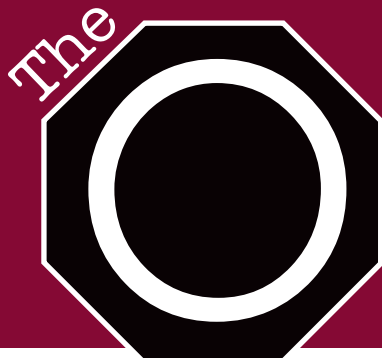


Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 6

November 2012



Speckled Hen MGB at MGB 50th birthday celebrations in the UK. Photo was taken by Shayne Baker of the Darling Downs Chapter who was at the celebrations.

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President's Report...

Another busy year comes to a close and the planning has already started for the coming year 2013.

Among the first events for the year is our Ironman Weekend on in early February, with the sprint again at Norwell and a Mt Cotton Hillclimb. March sees the Club being showcased with the holding of the annual MG National Meeting in Toowoomba. Planning is well underway, but our Event Co-ordinators (Carly and Richard Mattea) will still require help with the actual running of the many events. Please contact them directly to see what you can do to help your club. Mid-year is the Qld Hillclimb Championships to be followed up with the Australian Hillclimb Championships at Mt Cotton in November. Watch this space. Interspaced with these major events, is our usual array of hillclimbs, day runs, midweek runs, noggins & natters. Watch the calendar and our informative website (managed by Glenda Crew and Elaine Hamilton).

Recently, the Club held its AGM and the majority of the committee stood again. It is disappointing with such a large membership base that we have trouble getting the numbers to actually hold the AGM and also the lack of response from our members to run their club. The following, from Carly Mattea our treasurer in her AGM report, sums up many of my and other committee members' feelings:

In 2012, more than 2,500 receipts were processed, not to mention the number of payments made, cheques banked and credit cards processed. I hope this puts into perspective how quickly the MG Car Club of Queensland has grown in a relatively short period of time.

With this in mind, I would like to ask that all members contribute a small portion of their time to some part of the club. The MG Car

Club of Queensland is your club and without everyone contributing in some way, it will not be able to continue operating as it has in the past. We have a strong membership but unfortunately most members do not want to do anything to help.

For those of you that don't know, the hillclimb and canteen are the reasons that we are able to have this building we are sitting in tonight. The hillclimb and canteen are the club's main income streams. You may think that your membership fees each year pay for this building. No, your membership fees pay for you to receive the Octagon six times a year and they also cover the cost of running these clubrooms. They do not cover the loan repayments and interest on the loan.

If we don't have more members willing to help out, those that are doing all the work will soon burn out.

In essence, the Club needs you to VOLUNTEER to help. In the words of an old saying "It is better to give rather than receive" and "many hands make light work". Let us all see a change in the lack of action by many. It was rewarding to see the numbers who volunteered to help at the recent Aust Motorkhana Championships run by Holden Sporting Car Club. I am sure those present enjoyed their day in spite of their obligations. Let's see more of this!

I would like to thank all those who have worked for the Club in the varied programme of events; not only those who are CAMS officials and MGCCQ members, but all who have helped make our events successful in 2012.

Lastly, I would like to wish you and your family and friends a rewarding, safe and joyful Christmas. Enjoy your break from club activities; we look forward to seeing you again in 2013.

David Robinson
President

MG INFORMATION

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

	Name	Phone
MGC	Chris Carswell	3378 4140
	Bruce Ibbotson	3366 1889
MG V8 RV8	Barry Evans	3425 1695
MIDGET	Ron Clydesdale	3263 6575
MGF	John Boyce	3345 2530

Some words from Elaine...

Firstly, my apologies to those of you incorrectly captioned in the photos of 'Motorfest' in the last issue. On a positive note, they should have provided a few chuckles... unless you were one of the 'victims'!

Following our successful run to Cleveland in early October to the Grand View Hotel at Cleveland, one of the few places with Speckled Hen Beer on tap, it seemed appropriate that we finalise our MGB birthday celebrations with the Speckled Hen MGB spied by DDC member, Shayne Baker, at the British celebrations at Blenheim Palace on the same day as our participation in All British Day.

Included is photographic acknowledgement of those who took up the challenge to once again get 50 MGBs on display at All British Day. There were other models on display; they are not forgotten. Their day in the limelight will come. With the 'B' being the iconic model of MG, i.e. the one most 'lay' people associate with MG, it seemed only fitting that it get maximum exposure this year. After all, it's a long time to wait for the B's next big anniversary!

At least two of our members attended the British celebrations and took the time to write quite different but both very entertaining articles on their experiences.

In September three of our Chapters co-operated in a joint extended run organised primarily by the Darling Downs Chapter. Don't miss the report of this run in the Chapter Chatter section. Because the event covers three Chapters this well illustrated report is quite comprehensive. You will be amazed at the organisational skills needed to put this extended run together. An account of the run from the Capricorn Chapter's perspective is on their page of the Club website. Unfortunately there is no report from the Far North Queensland Chapter as both correspondents have been away.

Because our calendar for next year is not ready for publication, it has been possible to use space in the calendar insert to assist you with some Christmas

shopping ideas and a complete order form for your use. You will notice that we have been able to put the Brier Thomas Collection of motorsport photos back on sale.

As always Ken Trudgian, our Chaplain, has provided us with his thoughts for Christmas which he always makes relevant to the Club. Please take the time to read it.

We know that special articles are always well-received because we actually get positive feedback on issues which feature them. The item by Tony Slattery on the Charlie Jackson story brought forth many responses. The nature of some of these is such that Tony may be able to provide an update on the story in the future. Thank you to those who have shown such an interest in it in various ways.

John Preston has provided another interesting article. This one, unlike his others which were about his experiences from times past, is about times present as John and his wife Wendy are very active in their motorsport officialing and John's story relates to one of these experiences earlier this year.

By the time this Octagon reaches you there will be only four months to the National Meeting at Toowoomba. If you haven't decided on how you are going to contribute to it, please read the article from the organisers, Richard and Carly Mattea, to find out more.

This is the final issue of the Octagon for 2012. My thanks go to all those who take the time and trouble to comment on the magazine throughout the year. Your positive comments help to keep me motivated to continue. Closing date for submission of material for the January 2013 issue is the end of December. Barry Evans of MG Automotive has been a longtime advertiser in this magazine and you are probably aware of his ad inside the back cover. Barry is now updating his ad with each issue of the Octagon.

Best wishes to you all for Christmas and the New Year.

Notice Board

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

Fri 25 November

Tighe Cams Hillclimb series Rd 6

Fri 7 December

Tighe Cams Hillclimb series presentation of trophies at Tighe Cams. 47 Westgate Street, Wacol, Qld, 4074 starting at 6.30pm. Check website for updated information.

Fri 7 December

There will be NO Noggin 'n' natter but regular attendees are invited to go to the Tighe Cams Presentation of trophies at Tighe Cams (as above).

Sun 9 December

Clubrooms close for 2012 after the afternoon runs (Pointsoring) to the Clubrooms for a Christmas high tea. Details are on the calendar page of the website.

2013 confirmed dates

Fri 18 January

Clubrooms reopen for first Noggin 'n' Natter of the year

Sat 2 February

Annual dinner and presentation of Club trophies

Fri/Sat/Sun/Mon 29 March – 1 April

National Meeting hosted by our Club at Toowoomba

Sat/Sun 1/2 June

Queensland Hillclimb championships

Sun 16 June

Open day and Swap Meet at Mt Cotton Hillclimb

Sun 4 August

Concours at University of Qld

Fri 20 September

Annual General Meeting

1/2/3 November

Australian Hillclimb Championships at Mt Cotton hillclimb

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.

- Barry Lutwyche
- Sharyon Graham
- Wayne Clarke
- Harry Cox
- David Cummins
- Joe Dwyer
- John Garvin
- Peter Goodricke
- Rodney McNeill
- Colin Peaker
- Judy Peaker
- David Peaker
- Valerie Peaker
- Robin Shea
- Matthew Saul
- Mark Tagg



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Ken's Christmas Message



Vivaldi's "Four Seasons" concertos are a very popular piece of music, much loved by many. Each change of season reminds me of the beauty of that music. With the recent change of season, one in which we hoped for more rain, music of a different season is coming to the fore, the music of Christmas. It too has an appeal to many, even if the hot weather and the gift buying doesn't.

Another form of music which attracted my attention recently on a Day Run was the sounds of different MGs from the raspy notes to the quieter burbles. For MG drivers it is the type of music we all enjoy.

The Day Run also reminded me of something else which our club members enjoy. It is the camaraderie when we get together and the opportunity to talk about the things that are important to us and the things we have in common. These make us like a family. New members are like new children to the family, to be shown and taught our way of life. We care about and help each other, and when one passes away the grief is felt by us all, as when John Davies, who will be greatly missed, passed away. As this Christmas comes around our MGCC family's thoughts are with John's family.

Of course Christmas is regarded as a family time. I'm sure as many as possible will be at our Christmas celebrations. Christmas draws families together and allows people to spend time with those close to

them. Oh, and there's the Christmas trees, the Christmas gifts, food and more food (meaning post Christmas diets) and the gifts. For some it is the joy of buying that special gift, for others it is the receiving, especially for children. If you are like me it is sitting back and enjoying the exchange of gifts on Christmas Day. Mind you I enjoy receiving gifts too.

More than anything I enjoy reading the story of the first Christmas in the Holy Bible. It tells of the gift God gave, Jesus Christ, and the joy of what it means to humankind as they rejoice in receiving that precious gift.

So as you give and receive gifts this Christmas I pray you will pause to consider WHY CHRISTMAS? I also pray that this Christmas will be a time of joy and peace for all of you. I know there will be those who will grieve the loss of loved ones and our thoughts will be with you. But I'm sure that our family, all the members of the MGCC of Qld. and their families will encourage each other so that this season will be a special season for all.

May I and my family wish each one a very blessed Christmas and a happy New Year.

Regards

Ken Trudgian , MGCCQ Chaplain

Letter to the editor...

Thank you from Diane Davies and family

I would like to thank the MG Car Club for their support and friendship when my husband John Davies passed away in July.

As you know, John was heavily involved in the car club, and it was always a big part of our lives. My family and I really appreciate the kindness and assistance the car club committee, members and friends showed us, including hosting John's memorial service at the club rooms, transporting his racing car, putting on the drinks and food, providing photos and film of John over the years, sharing memories of good times, and many considerate gestures.

John would have been humbled and pleased with his send-off, which was just right for him. He would have been chuffed at the many kind words, and to see all those faces, old friends and new, who came from near and far. He would have loved to be there, have a glass or two of red, and talk about cars.

I won't name people individually, but we all know who you are. He loved his car club and you all meant a lot to him, and to me. Thank you so much.

