Greg Voltz were the recipients for the first two years and another important individual will be recognised this year.

The award recognises particularly outstanding efforts made by individuals who tirelessly work, sometimes

behind the scenes, to ensure that the facility's magnificent grounds are always looking their best and that events function smoothly. One person receives the award each year and nominations for 2010 are currently open.

If you know of any member not on the committee or any non-member who you feel deserves to be recognised please let us know through the contact details below. Nominations will close on 31 Dec 2010 and the award will be presented at the club's annual dinner and presentation of trophies in February.

Andrew Willesden

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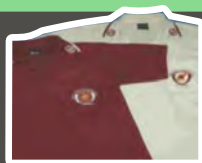
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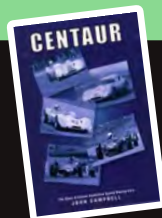
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BRENDAL, QLD 4500**

mgautomotive@gmail.com

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



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
- Handy Hints - Points of Interest & History
- Recipes & the like

Please submit your contributions to the Editor
GPO Box 1847 Brisbane 4001
or by email to vprojects@uq.net.au

Race Meetings



REMEMBER - THE CLUB'S SUCCESS DEPENDS ON MEMBER INVOLVEMENT!