

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 3

June 2007



*Just one segment of the scene at the
National Meeting Concours at the Gold Coast*

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The opinion of the editor, correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in clubrooms.

President's Report

The strength, enthusiasm and size of MGCC (Qld) continues to grow, and, with the year's mid point yet to be reached, we have almost equalled last year's record membership. The Gold Coast National Meeting is now just a memory, as are, thankfully, the succession of hillclimb events that followed. The National Meeting Speed Event, MG and Sports Car, Historic Mount Cotton and Round 2 of the Tighe Cams Series certainly tested the dedication of all our officials and volunteers, and I am proud to report that each event attained our usual high standards. Congratulations and thanks to all involved.

The 2007 national meeting was very successful for us, departing with the Nuffield Oceana Trophy and the Magazine trophy, while John Walker excelled by taking both the Chris Dodds Memorial V8 trophy and the Outright Speed trophy. Ann Mulder won the Ladies trophy, and we put in particularly strong performances in all the competitive events, particularly so in the Concours. Ann's winning performance, Leslie's job as co-ordinator, along with Elaine's editorship of the "Octagon", brings into focus the importance of the ladies in our club, particularly at National meeting time, and a special meeting will be held on Friday 25th May to determine, perhaps, an even more active role for our ladies.

Hillclimb facilities continue to expand at a steady pace, as we endeavour to complete as many tasks as possible before the QHC on June 2nd and 3rd, and the AHC in November. More volunteers, as usual, are required, so please help at our working bees so that the same old few are not "burnt out" too soon.

One of the most exciting undertakings this year has been the enhancement of our premises at Rocklea with the addition of the mezzanine floor for our book storage, toilets modified for disabled use, and the enhanced entry foyer. This major project has been funded by the Gambling Community Benefits Fund, and its completion greatly improves the

functionality and ambience of our facility. Further enhancements can now be planned around this first development stage, as your committee continues to work towards providing members with the best facilities possible.

The club is, of course, more than just a building. It's the members who make this and any other club successful or otherwise, and one of the reasons for our success was revealed during our first ever overnight mid-week run which took advantage of the recent Anzac Day holiday. It was especially pleasing to see the new and younger members involved being made so welcome, without exception, by the "older" members. We must never lose this ability if we are to continue to grow, and this friendship and welcoming of new members was, I believe, one of the factors which made this particular event so enjoyable. Let's ensure our reputation as the "Marque of friendship" continues to flourish.

Another new event, the "Classic Cars at Sirromet", incorporating our annual concours, will be happening just as this edition of the "Octagon" reaches members. Hopefully the genesis of a major Queensland classic and sports car event, Sunday 27th May at Sirromet will see other car clubs join us to take advantage of the magnificent surroundings.

The Queensland Hillclimb Championships are just around the corner, and will provide a glimpse of what we might expect in November when Mount Cotton hosts the Australian Hillclimb Championships. In yet another "first", we are combining with the Historic Racing Car Club to promote this event and the Noosa Hillclimb on the following weekend, the aim being to encourage competitors and spectators from afar to spend time in South East Queensland to enjoy a "Hillclimb Spectacular" covering both venues, this being an excellent opportunity to promote this very specialised motor sport discipline.

Last, but certainly not least, news from China reports the first of the Nanjing MG's have left the assembly line. Left hand drive "F" models, standard and long wheel-based "ZT" (now called MG 7) sedans have been produced for the Chinese domestic market. One hopes that export versions, particularly to Australia, are not too far away.

The events and facilities are all there for each and every member to enjoy. Please, do your part and participate in whatever function, event or activity you can, and I am sure you will not regret being part of Queensland's premier car club.



David Miles
(President)

Editorial

The 2007 MG Car Clubs' of Australia National Meeting has been run and won. Typical to all National Meetings, a wonderful time was experienced by all participants.

Congratulations to the Gold Coast Centre for organizing and running the event (quite a number of our members will easily recall what a massive effort this is!) and congratulations to all of our competing and social members who enjoyed the Gold Coast's hospitality.

Every National Meeting I have been lucky enough to attend has reinforced the old adage that "MG is the marque of friendliness" as they represent a unique occasion in which to catch-up with old MG mates from interstate and make some new ones. This is in addition to the chance to spend more time with fellow club members while we "camp-out" together for a whole long-weekend!

This is not even to mention the hotly contested competition events, in which individuals battle within the many classes. This is certainly an element that makes the National Meetings so interesting; there are very few single marque car clubs that can boast such an enormous range of cars, produced over such a long period of time. At a MG National Meeting one can see highly developed supercharged pre-war race cars, luxurious sedans, bread and butter 50's and 60's sports cars, badge-engineered 60's and 70's sedans to the (almost) last word in contemporary car design. The joy of the meeting is that there are enough entrants in most classes to make the competition meaningful. This is in addition to the very hotly contested overall awards between the centres, in which individual's results contribute to their centre's tally.

All of this competition is conducted in the spirit that MG is famous for! The concours winners are wheeled out on the following days for their all too rare speed event belting, the (sometimes) shabby racers are polished to an inch of their lives for the concours; it matters not, participation is the key and everybody respects the member's individual interests within the context of being MG...