Thanks

Diane Davies

Bits & Pieces



Making the news recently is Club member Hayden Cooper, son of Club member Linden Cooper, who has had great success in Australian Formula 3 this year. This has resulted in his winning the Forpark Australia Scholarship for driving talent, engineering ability and media skills. It provides him with \$50,000 towards his goal of winning the F3 championship next year. Hayden has run at Mt Cotton, firstly in a 125cc kart and then in a Formula Ford at the 2010 QHC resulting in his winning the Martin Tighe Trophy. He is pictured at the hillclimb in the Formula Ford and being presented with the trophy by Martin's brother, Dean.



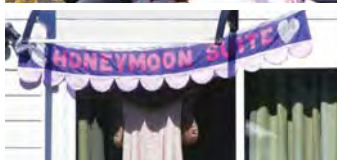
The Club now has a Facebook page. A search for MG Car Club of Qld or for Mt Cotton hillclimb will lead you to it. The Capricorn Chapter is also on Facebook; look for their page too.



While in the small town of Niagara in Canada recently Allan and Joyce Tebbutt happened upon their All British Day display. They of course thought of home and sent this photo back for us.



The Vintage Speedcar Assn of Qld held an Open Day on Sept 9. Their own members' vintage speedcars, solos and sidecars were on display along with cars provided by invited Clubs such as ours. These included Austin Sevens, Morris Minors, EH Holdens, hod rods and MGs. Our Club was represented by the Boyces' MGF and Barry Smith's MGB GT. The event was colourful and successful as can be seen by the photo taken from the clubhouse verandah.



Club member (hard worker, Pointscorer, ex-committee etc), Ian Fettes and fiancée Karen, married in New Zealand on 29 September. The wedding took place at Ian's brother's place at Okaramio, Marlborough, New Zealand. The property used to be the site of a school. The weather on the day was perfect and everyone enjoyed the event. The event itself was kept low key and followed by a lovely buffet lunch in the adjacent community hall that was specially decked out with silks and chandeliers to improve the atmosphere. The honeymoon suite is a sleep-out converted from the old school lunch shed!



Trying his hand at low flying on the recent extended multi-Chapter tour was Darling Downs Chapter Coordinator, Brian Phillips.

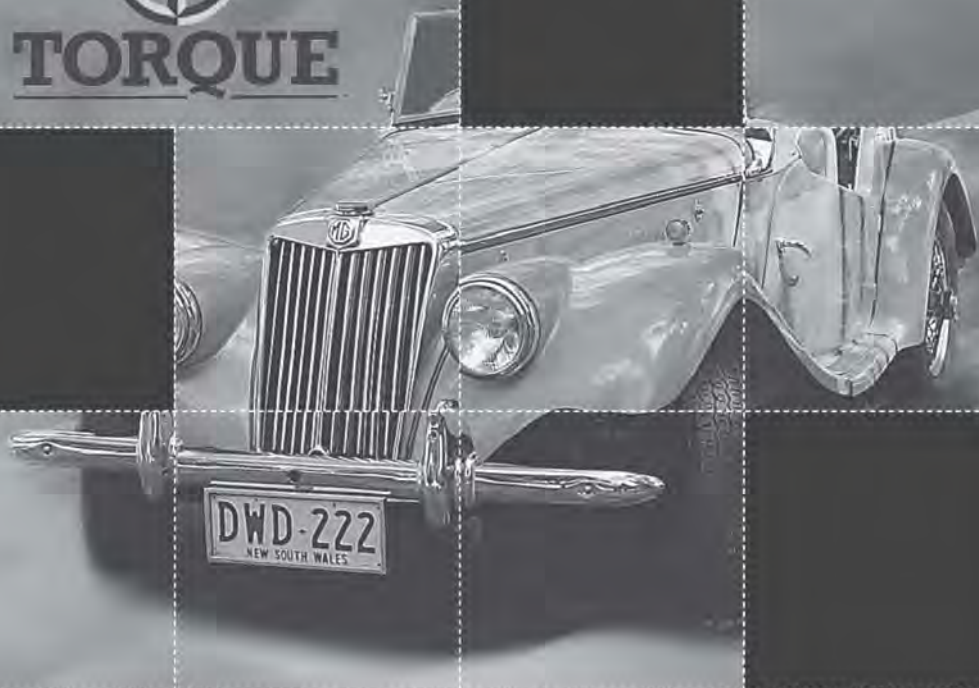
Marie and Cyril Bennett have just returned from an extensive Pacific Island Cruise which included a stopover at Hilo, Hawaii where they took this photo of the work bench and spare parts dept of an auto and bus repair garage. It made them wonder whether you would take your precious classic car there??



They made it! Pictured are the group including Ross Letten from our Club who completed the drive from Capetown to Cairo on 31 October. Hopefully we can look forward to an account of the trip from Ross on his return.



Some more photos taken by Shayne Baker of the Darling Downs Chapter who was at the MGB 50th birthday celebrations at Blenheim Palace on September 23, the same day as our celebrations at All British Day. Looks like the English turned on typically English weather while Queensland turned on typical Queensland weather! Look closely and you'll see that the green and cream B is prepared for the weather and is towing a boat. There is an article by Shayne on the full experience in this issue.



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Tim the techman



Dear Tim the Techman,

I don't know if this is real technical but it annoys me how cars names are getting these days. There is a car called Leaf. What have leaves got to do with cars? If you ask me... nothing!

– Martin Gubenhiermer.

Dear Martin,

The car manufacturers are trying to sound green. I have a brother whose head is full of petrol and he makes fun about car names. Alfa is alfalfa, Leaf is Leaf me alone, Audi is rowdy, All Japanese cars are Jap crap, Falcon is foul can, BMW usually called Beamer. He says Bummer, Hyundai is Hi and Die, Jeep is Heap, Kia is Kill ya, Porsche is porker. He drives a Subaru which I call stupid you.

Nominations for the Brian Tebble Award 2012

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 three years ago. This year another person will receive the award.

The award recognises particularly outstanding efforts made by individuals who tirelessly work, sometimes behind the scenes, to ensure that the facility's magnificent grounds are always looking

their best and that events function smoothly. One person receives the award each year and nominations for 2012 are currently open.

If you know of any member not on the committee or any non-member who you feel deserves to be recognised for their efforts this year please let us know through the contact details below. Nominations will close on Dec 31 2012 and the award will be presented at the club's annual dinner and presentation of trophies in early 2013.

Andrew Willesten
aswillesten@bigpond.com
0410 059 266

Vale

Delma West

It is with a very heavy heart that we have to advise fellow members and their families of the sudden sad passing of our dear friend Delma West of Gympie.

Wife of long-time member Colin West, Del will be best remembered by club members as having gone to many MG National Meetings, in their trusty MGB, over the last several decades.

They loved the trips we had to the far flung National Meetings as we would find different roads to come and go by in our MGs. These included from Adelaide - up the Birdsville Track. From Perth - through the centre of Australia via Giles, Ayres Rock, Kings Canyon, Lake Eyre, Strzelecki Track, and the Adventure Way. There were several trips to Tasmania finding different



roads all the way. Plus the Geelong National Meeting, when we went via the Great Ocean Road, where this beautiful photograph of them was taken in 2009.

Del will always be remembered as our quiet little mate. We will miss her terribly.

Col and her were off on a once in a life-time cruise on the Queen Mary 2 in America when she passed away.

She did not suffer and was enjoying herself. Happy Tripping Del.

Delia & Peter Rayment

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All British Day – A day to raise funds for charities

Photos by Max Johnson and Ross Kelly



Just two of the many workers



Larry and David in contemplative mode



An overview of some of the Bs



Albert Budworth reads the trophies for presentation

A non-traditional British Day greeted all the exhibitors and spectators at the Annual All British Day held at the St Joseph College Playing Fields at Tennyson on 23 September. The sun was shining brightly and a cool breeze blew through the trees where many of the car owners and families congregated whilst their immaculate vehicles glistened out on the playing field.

A record number of approximately 500 vehicles came to show their pedigree and catch up with their "brothers and sisters". Noticeable among them was the large number of MGBs (in excess of 50) which came along to celebrate the B's 50th birthday on the same day as the celebrations in the UK at Blenheim Palace.

Large contingents from three Mini Car Clubs as well as representatives of Sprite, Jaguar, Austin, Range Rover (from large off roaders to modern 4 door) and MG were all there along with smaller numbers from all other assorted marques, many well known to all and others less prevalent in this modern era. There were representatives from Jowett, Lotus, Morgan, Bentley, Simca, Singer, Humbers, Austin 7 and the list goes on. Officially run by MGCCQ, it was organised by All British Club stalwarts.

Albert Budworth and Richard Higgs were assisted by a team of helpers mostly from MGCCQ. Our Club looks forward to "picking up the reins" for the 2013 event.

Beside having the display of cars and trucks, there were trade stalls, the RACQ roadside service and battery display with the 'star' being the fully-crewed RACQ Care Flight Helicopter which put down on the back oval for approximately an hour for the adults and children to get up close to this worthy facility that we all hope that we will never have to avail of their service.

Overall, a most successful day for sponsored charities Qld Institute of Medical Research and RACQ Careflight and one that the involved Clubs should be proud to be associated with.

Winners of the major trophies were:

- ▶ **Best Veteran/Vintage:** Lindsay Jordan – 1929 Austin 7
- ▶ **Best Sports Car:** Mark and Janette Gillman – Mk 1 Austin Healey Sprite.
- ▶ **Best Motorcycle:** Paul Nunn – Triumph Tiger 650
- ▶ **Best Commercial:** David Hecker – 1970 Atkinson Mk 1
- ▶ **Best Club Display:** Queensland Mini Car Club
- ▶ **People's Choice:** Vic Agnew – Morris Minor Convertible
- ▶ **Owner's Choice:** Rebecca Gillman – Leyland Mini Panel Van





National Meeting

2013

Your questions answered!

This is a summary of a longer article from Richard Mattea entitled "MG National Meetings – an introduction for the Uninitiated". The complete text is available on the National Meeting page of our Club website.

When is it on?

Over Easter weekend 2013
i.e. from 29 Mar to April 1.

Where is it being held?

It is based on Toowoomba.

Who participates?

People from MG Car Clubs in Australia plus a few people from overseas.

How many people usually attend?

Generally 300 or more.

What happens over the weekend?

A range of social and competitive events.
Participants can register as SOCIAL or COMPETITIVE attendees.

Social events for everybody are as follows:
Noggin 'n' natter on Friday night; viewing of the Concours and participation in Theme night on Saturday; viewing of the motorkhana OR participation in the Kimber Run (non-competitive day run) on Sunday; viewing of the sprint and participation in the Dinner and Presentation of trophies on Monday; farewell breakfast on Tuesday.

Competitive events are the Concours, Motorkhana, Sprint and Observation run.

Do you have to own an MG to participate?

No ... and Yes

To register as a competitor, you must be driving an MG whether it is yours or somebody else's. It is possible to dual enter with a friendly and obliging MG owner. You do NOT need to have an MG to register as a Social participant.

When do registrations open and close?

Registration will open in late December and close a month or so before Easter.

How much will it cost?

The costs haven't been finalised as yet but, as a guideline, the cost of participating at Hobart this year was \$315 (early registration) or \$345 for a competitor and \$275 for a social participant.

Where do I find accommodation?

Contact Bev Clydesdale on 3263 6575 and she will help you with this.

Where can I find the answers to other questions?

Contact Richard Mattea on 0488 224 105.



The cars regroup along the way

October twilight run

Bernie and Charmaine Pereira organised a route from the Clubrooms to Cleveland which led the participants out and back through Mt Cotton and surrounding areas.

Unlike the previous time we assembled for a meal at the Grand View Hotel, the meal was served in our own special area making for a more convivial atmosphere. The venue was chosen because it is one of very few which has Speckled Hen beer on tap and many of participants took advantage of the opportunity to give it a try. You will notice the beer immortalised in the cover photo of this magazine.

Our thanks go to Bernie and Charmaine for organising the run, for liaising with the Hotel and organising a discount on the food and drink. Thanks also to the people below who supported the event.

Participants were:

Name	Car
David and Meryl Miles	MG Magnette
Dee Anderson	Peugeot
Barry Lutwyche and Jan Burke	MGB
Paul and Kerry Strange	MGB
Kerry and Val Horgan	MX5
Don and Ann Webster	MG TD

Conrad Heim and Ann	MG TD
John and Pat Walker	MGB GT V8
Bernie and Charmaine Pereira	MGB GT V8
Vern and Elaine Hamilton	MGB GT
Larry Ryan	MGB
David Robinson	VW Van

Those who went directly to the venue:

Errol and Wendy Hoger
Neil, Narelle and Hayden Mills
Gary and Dawn Lawrence
Dino and Margaret Mattea
Allan and Joyce Tebbutt
Peter and Gillian Smith



The Pereira MGB GT V8 at twilight

Rarely seen
images of
fantastic motor
car racing...

Lakeside the early years

Richard Croston
photography Brier Thomas



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

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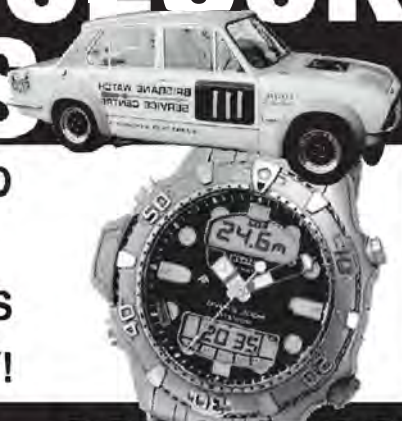
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Mid Week Run 24/25 October 2012

**Beenleigh/Tamborine/Murwillumbah/Byron Bay – By Bruce Mutch
aka Charlie Brown | Photos by John Tait and Bruce Mutch**

A new meeting ground has been found at the Albert River Park lands at Beenleigh and from here the group wended their way out through the canelands around Woongoolba Mill and Jacobs Well before going back over the Pacific Highway to Tamborine to the Botanical Gardens for smoko. It was a pleasant spot with plenty of birdlife.

After respite, through we went on to Canungra and Beechmont to the newly upgraded Hinze Dam. After lunch we made our way through the mountains at the back of the Gold Coast to the hinterland behind Murwillumbah through Uki and Stokers Siding (always wanted to visit it) and into the Tweed valley to The Tweed River Motel and a very pleasant evening beside to river.

A good meal cooked on the BBQ and good company Much enjoyed.

Then there were four to continue on the southern section of the two day run. We headed south on the Brunswick Valley Way to Ballina then to beautiful Lennox Head. The scenery was really something. There was time for Smoko for the men while the ladies went shopping.

A short visit to Lake Ainsworth to take in the sights (Wow) was made then it was off to Byron Bay to see the light house and enjoy a conducted tour.

The surf was beautiful and the board riders were aplenty, long rolling breakers made the spot popular. After lunch on the beach it was off home along the much improved Pacific Highway. This two day trip was a wonderful experience.

In summary, the roads through the mountains were excellent; the overnight Motel on the banks of the Tweed River provided good fare while we enjoyed each other's good company; it made for a very pleasant two day MG midweek run. Thanks, David and SS.



Participants were:

Name	Car/Colour
John, Marian & Matilda Tait	BMW 325ti/Silver
Bruce & Tip Ibbotson	MGC GT/Sandy Beige
Allan & Joyce Tebbutt	MGB/Blue
Errol & Wendy Hoger	MGB/Camino Gold
Warwick Gilbert & Norma Kelly	MG RV8/ Woodcote Green
Jan Burke	MGB/Red
David & Meryl Miles & Kerry Horgan	MG Magnette/ Grey
Quinton & Janet Woolmer	MGB/BRG
Colin Fox	Mazda MX-5/White
Geoff & Glennis Anderson	Jeep Grand Cherokee/Silver
Kevin Strower	SS Commodore/ White
Bruce Mutch	Subaru Forrester/ White
Tom & Ailsa Storrie	Toyota Corolla/ Grey
Jeff & Pat Heslewood	Subaru/Blue
Dennis & Diana Kelly	Toyota Corolla/White

Thank you to John Tait



John Tait, pictured giving a briefing at a run earlier this year, announced on this run that he will not be continuing as Convenor for the monthly midweek runs next year. John has done the job magnificently for the past few years and his commitment to the job will long be remembered and his organisation skills will be missed. On behalf of all mid-week runners who have benefitted from John's commitment to this role, I send him hearty thanks and best wishes.

September midweek-run

**By Denis Thomas | Photos by
Malcolm Campbell and John Tait**

Twenty cars and 'crews' met up at Upper Coomera before heading off in the great coastal weather to the mountains.

After travelling up and over Mt Tamborine we headed to Beaudesert where we enjoyed the town sights while waiting at the "traffic lights" in the main street. Channel 26 was working overtime with suggestions as to how to avoid these next time and all were ignored....as you would.

After making it through Beaudesert we arrived for morning tea at Wyaralong Dam at 10:15 so there were no complaints from the hungry travellers. Here we were joined by two more club members.



We travelled toward Boonah turning east through Roadvale where the lead car led five others astray in a great loop to get back on track to Harrisville. The others made it through OK proceeding through the countryside through Warrill View and Rosevale until we hit Rosewood. We proceeded through the township onto Walloon and then to our lunch stop in Kholo Gardens just off the Warrego Highway.



The weather was kind, the roads were typically MG-friendly and the company was great.

Thanks to all who made the effort to drive the goat track to the coast then off through the country.

Participants were:

Name	Car/Colour
Denis Thomas	MGB/BRG
John, Marian & Matilda Tait	BMW 325ti/Silver
Bruce & Tip Ibbotson	MGC GT/ Sandy Beige
Trevor Mills & Fred Enever	MGB/Red
John Von Hoff	MGA Twin Cam/White
John & Pat Walker	Commodore/White
Greg & Rhonda Hannant	MGB/White
Allan Tebbutt	MGB/Blue
Trevor & Joy Jones	MGA/Red
Neil & Margaret Taylor	MGF/BRG
Barry Lutwyche & Alex Carney	MGB/Red
Geoff & Glennis Anderson	Jeep/Silver
Malcolm Campbell & Kathy Burford	Mazda MX-5/ Splash Green
Jan Burke	MGB/Red
Kevin Strower	SS Commodore/ White
Bruce Mutch	MGB/Camino Gold
Kerry & Val Horgan	Mazda MX-5/ Stormy Blue
John & Glen Boyce	MGF/BRG
David & Meryl Miles	MGB GT/White
Terry Jones	MGTC/White



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Chapter Chatter

By Darrell Martin

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

Variety

"They" say that variety is the spice of life. If that is the case then here in the Wide Bay/Bundaberg region we must be getting well and truly pickled!

However, I must start this report with a large "Thank you" to the Members of our local Planning Group for the enormous amount of work they have put in over the last two months. I had been away and knew it had been busy but had it driven home when I looked at what had been happening. The Wide Bay Chapter has held 13 separate events in the last two months, many of them quite major undertakings.

And that is where the variety comes in, everything from Coffee to Wineries to Parking Skills to hosting Chapter visits. In fact we also did a bit of driving and even took part in a World Record attempt for the Guinness Book of Records!

We started September off with Lyn and Bob Emslie leading a quick jaunt out to Maryborough for morning coffee at a newly discovered venue. Attended by 14 thirsty souls in 9 assorted vehicles the coffee spot quickly grabbed the attention of those who like to feed their souls on all sorts of home improvement pieces. As is always the case on these runs, the talk was fast and loud and even, at times, wandered onto motoring matters.

Our next run took on one of the challenges we have in the Wide Bay Chapter – and that is getting as many of our group together as is possible. For those of you who don't know the area, we have two main population centres, Hervey Bay/Maryborough and, an hour and a half to the north, Bundaberg. On Sunday 9 September Barbara and John Shield tackled this by organising a BBQ at Woodgate, a pleasant little coastal resort about midway between the two centres.

Nine cars headed off from the Bay to meet up with another nine from Bundaberg. The variety of cars was outstanding with MGs and other notable sports cars of all shapes and sizes including a Datsun 240Z, a Daimler, the mighty Triumph TR8, a Mercedes and the pretty Mazda MX5. In all, 34 people attended for lunch and enjoyed either a BBQ or picnic. The weather was



Ready for a run



At Woodgate

perfect (as it usually is in our area) and a great time was had on the picturesque beachfront.

Even though the regional Chapters are somewhat isolated from each other due to distance, occasionally the opportunity does arise for us to get together for a little fun. So to add a little variety in our isolated area, our Chapter played host from 10-13 September to members of the Darling Downs Chapter on their way north.

The fun started on Monday the 10th when John Shield, David Carter, Ken Wilson, Mal McKenzie and Bob Emslie met the Darling Downs group in Maryborough to guide them through to their accommodation at Sanctuary Fauna Resort at Urangan. That night a most successful joint dinner was held at our local favourite Italian restaurant with almost 30 attending to eat, drink and be merry. From Wide Bay Chapter there were Barbara and John Shield, Ken Wilson, Margaret and Peter Elson, Jocelyn and Peter Gardiner, Joan and Blair Francis, Sonja and David Carter, Peter Boxall, Lorraine and Trevor Drummond and Susan and Mal McKenzie. The numbers were swelled by the Darling Downs Group who walked the short distance to the Restaurant and (rumour has it) managed to find their way back to the Resort unaided.



MG parking area



Improper advances at parking skills

The next morning, 5 cars from Wide Bay, plus the Darling Downs contingent, travelled north along the Bruce Highway to Childers for morning tea and then on to meet up with some of the local Bundaberg Chapter members at the Hinkler Air Museum. And what better after that than a short drive following Kaye and Allan Dansie to Bargara for fish & chips overlooking the Beach. After lunch Allan led the group through the beachside areas of Bundaberg to Elliott Heads after which the Hervey Bay based group headed home, arriving back at the Resort about 5pm.