All of the Queensland Centre's traditional National Meeting activities, including the walk/trot motorkhana practice (conducted this time on a tennis court, another first!), the mystery Easter egg delivery service, sundowner drinks parties of all shapes, sizes and combinations, the Sunday BBQ were enjoyed by participants, as always. This year we were also able to help Cyril Bennett celebrate his ever-advancing years on the occasion of his (?) birthday; trust me he is holding up well for his age!

The spirit that the MG Car Club's of Australia National Meeting engenders is very infectious; just check with any first-time attendee, or mention the event to many of our long-term, committed National Meeting addicts and you will see (hear) what I mean! Really, the joy of the event reflects the comradeship that we are lucky enough to enjoy within our club, albeit on a much grander scale.

This is really the point of the club's existence, to provide an opportunity to socialize with like-minded MG people of all ages, particular interests and backgrounds.

Well that's my opinion anyway.

Graeme #2787

Notice Board

The Clubrooms are open every Friday night with a gourmet BBQ starting at 6.30 pm with prices starting as low as \$2. The Library is also open every Friday morning from 9am until noon.

For a full listing of events, see the calendar in the centre of the magazine.

- **Sun June 17** Come and Try morning at Mt Cotton
- **Wed June 27** Midweek run. Contact David Miles 3892 2699
- **Sun July 1** Day run. Contact Ron Clydesdale 3263 6575
- **Sun July 8** Tighe Cams Series Rd 3 at Mt Cotton
- **Fri July 13** Noggin 'n' Natter with guest speaker, Bevan Rowland, winner of MG Road Safety award for QUT student
- **Sat/Sun July 14/15**
Weekend in Warwick. Contact Pat Walker 3300 2914. See 'Bits and pieces' for more details.
- **Wed July 25** Midweek run. Contact David Miles 3892 2699
- **Fri-Sun July 27-29**
Pre-War and Ts Kenilworth weekend -
Contact Ross Kelly 0411 746 215
- **Fri Aug 3** Official opening of Clubroom improvement
- **Sun Aug 5** Tighe Cams Series Rd 4 at Mt Cotton
- **Mon-Mon Aug 6-13**
Week away organized by DD Chapter



Membership

Welcome to the following new members! May they have a long and happy association with the Club.

Skye Kelly
Michelle Begaud
Brian Krieger
Desmond O'Toole
Christopher Barnes
Arthur Morris
Philip Young

Victoria Whitley
Vernon Brown
Christine Marshall
Kevin Ponting
Peter Edwards
Susan Willesden
Nigel Pemberton

Barry Albone
Richard Devonshire
Harvey Mills
Daryl Scott
Phil Devin
Brad Day

Richard Banks
Paul Kelly
Gloria Mutch
Warren Sealey
Anne Hurman
Lestar Manning

And a very warm welcome back to Ted Jones who will be reassigned his original membership number of 53.

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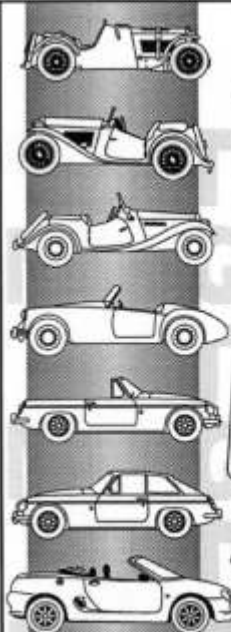
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Some words from Elaine...

With the National Meeting over Easter being the major event since last Octagon, coverage of it tends to dominate this issue. Three people have written reports on this event from three different perspectives; Lesley Pyott as National Meeting coordinator for the Club, Malcolm Spiden who gives a general overview including results and John Walker who has reorganized the results to show Club members results in relation to each other. Many others contributed photographs for which I thank them.

With one National Meeting just over, it is time to start planning for the next. Desley Collins, who has taken over from Lesley Pyott as National Meeting Coordinator, has information on accommodation for Tamworth for you.

On the weekend following the National Meeting, owners of Y types gathered in Maitland to celebrate the 60th birthday. With a converted DC3 (now a motorhome) leading the way for the Qld contingent, it is no wonder that this convoy of cars was the centre of attention. Thanks to Tony and Debbie Slattery for their coverage of this event.

There has been a busy time at the hillclimb with four events in as many weeks; two MG events, the annual historic hillclimb and Round 2 of the Tighe series. There are reports on the MG promoted events thanks to our ever-diligent Ace Reporter.

There are reports on the March and April midweek runs with the first appearing to have

been a nature experience event and the second a foodfest! If the success of the overnight run can be judged by the number of photos received, it must have been an overwhelming success. The event even made the front page of the Inglewood and district newspaper, the "MacIntyre Gazette."

A smaller but no less important event was our participation in the 'Talk to the Blues' Police display at Loganholme. Harvey Mills had only joined the Club on the Friday previous to this event but was there with his TC (which just may be the ex-Presidential car) as a great ambassador for the Club along with Gary Tucker and Allan Tebbutt.