Wanting to give our visitors a little more variety, on Wednesday the Maryborough Tourist Bus picked up the Darling Downs Group and some Wide Bay members for the drive to Maryborough, passing many of the local highlights on the way to Muddy Waters Cafe for morning tea on the banks of the Mary River. Close by was the Military Museum where the group feasted on the range of memorabilia, including the recently completed section for our former Convenor, Brigadier Ian Bryant.

Of course it was no accident that almost next door to the Museum is an historic hotel where the group was well looked after for lunch before heading back to the Hervey Bay Resort. I don't understand the significance, but am told that David Carter and Ken Wilson deserve a special

mention for putting aside their normal staid personalities and showing others how to have a good time. Other Members of the Wide Bay group who enjoyed the day were Margaret and Peter Elson, Susan and Mal McKenzie, Peter Boxall, Helen Bryant, Barbara and John Shield, Joan and Blair Francis, and Margaret and John Stutterheim. The Darling Downs group were led out to the highway the next morning and pointed north to Rockhampton.

Variety? Well, still seeking new and interesting things to do, on 15 September a small group took off for a well deserved break in the Cania Gorge region. Led by Eric and Janelle Beckman, Meryl and Gary Duncan in their B, Bill and Sheryl McCollum in their MX5 and Allan and Kaye Dansie in their Midget headed off on the Saturday and weren't seen again until late the next day. Rumour has it that a great time was had and it was placed on a "must do" list for other Chapter members.

Did I mention variety? Well, all was quiet then until 23 September when a few brave souls from the Hervey Bay mob took on a Perking Skills test... sorry, typo, that should be "Parking Skills Test", sponsored by David and Sonja Carter and Ellen and Ken Wilson.

The day started well with a drive out to Teddington Weir where the group was met by out of towners Sandi and Charlie Provis in their MGB V8. Suitably refreshed and ready for any challenge (well, almost) they moved on to Ken Wilson's monster shed to show their skills. Hot off the blocks was Joan See, dashing through the challenges with the aplomb of a seasoned professional. Peter Worland, although doing well in his Datsun, was accused of "improper advances" when he opened his door to get a better view of the test marks!

Others followed in quick succession, with the last for the day being Sonja Carter... whose skills left all present in awe. No points were deducted from the one driver who caused the judges to leap clear by leapfrogging forward while measurements were being taken. In the end, everyone was a winner with a great BBQ and friendship.

On the same day the Bundy Crew, 13 people in 7 cars, had a great time on the cold and windy Hummock, Bundaberg's only hill. Everyone turned up with their "chicken and champagne" (well, champagne for the ladies at least) and winter jackets. The highlight of the night was Ian Games and Jan Grigg providing much appreciated vocal entertainment. After dinner they all packed up quickly and hurried home to their warm houses.

On 7 October... yep, it was Barbara and John Shield again, this time leading the contingent out to beautiful downtown Burrum Heads for a BBQ lunch. And talk

about variety, there were 4 MGBs, 1 MGB GT, a Subaru, an MGA, a Suzuki, a Capri, an MGF and, of course, no party is complete without an MG TC. Some 19 people attended this, including Mavis Lloyd and her son Martin, John and Margaret Stutterheim and Helen Bryant.

The following week it was back to Bundaberg with a few of our Bundy members venturing along to the local Hot Rod Show, taking along a mixture of cars hoping somewhat in vain to blend in with the others. Car enthusiasts of all ages flocked to Bargara over that weekend to check out the MGs (oh, and all the Rum City Rods & Customs). One real highlight was a couple of fabulous looking "retro" caravans that were displayed however none of the MGs present were fitted with tow bars.

A few days later (no time for rest) it was a quick drive out to River Heads for the Hervey Bay based group to let the overseas backpackers admire our cars while we convinced them that NO, we were not loading them onto the Barge to go dune jumping on Fraser Island. From there a quick (and hot) drive back to Point Vernon for morning coffee and a chat. New members Val and David Peaker joined us in their immaculate Karmann Ghia and allowed us to take in their printed story of the car's meticulous restoration.

And if we thought the last run on the 17th was hot, try again. On the 21st we braved over 30 degree temperatures to head to Buxton for a coffee break before heading on to Childers and Vintners Secret Winery for lunch. The 10 hardy souls were rewarded with good food set in relaxing country surroundings.

Then it was back to the Bundy crew who had a great night attending a dinner at the Moore Park Beach Tavern on Saturday 27th October. Organised by Kelly and David Southgate, Ian Games came along with Jan Grigg, Meryl and Ian Duncan drove from Biggenden and stayed overnight so they could attend the dinner and Tracy Gable met everyone there as she conveniently lives in Moore Park Beach. As always with any Bundy function the company was great... and the food was delicious.

Did I mention variety? Well, on 27 October, with our CAMS Permit firmly clenched between teeth, members of the Hervey Bay mob went along to REPCO to help out in an Australia wide attempt to break the world record for the most number of cars washed in an eight hour period. With the profits going to the Girl Guides our group did no washing but acted as Marshalls, Time Keepers and... "Wash Scrutineers" to ensure that the job was done properly. Fortunately there were many adults present to help out as some of the younger

Guides had a little trouble reaching the windows on the convoy of four wheel drives that materialised from nowhere. Last reports to hand are that the record was broken and now only needs ratification by the Guinness Book of Records. Both REPCO and the Girl Guides have asked that I pass on their thanks to all who helped out on the day.

Breathing a sigh of relief, we ended our two months with an early morning breakfast run along the Hervey Bay Esplanade to have breakfast overlooking the Bay. And, despite what others may say, I DID see a Dugong playing in the water not 100 metres from our vantage point. Four MGBs, two MGAs, the Queen Mary (that's our local description of Ron and Lorraine Mills' 1949 Daimler DB18SS), a Toyota Crown and a Karmann Ghia provided our transport.

So, this period we have certainly had variety... in runs, destinations and attendances. I apologise for not mentioning everyone, but in all over the 13 events we had over 160 separate attendances. I think it's time for a sleep!

Safe driving all...



River Heads with the backpackers



Vintners secret winery



Breakfast on the Esplanade

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Chapter Chatter

By Brian Phillips

DARLING DOWNS CHAPTER

The last two months have been a busy time for the Chapter. A summary of our events follows:

10-18 September – Extended tour

Day 1: The meeting point for the start of this run was Hampton Visitors information centre where five vehicles and ten people assembled for this run. Northward bound we headed towards Yarraman for our first meeting point where some members departed and several joined us. Onward we pushed To Kilkivan to a quaint old pub for lunch. Some opted for the Café as the pub looked too quaint. Taking the back road via Woollooga and Netherby kept us off the highway till Tiaro. Arriving at Maryborough we were met by the Wide Bay group lead by John Shields. They then escorted us to Hervey bay and on to our accommodation for the night at Hervey Bay Fauna retreat sanctuary. A combined evening meal With the Hervey Bay group at the Italian Restaurant on the Esplanade was welcome after a long drive.

Day 2: Several local cars assembled to join us for the run up to Bundaberg, our first destination being Childers for morning tea. A bicycle marathon and extensive road works along the way to Childers caused us to be a little behind time. Our next port of call was the Hinkler Museum where the Bundaberg group had assembled. Seventeen MGBs departed the museum for the Hummock, the highest point in Bundaberg where many pictures of the touring assembly were taken. It was then on to Bargara beach for a feed of famous fish and chips. There is something very relaxing about eating fish and chips at the sea side, and feeding the sea gulls. We made a tour of the beach side hamlets of Bundaberg before the return to Hervey bay, where the first of our BBQ evening meals was enjoyed.

Day 3: No driving today as the Wide Bay group had wisely organised a bus tour of Maryborough and a tour of the military Museum for the tired drivers and passengers with morning tea at Muddy Waters Riverside Cafe and lunch at the post office hotel. We caught up with Helen Bryant at the Café. Arriving back at our accommodation some caught up on their sleep before the second of our BBQ teas. Several of the Wide Bay group joined us for tea.



Darling Downs Crew in Rockhampton



Morning tea at Yarraman



Fish and chips at Bargara



Morning tea at Maryborough



At Wreck Point, Yeppoon



Day 4: On the road again heading north John Shield led us as far as the highway. As travelling in convoy is difficult on the busy highway, we decided to meet at Gin Gin for morning tea. Bill Denham was experiencing car problems so decided to have his car repaired in Hervey Bay. With true MG mateship the Wide Bay members ensured he was soon on the road again with the assistance of an auto electrician. He and Helen caught up to us by lunch time at Bororen. At Callopie Historic village we were greeted by a smiling Capricorn crew where Barry Lutwyche was excited to see someone else owned an MG B rubber nose. The two rubber noses parked so close we thought it was some mating ritual. We expect to see some rubber nosed MG Midgets soon. We left the highway and followed the Rocky group via a quieter road which bypassed the road works on the way to Rockhampton. They led us in to our accommodation and joined us for tea at the nearby Leagues club.

Day 5: The run for today took us to Mt Archer, the highest point around Rockhampton. Traffic lights soon interrupted our convoy with half of us getting lost in the first five minutes. Mt Archer tested out our radiators

as the incline is severe. The Archer Park rail Museum and Steam tram terminal brought back memories of a bygone era helped by the sounds of a working railway station in the background and statues of ordinary every day people going about their business. Morning tea was provided by the Railway refreshment rooms. It is sad to see a way of life we were all so familiar with remembered only in the mists of time.

Our lunch venue was Mt Morgan Hotel reached via the razor back (the old cog railway line). The history emanating from Mt Morgan was shown to us as we took a bus trip around the town. The Mountain of Gold, the first Australian soldier to be killed on overseas duty, the different sections of the town, the Irish quarter, the Chinese section and the huge open cut mine now abandoned and full of toxic acidic water, a legacy of mining, were all included in the tour.

Day 6: Seventeen cars travelled to Yeppoon, Byfield, Rosslyn, and Emu park, visiting a flower farm and Nob Creek Pottery and enjoying the best burgers in Australia at Byfield. DD members were successful in the poker run but had to hand back the flowers as we were driving home the next day.

Day 7: Departing Rockhampton we travelled up to Dululu for morning tea where one car parked beside the grey water outlet only to be sprinkled with smelly water when the pumps operated. On to Biloela and Monto for lunch, before we met up again with the Wide bay group at Mulgildie who were on their way home from Cania Gorge. They travelled with us as far as Ceratodus. Over night was at Mundubbera where Cathy and Len Wallis joined us for our last evening dinner together. Narelle was awarded the wooden spoon for being the stirrer in the group.

Day 8: This day took us to Mundubbera, Durong, Jandowae, then the Bunya Mountains where we were joined by eight more members from the Darling downs group for lunch and the run home to Toowoomba.



Railway Museum at Rockhampton

In total twenty nine cars from three chapters and Brisbane were involved in the tour.

We would like to thank the members of Wide Bay and Capricornia Chapter for their hospitality and also making this tour a great success

12 September – Mid Week Lunch Run

The numbers for this run were down due to the extended Chapter Tour. Cobb's Coffee Shop at the Cobb & Co. Museum was a new venue for our monthly lunch get-together. It is a bit different from our usual haunts, but the food was generous and tasty and ambience interesting. It is amazing the number of 'locals' who haven't been to visit the museum, as the admission is free to residents of the Toowoomba Regional Council area, and the museum itself is one of the best in Australia.

22 September – Carnival of Flowers

Four cars turned up to the Carnival of Flowers display at Queens Park Toowoomba to assist in advertising our National Meeting here in Toowoomba for Easter next year.

23 September

Four of our members journeyed to Brisbane to be part of the All British day display.

30 September – Run to Allora and Leyburn

This was another relaxing run through the ever changing colourful countryside of the Darling Downs. Our meeting place was Dalrymple Park Allora where morning tea was enjoyed by those who came in seven MGs and one T model Ford to enjoy the day. The run through the back roads to Leyburn made us aware of the wildlife that roams these parts at night with sightings of several dead kangaroos and one very large black pig. Leyburn is a quiet little town most of the year but comes to life one weekend a year for the Leyburn Sprints when the roar of engines and the smell of octane change the pace of life. The Leyburn hotel put on a good lunch spread. The conversation turned to footy and the rugby grand final. The run home to Toowoomba through Felton is one of the most picturesque patchwork of farms in the Darling Downs.

10 October – Midweek Lunch Run Greenmount

With summer on the way and a hot sultry wind blowing heralding the oncoming rain, only six cars ventured out to Greenmount for the October lunch run. A cold beer and a good feed soon had us all chatting about world affairs and how we could put things right. Great to catch up with Ben and Angie Cain again.



The winner of the flowers was...



WBC and DDC at Ceratodus



DDC crew at Bunya Mountains



At the Carnival of Flowers

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Chapter Chatter

By Gurney T Clamp

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

Fundraising for the RACQ Capricorn Helicopter Rescue Service

Capricorn chapter members Ian Carleton, Gurney and Gloria Clamp, Stuart and Ada Clark, Terry Dwyer, Phil Henry, Robert and Yvonne Holbeck, Noel and Bronwyn Marriott and Rodger Warne all arrived at Beaman Park Yeppoon early. After consultation with doctor Terry on problems with her Triumph TR4, Jenny Hill arrived, ready to join in to help other Chapter members raise funds for RACQ Capricorn Helicopter Rescue Service by donating their time and MG to take members of the public for a short ride in their MG in Yeppoon. Money raised was given to the Rescue service representatives that were there on the day.

Yeppoon Breakfast and Swap Meet

It was a slightly foggy and smoky morning when Garth Barnes (MGF) and Terry Dwyer [MGB] set off from Kershaw Gardens to meet up with Stuart and Ada Clark (MGB GT) at the Yeppoon turnoff to begin our trip to the Keppel Bay Sailing Club for breakfast. Upon turning up at the new section of the club we

were told to cross the road to the older part of the club, which didn't open till 8 am. After a short wait we sat down to a lovely breakfast overlooking the beautiful Capricorn coastline. After breakfast we proceeded to the Yeppoon Swap Meet at the local motorcycle track and caught up with Martin Adamson who had a collection of old motorcycle parts for sale. Phil Henry arrived and after a look at everything on display, we headed off to Neils Rd for a quick trip back into Yeppoon where Garth led us to a secret sweet shop where many purchases were made. We were the proverbial kids in a lolly shop.

From there we headed off to the Keppel Bay Marina at Roslyn Bay to enjoy a great morning tea, in very pleasant surroundings. It was here that Gordon Kelsey in his E Type Jaguar introduced himself to those present inquiring about joining our club. We were by now starting to feel slightly full, but it was decided to end our great day with fish and chips at the Kinka Kipper at Kinka Beach a little further south along the Capricorn Coast. After we said our goodbyes and with very full tummies, we headed home.

Yeppoon Pineapple Festival



Members Rodger Warne and Bob Holbeck (pictured) carried Yeppoon Pineapple festival ambassadors in the festival parade.



Other cars at the Pineapple festival

MG TYme - Canberra

12-14 October 2012



by Ken and Ellen Wilson

Once again we are on the road, this time to Canberra for the MGTyme event held every two years. No competitions, no concours, only fun and frivolity. Leaving Hervey Bay on Thursday morning it was a pleasant 22 degrees, however it was a different story when we pulled into our accommodation at Dubbo that evening. The day had gradually deteriorated with rain and hail and by nightfall it was 4 degrees and time for a change from shorts and t-shirts to trackpants and jackets. Thankfully "Elly May" our 1947 YA was tucked up in her covered trailer.

Friday morning the weather looked a little ominous but we thought that if we took off really early we might be able to outrun the worst. Getting the car and trailer out of the full carpark was a little difficult but that is a story for another day. Fortunately the weather was kind and lunch time saw us rolling into Canberra to meet up with friend Tony Slattery. Tony had flown to Canberra on Thursday (missing all the bad weather) and gone to collect "MeG" only to find that her battery was flat and so the saga began. "MeG" was push started, made the trip to The Brassey and promptly refused to start again. A call to the NRMA determined that the starter motor was on the fritz and one helpful gentleman suggested a quick fix by giving it a belt with a hammer. Tony made a few calls; the late Alf Luckman collection of parts included starter motors and members of the Canberra Club sprang into action. "MeG" was booked into the club workshop and her starter motor removed ready for a replacement... three spares arrived but none of them were for a Y Type. Once again calls were made and offending part made it to the auto electricians for a quick repair

(if possible) at about 4.00pm. Not knowing whether the repair would be successful, or if possible at all, Tony made the call to Deb to pleeeaaase pack a starter motor in her luggage. Not knowing which one to pack, Deb made a call to friend Bill, could he come over and help. Bill made the trip in the trusty Commodore, got the correct part, Deb repacked luggage to fit it in and took off for the airport. Much later Bill was still at the Slattery residence waiting for the RACQ who promptly reported that the alternator was on the fritz in the Commodore and it consequently made the trip home on the back of a tilt-tray. Meanwhile back at the ranch... the auto electrician had been able to make a repair and it looked like "MeG" would be on the road once again. Tony and Ken would have time on Saturday morning to put the starter motor back in before we set off for the car display. 6.30am breakfast, 7.30am the workshop, 8.30am back to The Brassey. Needless to say "Best laid plans..."

Friday night was registration and a chance to catch up with others who had made the trek, and a trek it was for some. Stories and photos of travelling through rain, hail and SNOW were the norm and special mention must go to those who travelled in T types with no roof. Apparently RainX works just effectively on optical glasses as it does on windscreens.

A new day dawned on Saturday, verrrry



cold but fine weather forecast for the day. Back to “Best laid plans... Breakfast is 7.30am on the weekends so Tony and his intrepid helper set off for the workshop hoping the refit would be quick and painless and there would be time for a quick brekky before leaving for the car display. “MeG” was on the road again and ready for display with time to spare albeit no brekky for Tony. The display was at Rond Place with a backdrop of Old Parliament House across Lake Burley Griffin. The rest of the day was leisure time with some making the walk to Floriade, Anzac Parade and the War Memorial with the Celebration Dinner in the evening at The Brassey. A very enjoyable night which included guest speaker Harry Hickling with his story of a trip across North Africa in an MGSA. Good food and good conversation was had by all.

Sunday catered for the shoppers amongst us with the starting point for the run to Bungendore the Old Bus Depot Markets. There was one and a half hours to meander around the many stalls of local artisans and make any purchases that would make life just that little bit better. The convoy of MGs took off for Bungendore and what a sight it was, an endless chain with links

that caught the attention of many a passer-by. The route was great for MGs, although (message to the lady in the modern silver sedan) it is not advisable to pull out in front of a 60+ years old MG Y Type going downhill with 60+ years old brakes. “MeG” handled the situation like a true lady.

Lunch was served by club members at the Bungendore Railway Station, an old and lovingly restored building now used as small craft and giftware shops as well as a railway station. After lunch the rest of the afternoon was at leisure with some folks heading for the small shops in the village, some going to the Model Railway Exhibition and others starting on their trek back home.

We spent Sunday night in Canberra intending to take off after getting a replacement fuse for the GPS; only a fuse, no worries, no time at all (that's another story) and make the long journey back to Hervey Bay with an overnight stay in Narrabri. Well done to the MG Car Club of Canberra for a terrific weekend and despite the hail, sleet, rain, snow and breakdowns and because of the good times with both old and new friends we will be back again in 2014.

Flagging at Formula One

by John Preston

Those who follow Formula One on TV will surely have noted the introduction of coloured LED screens at selected Flag Points around the tracks. They were introduced about three seasons ago. The screens are about ¾ metre square and two sided, so as to directly face approaching and departing race traffic. When actuated, they can flash one of a small range of colours – matching the available colours of flags. Much of the time they are inactive.

So what is this system intended to do, and who operates it? At the base level, the screen mimics whatever flag is to be shown at the associated Flag Point. By virtue of it being rather closer to the track, and being self-illuminated, the screen in many lighting conditions is more readily visible to drivers from a distance than is a waved flag. The two reinforce each other's message.



However the drawback is that the screen can only mimic one flag at a time, whereas there are occasions – admittedly uncommon – where two flags (eg. a yellow and a white) are called for at the same time. I have seen no guidelines about this, but common sense tells me to prioritise which single colour to display on the screen. Similarly I have no idea whether ‘the Authorities’ would accept two physical flags being waved while only one colour is on screen.

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At the local level, the operation of the screen is under the control of the Communicator at the Point. This makes sense as the 'Flaggy' quite literally has his/her hands full with flags. There is another more important consideration in that the Communicator has a direct radio link with Race Control. This is traditional in regard to Communicators being first in line at 'Red Flag' situations. To save confusion and provide consistency, Race Control had increasingly been advising Flag Points when some flags (notably Blue and also White and Red+Yellow) should be displayed or withdrawn. With the introduction of screens, Race Control advice has now become mandatory at F1, with local initiative at the Point all but excluded. By and large, the objectives of the new system are being achieved.

As a consequence of this, an increase in responsibility and initiative for Communicators has developed partly at the expense of the Flag Marshals. Notably, the task of Flag Marshals has been reduced to mimicking the screen displays which have now become the dominant medium for alerting drivers. However even the scope for Communicators control is cut back, as Race Control sends over-riding instructions directly to screens in cases of Red Flags and 'Full Course' Double Yellows and opening lap Greens, cutting out the 'middle man' (or woman).

So exactly how does the Communicator control the screen? It is done using a metal, waterproof control box about 40 cm square by 5 cm thick. The 2012 version of the box has three sets of small lamps about 2cm diameter (two yellow and one each red, blue, green, white, red+yellow). Those in a line up the left side illuminate to show what colours (and thus flags) are currently displayed on the screen at the preceding flag point. There is a similar line along the right side of the control box showing the situation at the following point. And along the top is a set showing what the screen is doing at this point – to save the distraction of having to look up and across. There is a set of matching buttons – one for each colour – to set up or cancel a local screen display. In addition there are controls to activate the 'Safety Car' screen. Some buttons (notably red) may sometimes be disabled by Race Control.

I regret that I never took a picture of the control box at Albert Park last March. I have gathered a couple of pictures of the 2011 version of the FIA control box. The technology is still evolving, so the 2012 unit I described differs in several regards from that of twelve months earlier.



The Communicator will generally invoke a blue screen once the preceding point is observed to show a blue or on request from Race Control UNLESS it can be observed that the relevant overtake has been completed. In general nobody outside Race Control is authorised to commence a blue screen or a safety car sequence. While not quite so tightly controlled, the Red+Yellow and White colours are invoked locally like Blue, only on instructions from Race Control. However on another aspect, the Communicator may take an initiative to set a yellow if there is an incident of sufficient severity on his/her 'patch'. The 'system' will automatically invoke a 'green' at the following point. Obviously this means that your display may sometimes show a follow-up 'green' without any local input.

Here's a second drawback. When there are incidents (or one extensive incident) that affects consecutive points the 'system' was unable to cope. For instance, the second point is precluded from over-riding the follow-up 'green' and instigating another yellow or whatever (eg .red+yellow). The system remains 'locked out' until the preceding 'yellow' command is cancelled. We resorted to a 'work-around' with a request via race control to have the previous point to temporarily withdraw their yellow then reinstitute after we had actuated our yellow. It is to be hoped that this programming artefact will have been rectified by the time you read this.

From all this you can see that the Communicator task requires one to maintain attention at a high level non-stop for 90 minutes or more. Take this into consideration before you volunteer for this job at F1. Flaggies still get to see more of the action than Communicators – nothing new there.

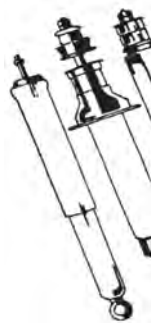
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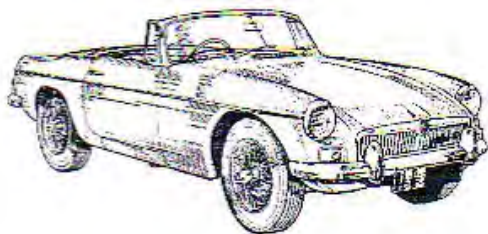
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CATALOGUE**



Cootamundra Sprints 2012

By Ross Kelly

One of the newer events on the motorsports calendar is the Cootamundra Sprints run by The Vintage Sports Car Club of Australia. This year was the 4th year of the event and was held on the runway at the Cootamundra airport on the first day of spring. George Diggles, Norm Goodall and Dan Casey provided the pit crew for me for the trip.

Winter was running late; on waking on Saturday morning a very cool minus three degrees with a heavy frost covering the cars greeted us. A short trip to the airport had the car unloaded and almost ready for action. The cold weather required a liberal dose of "Start Ya Bastard" to coax the MG NB into action.

It was great to see many familiar cars from past events in the car park including some of the best-looking MG TC racers of Brian George and Jeff Redman. MGs were well represented including Tim Shellshear's 1932 MG F Magna, the Kelly 1935 MG NB, and several TCs including Jeff Newey's delightfully original car, MGA roadsters and coupe plus a supercharged MG Y type.

The event is open to all pre-1961 cars and, with an entry fee of eighty dollars, is one of the best value motorsport events around. The racing starts around 10am with competitors able to race against the car of their choice encouraging good old-fashioned vintage fun.

The range of cars lined up certainly catered to all tastes with FJ Holdens and 203 Peugeots sprinting

for honours alongside Allards, Bentleys and Specials of every persuasion.

The MG NB had several good tussles with the 1934 Frazer Nash TT REP with honours split between the two cars.

Highlights of the long haul to Cootamundra were the floral displays of the wattles in bloom, a veritable green and gold in what is otherwise a very long twelve hundred and fifty-kilometre trip to Cootamundra.

Tim Shellshear, John Lackey and their helpers from the VSCCA are to be congratulated for running such a friendly relaxed vintage car event.



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Australian Motorkhana Championships – 14th October

Report by Ace Reporter



The foyer became the event office



The clubrooms were abuzz with happy eaters



The van parking bay became the scrutineering bay



Carly and Kristy had help in the kitchen

Although the Holden Sporting Car Club was the Club promoting the AMC, our Club assisted in a couple of significant ways. We made the Clubrooms available on Friday 12th for use for paperwork checking and scrutineering and also provided the venue for their evening meal.

Over the weekend a number of our members assisted with the organisation of each of the tests while others provided the catering. We also contributed by having a number of members amongst the large band of enthusiastic and very competitive participants.

The following thank you letters were received from members of the organising committee.

A big thank you to all of you for your assistance at the Australian Motorkhana Championship on Sunday 14 October 2012. Your contribution was very greatly appreciated by not only HSCCQ but by the competitors as well. It was mentioned at the Presentation Dinner that the contribution by MGCC, QMRQA and QF&R had made them quite jealous. Well done to all of you. I believe the results will be on the AMC website – either now or soon. Good to see a few Queenslanders among the winners. Having had a look through all the paperwork lying around after the event, I think it will take about a month for us all to finally finish with it for another 6 years. Take care and thanks.

Cheers
Mary Caplet

Hi All

Thank you to all the people who helped to make the AMC the success it was, in particular I would like to thank MG Car Club for its help, the event would not have happened without them. Thanks to all the AMC Committee for the effort they put in and particularly Ian for the work he did to make the new timing system and what he did on the weekend to keep it all going, Thanks Ian. All the feedback I've had from competitors, particularly southern ones, they thought the event was great. So thanks to all who helped.

Keith Butcher

Report of the Event

This championship, like the Australian Hill Climb Championship, rotates between the mainland states each year and so the event for this year returned to Queensland. As in 2006 HSCCQ promoted the event



which attracted a field of 69 competitors. In this field were eight past AMC winners including the defending champion Corinne East Johnston in her Honda Special. Drivers from NSW, Victoria, South Australia, ACT, six from West Australia plus many of the regular local runners competed in the event.

A Friday evening BBQ was held at MGCCQ clubrooms where scrutineering of vehicles was completed which included measuring the wheelbase of the production car which determines their competition class while classes for the motorkhana special cars is determined if either front or rear wheel drive. An opportunity for some practice on a basic course was available on the Saturday morning at the Willowbank Driver Training Centre. This provided many drivers the opportunity for those last minute trials to ensure all was working in readiness for Sunday. Also an opportunity for the timekeepers, observers and other volunteers to ensure they were ready for their tasks.

The twelve tests selected, of which a quarter must include some reverse direction, were run on Sunday: Hopkirk, Top Hat, Triple Loop, Straight Slalom, Paddy, Star, Diamond Slalom, Historic Straight Slalom, Reverse Garage, Bowler, Tryangles, Forward & Reverse Slalom with each driver having one run at each test and their accumulated time from all tests would identifying the champion.

Scott Bennett from West Australia is the 2012 Champion in his Turben Special (Cooper S engine, total time 251.79 seconds) from Corinne East Johnston (NSW, Honda Special, 253.67), David Beames (SA, Mini Special, 261.20), Aaron Wullemin (Vic, W-003 Honda Special, 265.47), Andrew Collier (NSW, Renault Special, 265.71), Noel Caplet (Qld, Renault Special, 268.99), Michael Exell (Vic, XL Honda Special, 269.04), Alan McConnell (Qld, Mini Special, 270.36), Bill McCarthy (Vic, Delta S2 Mini Special, 270.78) and Warwick Butt (NSW, Mini Special, 276.98) forming the top ten.

Top ten in the Production Car classes were: Gary Kotzur (Qld, Leyland Moke, 285.86), Peter Lephed (Qld, Mazda MX5, 293.13), Reece McIntosh (ACT, Nissan Skyline, 296.50), Kelvin Goldfinch (NSW, Leyland Moke, 296.53), Stewart Bell (Mazda MX5, 302.26), Gavin Turner (WA, Leyland Moke, 312.87), Terry Scharf (Qld, Nissan Skyline, 315.62), Andrew Mitchell (Qld, Morris Mini, 316.81), Michael Heslewood (NSW, Mitsubishi Lancer, 318.06) and David Elliot (WA, Leyland Moke, 318.68).

Class winners were: Gary Kotzur (class A), Peter Lephed (class B), Ken Graham (class C, 323.20), Reece McIntosh (class D, 296.50), Jeff Salmon (class E, Vic, Subaru WRX, 326.03), Scott Bennett (class F, FWD) and Aaron Wullemin (class G, RWD). Fastest Lady competitor outright was Corinne East Johnston



Neil manned the BBQ



All seats were occupied

with Janene Carrad (Qld, Commodore, 275.40) being Fastest Lady in a Production car, whilst in the Junior Driver categories William Bennett (WA, Turben special, 306.11) won the Outright group with Jeremy Lephed (Qld, Mazda MX5, 262.93) being quickest junior driver in a Production car. Handicap honours went to Reece McIntosh (225.57) from Peter Lephed (239.99) and Terry Scharf (240.12).

Following the twelve tests the top ten shoot out was held, with five runners from the Motorkhana Special classes and five from the Production car classes. Corinne East Johnston won the Outright group in 21.17 from Scott Bennett (21.34), Alan McConnell (21.57), Noel Caplet (23.37) and Andrew Collier who encountered some mechanical difficulty. Stewart Bell won the Production group in 23.87 from Reece McIntosh (23.97), David Elliot (24.37) and Terry Scharf (28.83).

MG members competing were David Homer (Suzuki swift, class B), Pauline Graham and Ken Graham (Datsun 1600, class C) with Alan McConnell (Mini Special, class F).

HSCCQ thanked the volunteers from various clubs QFFC, QMROA & MGCCQ for all of their members who assisted in the running of this championship meeting, timekeeping, observing competitors completed the courses in the correct manner, safety and compliance, providing lunch for the hungry volunteers, and generally ensuring this event ran smoothly.

TIGHE CAMS

'11 HILLCLIMB SERIES

MT. COTTON

Round 5

By Ace Reporter



Steve Purdy in a Mini, not a Midget



Peter Rayment, MGB



Don Milner broke the class record in his Triumph Dolomite

Although an overcast day for round 5 there was no rain to spoil the day. With the Australian Hill Climb Championships to be held the following week at Bathurst many of the 18 who will venture down either used the day as a bit of a test and tune or spent the weekend for some final maintenance inspections. Still a good entry attended the day which saw two new records, a class record to Don Milner and an MG record to Daryll Searle to record the fastest time by a MG around Mt Cotton.

Regularity, Rally and Historic

An all British car field ran in the Regularity class with 4 MGBs and a Cooper S. Shaun Rankin (MGBGT) secured the class win with a loss of 14 points (loss of points when drivers do not record the same time as they have nominated) from Peter Rayment (MGB, 24 points down), Stephen Callaghan (MGB, 33 points) Jamie Trapp (MGBGT V8, 60 points) with Steve Purdy in his Mini with a loss of 116 points.

Peter Rayment has owned his MGB since 1982 when he acquired the car as an accident wreck. It was rebuilt

at home downstairs between 1982 and 1983. The MG has been presented at several MG National Meetings with some detours such as down the Birdsville Track in 1993 returning from the MG National Meeting in Adelaide as well as the Warburton and Strzelecki Tracks in 1995 when returning from the MG National Meeting in Fremantle.

The Rally Car class went to Ray Evans (Escort, best time of 54.75 seconds) with winners in the Historic groups being Barry Smith (Group K, Ford V8 Special, 58.27 as no problems with the gearbox this meeting); Neil Lewis (Group N, Cortina, 49.11) from Kristy McAndrew (Cortina, 51.10) both in the up to 2000 cc class; Brad Stratton (Group N over 2000 cc class, Torana, 49.60) with Allan Dansie (Group S, MG Midget, 56.04).

Sedan Cars

The Production and Invited Cars up to 1600 cc was claimed by Lawrence Murphy (Suzuki Swift GTi) in 55.02 from the Toyota Corolla of Gary O'Mullane (55.71) and Scott Mackenzie (Suzuki Ignis Sport) with



Shane Merrick – Datsun 1200 Coupe



Craig Hornibrook made a successful return to the hill



Jeffrey Bird, Morris Mini K



Troy Moffitt

a best run of 57.50. The next capacity class of the group was a combined 1601 to 2000 and the 2000 and over where Don Milner lowered the class record to 2000 cc, previously held by Liam Lavin, from 50.02 to 49.84, followed by Murray Gauld (Hillman Gazelle, 56.48) whilst Peter Salmon recorded a best time of 55.07 in his 1750 cc turbo engine Alfa Romeo Giulietta, which gives competition capacity of a 2975 cc. Don Milner has owned his Triumph Dolomite since 1978. This was a private import into Australia from the U.K. The Triumph engine is the original engine and before this meeting Don's best time was 50.21 seconds. Don has been competing in sprints and hill climbs since 1994 following the years in the mid 1970's to mid 1980's where he drove a Ford Cortina in local forest rallies.

Shane Merrick was the quickest in the Modified and Invited cars up to 2000 cc in his Datsun 1200 Coupe (48.11 seconds) from David Jones (Ford Fiesta XR4, 50.33), Dave Sidery (in the dark blue not black coloured VW Beetle, 50.85) and Darren Weston (Escort, 51.80). The larger engine capacity class resulted in dual winners as both Scott Anable (BMW 325i turbo) and Craig Hornibrook (Commodore V8) recorded their best run in 47.87 seconds. Next in class was Cameron Hurman (Mazda RX7 turbo, 49.38) then Barry Hayes (Commodore S/c, 49.69), Jeff Oldham (Datsun 1600 turbo, 50.54), Mitchell Allwood (Falcon turbo, 50.84), Doug Anable (BMW 325i, 51.23), Dennis Simpson (Suzuki Swift GTi turbo, 55.08) and Jonathon Anable (BMW 325i, 56.09). After Dennis Simpson had run his Porsche 933 in the 2011 Targa Tasmania Tour he purchased his Suzuki Swift which he described as a "non-runner" having a blown head gasket. After an engine rebuild, installation of a turbo kit and Tighe cams with development support from David Homer, Dennis runs the Suzuki in hill climbs and sprints.

Scott Doyle, Danny Mischok and Ken Graham took out the Improved Production classes. Scott won the up to 1600 cc class with a best time of 50.40 in his Escort from Matthew Saul (Daihatsu Charade, 58.95) Ian Dalglish (64.19) and Noel Dore (66.72) both in a VW Type 3. The 1601 to 2000 cc class was the Escort class with Danny Mischok being the faster in 47.29 from Neil Englund (52.21 seconds). In the over 2000 cc class Ken Graham led home Pauline Graham in their Datsun 1600 SSS, Ken's 47.50sec run to Pauline's 47.86 time. Ken had won class C in the 2012 Australian Motorkhana Championships whilst Pauline was second in the Ladies Production class proving the versatility of their Datsun.



Barry Kunowski in his F1 Kart winning the Superkart class

Wins in the Sports Sedan classes went to Jeffrey Bird and David Malone. In the up to 2000 cc class the Morris Mini K driven by Jeffrey Bird recorded a best time of 49.07 secs just ahead of Daryl Morton (Morris Cooper S, 49.23) and Tyson Cowie (red Escort, 50.17) until an axle trouble halted Tyson's further runs on the day. David Malone was the fastest in the over 2000 cc class in 44.15 in his Torana XU1 ahead of all the turbo cars of Jeff Daniels (Escort, 47.31), Doug Daniels (Escort, 47.60), Glen Anable (BMW 2002, 50.54), Alex Daniels (Escort, 50.88), Roger Bartlett (Escort, 54.34) and Gary Rand (Leyland Clubman GT, 61.92).

Troy Moffitt won the All Wheel Drive Forced Induction class in his Mitsubishi Lancer in 44.21 from Tom Whelan Subaru Impreza 51.13. Troy has recently purchased his Lancer and uses the car over a variety of events such as autocross, dirt sprints, hill climbs at Mt Cotton, Noosa and Bathurst and circuit sprints at Eastern Creek. His goal this meeting was to record a faster time than the previous owner of 45.70, a goal Troy achieved.

Formula Cars

The Formula Ford class was won by Ian Peters in his Swift 93 (54.87 secs) while the Superkarts class went to Barry Kunowski (Formula 1 F1 Kart, 46.92) from the Dino Kart of Charles Catanese (51.12 secs). Paul van Wijk (BKZ 07) set fastest time of day and won the 750 to 1300 ccs class with a 41.16 sec time from

Jim Milliner (OMS 200m, 42.82), and Graham Arnold (Prosport RB1 – ZX9, 50.65) whilst Stan Pobjoy (VW special turbo, 42.29) and John Boyce (Kaditcha VW, 44.84) ran in the 1301 cc and over class .

Sports Cars

Ainsley Fitzgerald won the Clubman class in his Westfield (46.17 secs) from Brian Pettit (Westfield SE, 46.36), Paul Masterson (PRB7, 46.72), Jason McGarry (Caterham Super 7, 51.67), Jon Young (Caterham Super 7, 52.54) and David Reynolds (Caterham Super 7, 53.31). Lotus Club President, David Reynolds, has been competing in hillclimbs and Sprints for about 27 years. Currently runs a normally aspirated Ford Kent push rod engine in his Caterham, which was imported from Japan. Likewise Jon Young also uses a Kent engine in his Caterham. Jon's car was imported from Japan around 2007 and Jon acquired it in 2009. This is Jon's first season at Mt Cotton having participated in the first Come and Try day in February this year and he will compete at the Noosa hill climb later his year.

The Sports cars class up to 2000 cc went to Chris Johns (Suzuki Cappacino turbo, 48.16) ahead of Mark Cowley in his Alfa Romeo GTV with a best run in 49.36 secs. David Homer won the over 2000 cc class in his Suzuki Swift EVO turbo (44.25 secs) then Jeffrey Graham (Mazda MX5, 50.62), Alex Lleuful (Nissan Skyline turbo, 51.21), Peter Parianos (Alfa Romeo Sprint, 52.62) and Andrew Smith (Capri V8, 54.65).

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Daryll Searle getting into the habit of record-breaking

The Marque Sports up to 1600 was an all Mazda MX5 class where Nigel Oldridge proved the fastest with a 50.89 second time followed by Adam Shipway (53.01), Neil Sivyer (55.04) and Bill McCollum (55.77). Daryll Searle lowered his own record from 48.68 to 48.13 to take out the 1601 to 2000 ccs class with Hugh Ballington (MGA, 48.88), John Price (MGB, 51.66) and Peter Andrews (MGF, 53.07). The over 2000 ccs class went to Mark Crespan (Ford Cobra RMC, 45.07) ahead of Steve Torpey who purchased his Mazda RX7 on 21st October with a best time of 53.47 secs then Denis Cotton who is persevering with sorting out the V2500 engine of his Porsche 914 (68.56 secs). Peter Andrews has been competing in his MGF for about eight years at Mt Cotton, Noosa, and Maryborough. The MGF is Peter's daily transport with some 208,000 kms on the standard engine. Some modifications have been carried out via some suspension upgrades along with larger brake rotors. In the 1970s Peter used his FIAT 125 at Mt Cotton until his wife watched the family car exit lovers leap making all good things come to an end.

Top Six Shootout

Times recorded in the top six for this round were Paul Van Wijk (40.49), Troy Moffitt (44.40), Jim Milliner (44.47), David Homer (46.36), David Malone (48.04) and Stan Pobjoy whose attempt ceased half way up the second loop when the VW engine cut out.

FTD: Paul van Wijk

Best MG up to 1600 ccs: Allan Dansie

Best MG 1601 to 2000 ccs: Daryll Searle

Best MG over 2000 ccs: Jamie Trapp

Most Improved Driver: Andrew Smith

The Australian Hill Climb Championship will be conducted at Bathurst on November 2-3-4 this year. In 2013 MGCCQ will host the Australian Championship over four days with practice on Thursday 31st October to Friday 1st November then official competition runs Saturday 2nd and Sunday 3rd November. A dedicated page on our website will be available after the 2012 Championships to keep all informed.



*Graham Arnold in his Prosport RB1-ZX9
(named to test the typing skills of the Editor!)*

MGB 50 – 1962-2012



www.mgb50.com

by **Shayne Baker**

On a recent driving holiday in the UK with my wife and sister, I discovered that, being in Oxford, I was a very short drive from the UK MG Car Club that my own club is affiliated through in Abingdon – the home of MG.

Our host at the Burleigh Farm B & B was able to provide me with a brochure and some directions as to how easy it would be to call into the club on my travels the next day. After all having travelled many of thousands of kilometres to visit the area, it only seemed appropriate to make time to visit.

I waited until after our walking tour of Oxford to suggest that we could take some time out by calling into the club and that we wouldn't need much time.

This turned out to be somewhat of an understatement on my part, though fortunately I don't think my wife was overly surprised.

The Kimber House (home of the MG Car Club) building itself is not highly visible, but when you reach the end of the street the last building is a multi dwelling which has been refurbished and transformed from the original factory you only need to look to your left as it is adjacent to the original site.

The numerous people who were on site were very welcoming and enthusiastic about the club that we MGCCQ members are part of throughout the globe. I was shown through the club and the amazing archives that have been housed that can trace each and every vehicle that was manufactured in the UK. Picking up a vehicle record card indicates the names of original owners, any post sale issues and the applicable maintenance or repairs that might have been carried out by the company.

Time became irrelevant (at least to me), as did the conversion rate between the Australian dollar versus the British pound. Though my credit card statement is an excellent memento that is actually very factual.

Nevertheless I was caught up in the excitement of the 50 year celebrations, (as well as the unique collectibles on offer) and found it very difficult to not join in the celebration that was about to be offered on the following Sunday at a very special location just outside of Oxford at Blenheim Palace in Woodstock (<http://www.blenheimpalace.com>).

So with credit card in hand I registered for the event even though I knew that I would be in London visiting

our son and possibly interrupting an itinerary that had been preparing for quite a while before we travelled. We had bought our tickets back in January 2012 when the airline was offering some good specials and the entire trip was an extremely hectic series of driving, B&B, wining and dining. But after all it was the 50th celebration and I wasn't able to get to the event at home at the University of Queensland.

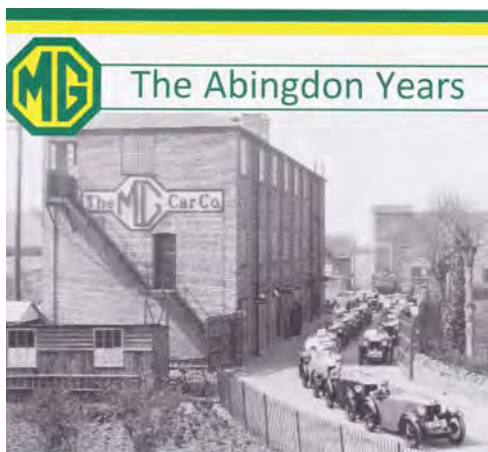
I left Abingdon much later that afternoon armed with a huge MG bag of collectibles as well as my complete registration material for the MGB Birthday Party, such as the registration plate for my MGB (still at home in Hodgson Vale), a lapel badge, grille badge, MGB book, special 50th MGB Workshop Manual, cap, tee shirt and my entry tickets. All I needed to do now was to convince No 2 son that he would benefit enormously from spending time with his father at this unique event.

In the end there was not much effort required to lure my son away from touring London and once we managed to locate the hire car company in Victoria and upgraded into a new Volvo armed with all the features, including a sunroof, we set out for Woodstock. Would you believe that for the first time in the week we were in England we drove through the famous English rainy weather from the outset and it did not ease up until we returned to London that evening.

Anyway the weather certainly didn't dampen the enthusiasm of the UK members and there were literally thousands of MGs on site. It was a sea of MGs, people, tents and umbrellas in very cold wet conditions. I sought out my new found friends from the MG Car Club and met some new friends that have some interesting MG stories to share and I recall my son asking how long did I think we should stay and after walking from the car park to the display area I decided we would stay as long as I still had feeling in my toes. My shoes were soaked and the rain didn't look like easing up.

After 2.5 hours I could barely walk due to the frostbitten feeling in my toes and must admit to feeling in need of sustenance. I should have known that my son would have a strong view on this matter and after getting the heater cranked up on my toes he navigated us into Oxford to a little old 13th century pub, known as "the Turf" made famous by former Australian Prime Minister, Bob Hawke downing a yard of ale in 11 seconds.

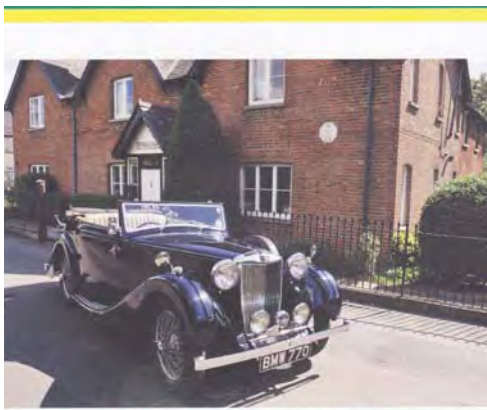
It was an enjoyable way to wrap up what was a memorable day and one that I found enjoyable despite the elements and the fact due to the weather that many scheduled activities could not be conducted. We drove back towards London with many MGs cruising along the motorway and certainly some memories that made the effort extremely worthwhile.



Abingdon Motors



Blenheim Palace



Kimber House



The Untimely Death of Two out of Three Urban Myths

By Darrell Martin



The queue to get into Blenheim Palace grounds



Another MG but this time in competition at Goodwood



The pace car at Goodwood

We all know that there are some things that are indisputably true, and some things that are patently false. And then there are my three favourite Urban Myths.

First, is that if you own an MG (or, indeed, any sports car) and it rains you simply apply the DFSD rule (that's "Drive Faster, Stay Dry).

Second, is that if you go to the Goodwood Revival in England, you don't really need tickets... because the public parking lot is "better than any museum".

Third, there is the old adage that "too many MGs is never enough".

Well, my recent experience has caused a bit of a rethink on these. In my neck of the woods we have had some moderately heavy rain. I can testify that in an MGA you do not stay dry by driving faster. If anything, the reverse applies in more ways than one. The rain simply quietly sneaks over the screen and then unleashes its fury and revenge by attacking from the rear, drenching everything from your neck forward to the windscreen. If there was ever a case for wipers on the inside of the screen then this is it. So let's throw that theory in the bin!

Ah, the Goodwood Revival, the "must do" "bucket list" entry in many diaries. Is the public parking lot as good as myth would have it? Can you go to the Goodwood Revival and not bother going inside? Absolutely! You can spend hours just wandering the seemingly endless rows of classics, admiring and wondering how there could ever be so many. And so varied!

The first row I encountered had an MG TD, a Ferrari Dino, MGA Twin Cam, 1970s Iso Rivolta, a works B replica, two Lotus Europas, several Aston Martin DB2 and DB4s, three Lagondas, a De Lorean, a Lotus Cortina, a 1930s Fraser Nash, several Jaguars including a C type (Replica?... probably but quite stunning), numerous Bentleys of unknown vintage and variety and even a World War 2 ambulance. Then there was the next row... and the next... and the, well, you get the idea. Our small group spent many hours wandering the amazing collection but it all faded into the background when compared with the delights inside the gates.

There were shows and stalls of all types (as my credit card continues to testify), spirited racing, an eye watering collection of vintage aircraft, live entertainment and open pits where you could rub shoulders with a brace of K3s, or even the famed Silver Arrows from the 1930s. Of course the sight and sound of 15 Ferrari 250s (valued at in excess of \$25,000,000 EACH!) hammering around the track is something to be remembered.

While you can go to Goodwood and spend many glorious hours outside the best is waiting for you inside the gates. So, let's throw that myth in the bin too.

What about "too many MGs is never enough"? Well, just after the Goodwood Revival the MG Car Club and the MG Owners Club jointly sponsored the MGB 50th Birthday Celebrations at Blenheim Palace, just outside Oxford. The weather started out wet, cold and windy and then got worse. Regardless of this, everyone continued on as if the sun was shining as they waved cheerily to the stream of MGBs entering the fields. They were all there, Bs, GTs, V8s, Cs, the new Frontline LE50, the Coune Berlinette, B dragsters and conversions of every type. You could pick any colour, any trim, any modification, any wheel type and you would probably find it. After spending the whole day wandering the stalls, the timeline of every MGB produced and all the parked cars we still did not see the lot.

And are too many MGs never enough? At our local shows we might pull a couple of dozen. At State level



Part of the parking lot



An aerial view of what waited inside



Anyone for a K3?

Concours there could be upwards of sixty. At National meets maybe a couple of hundred if you are lucky. After our day at the celebration we were still looking for more... for ideas, for colours, for excellence.

How many were there? Well over 2,000 pre-registrations, the Owners Club says at least 2,400 were on show and the MG Car Club the following day were estimating over 3,000. Wall to wall MGBs, as far as the eye could see.

So, are too many MGs never enough? Absolutely, the more the merrier.

That's one myth which I'm moving to the "TRUE" basket.

Other Motorsport Events

Queensland State Race Championships Round 3

MGCCQ promoted the third round of the 2012 Queensland State racing Championships on September 1-2 at Morgan Park. With a good field in all categories close racing was expected and occurred.

MGCCQ members competing at this meeting and their outright position in the races:

In the events for Sports Cars:

- ▶ John Campbell (Supersports, Phantom1600; 1 x 8th, 2 x DNS in combined Formula Ford, Racing Cars and Sports Cars) John encountered a problem with a lower compression in one cylinder which accounted for the engine sounding very flat.
- ▶ Richard Mattea (Supersports 1300, Infiniti; 1 x DNF, 1 x 9th, 1 x 7th in combined Formula Ford, Racing Cars and Sports Cars).
- ▶ Henri Van Roden (Marque Sports Cars, Mazda MX5; 2 x 15th, 1 x 14th).
- ▶ John Prefontaine (Marque Sports Cars, Lotus Exige; 1 x 7th, 1 X 5th, 1 x 6th).
- ▶ Brian Ferrabee (Marque Sports Cars, Mazda MX5; 2 x DNF, 1 x 6th). Brian had competed the previous weekend at Eastern Creek where he finished 2nd in class. This meeting he suffered a broken axle in his first race.

In events for Sedan type cars:

- ▶ Gary Goulding (Historic Group U, Escort; 1 X DNS, 1 X DNF, 1 x 6th in combined Sports Sedans and Invited Cars) Gary needed to repair a starter motor and replace the head gasket on Saturday evening.
- ▶ Bruce Cook (Improved Production, Escort; 1 x 10th, 1 x DNF, 1 x DNS in the very large field in the Improved Production events).
- ▶ Danny Mischok (Improved Production, Escort; 1 x 18th Saturday only) Danny missed his practice session due to an oil line failure thus started from the rear of field which really inspired him to pass as many as possible until the gearbox jammed in 2nd gear spoiling a great run.



- ▶ Gavin McAlpin (Improved Production, BMW Mini Copper S; 1 x 22nd, 1 x 18th, 1 x 16th) Gavin commenced racing this season in his Mini which is the same car in which he had competed in the Tighe Cams hill climb series at Mt Cotton, and this is his third race meeting at Morgan Park.
- ▶ Kevin Heffernan (Historic Touring Cars, Holden Monaro; 2 x 3rd, 1 x 1st) Kevin claimed his first pole position after practice.

As part of the race drivers' licence requirements each driver needs to complete some time trackside with the flag marshalls. Rick Miles, Gavin McAlpin and John Barram assisted the flag marshalls during this meeting. As Gavin reported, this gives the drivers a different perspective of what the track side officials observe and the procedures undertaken when trackside assistance is required by competitors.

Mid Afternoon to Mid Evening Touring Assembly

The course set for this year commenced from MGCCQ clubrooms for a tour through some Southern Suburbs to Kingston to pass the Historic



Butter Factory, over the Logan River, using the old rail crossing at Waterford, Edens Landing to Beenleigh. Once over the Albert River the crews were given the roads to travel on; however, they were required to map their route through the cane fields around Woongoolba and to Jacobs Well then Pimpama before using the Old Pacific Highway to Coomera and a safety break to view the sunset prior to the night part.

From the Hub at Coomera the after dusk tour ventured through Willow Vale, Upper Coomera, then Maudsland to pass to the west of Movie World and return to The Hub. All enjoyed the concept and the great touring roads with Brian Krieger/Tony Best (Holden Barina) and Brant Rayment/Selena Rayment with family (Ford Falcon) then Amie Kriedemann/Daniel Pigram (Nissan Dualis) completing the course.

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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Race Meetings