Because of lack of space this issue, we have had to hold over the next instalment of the Ken Ebeling story to the August issue. Those who attended his presentation at the recent Noggin 'n' Natter will probably find even more enjoyment in reading this (and the other instalments on the website) after meeting and hearing Ken.

You may have noticed that the closing date for the Octagon was brought forward. I will be away for a month later in the year just when an Octagon would have been due out; therefore I have brought forward all the closing dates so that the spacings of the Octagons will not be too obviously affected by my absence.

Closing date for material for the August edition is 16th July.

Elaine Hamilton

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Member Profile

Ian Fettes

Club Point score recorder

(The following is an abridged version of that published in the latest Friends of Mt Cotton Newsletter. Thank you to Dino for allowing it to be reproduced here,)

From a Watcher to a Worker

I grew up in New Zealand where I joined a car club, but could not afford to run with my friends, who had a wide range of sports cars including MGs. One day, I thought, perhaps I too might get a sports car. I then became a Watcher instead of a Competitor, and spent many happy hours watching and assisting my friends who ran in competition at locations such as Levin and Pukekohe.

Eventually in 1969 I came to Australia where, through a friend, I soon met John Davies and soon became appreciative of the Mt Cotton Hillclimb. I travelled around the country for many years with John assisting with the various interesting vehicles he built and ran. Finally, with the help of Denis Backhouse, together we built the DBF1300 and this proved to be a very successful competitive vehicle, winning the Australian Hillclimb Championship twice and the Queensland Championship three times. Despite the contact with Mt Cotton through John, the bug had not yet bitten. At this phase I was a Helper.

When my old faithful BMW 735 was due for retirement, I took the plunge and finally bought my first sports car, albeit a BMW Z4. I intended it to be a fun road car, but John said that now that I had something almost

competitive, why did I not join the MG Car Club and perhaps use it properly. So I did. John then suggested that I learn a bit about the MG spirit by attending the National Meeting in Tasmania where he kindly allowed me to thrash his MG 1100 around Simmons Plains and also the Motorkhana courses. John said after my first laps of Simmons Plains that I had a grin from ear to ear; he knew I was hooked. Finally, I was a Competitor (although a rather slow one).

Since then I have thrown myself wholeheartedly into club motor sport. I especially love the Mt Cotton venue and take the opportunity to run whenever possible. After my first few runs, I found that I was settling down to a pretty static time but this has not dampened my enthusiasm to keep trying.

When looking around at the maintenance work required to keep Mt Cotton looking and working at its best, I resolved to put back something in return for my enjoyment of the hillclimb. This I am doing through working bees and support of the Friends of Mt Cotton. I am also contributing to the Club through taking on the task of Point Scorer.

LIDDLE'S

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Letters to The Editor

Dear esteemed Octagonal editors

Congratulations on an even better issue in April. I find the historical musings particularly delightful - more, please.

In the 1950s it was normal for engines to be worn out at 60,000 miles and rust was always lurking, even in better brands (my 1964 E Type coupe was riddled with rust in 1971 and the engine was sufficiently rattly for me to attempt a rebuild). In contrast, our boring family cars of today are rapidly approaching 300,000 km with amazing reliability.

I am writing to thank the club Committee, officials and especially David Miles and Richard Mattea for the great effort in producing three hillclimbs in succession in April. Magnificent.

Second, I thank Chris Jensen for lending me his JMW for the April Tighe Cams meeting at Mt Cotton. This was generosity beyond belief, since I compete with Chris for the series and, furthermore, I polished the paintwork on the Armco in my last run.

Very bad form on my part and I am chastened, apologetic and resolved to never drive fast at Mt Cotton in future!

Finally, the Club has a jewel in Mt Cotton which it is polishing to great effect. This is the finest hillclimb in Australia. The coming Queensland and Australian Hillclimb Championships will demonstrate for many more people just how good Mt Cotton has become.

Best wishes, Bill Norman.

Dear Elaine

In the next edition of the Octagon could you thank the folks who came to my assistance on Sunday at Mt Cotton, particularly Peter Rayment and Ted Peel and sympathies to Peter Andrews for bruising his shoulder trying to get out of his car before he undid his seat belt in his haste to assist me.

To all thank you.

The TD wiring is now all fixed and no rags have been left on the exhaust.

Philip Youel

(Ed: Photographic evidence of this event can be found in the report on the 15th April hillclimb)

The following is an extract from a letter received from Peter Kerr re pre-war model identification. As he says at the end of the letter, enough is enough. Topic closed.

RIGHT OF REPLY TO LETTER APRIL 2007 OCTAGON

I again state my clarification on pre-war model identification.

Build numbers are based on factory chassis numbers, not model types (unlike postwar where the chassis number was quite helpful). So I say again, Prewar MG build numbers are

based on factory chassis numbers, not a marketing designation. All L chassis numbers are prefixed L (not L1 or L2); all F chassis numbers are prefixed F (not F1, F2, or F3); all N Magnettes are prefixed NA (not NA, NB, NE). I can add, however, that John Thornley supplied me with production totals of 690 for type NA/NB, 48 ND, & 7 NE (note the NE's carried NA chassis numbers. The 2 NEs imported into Australia prewar were NA0516 & NA0520).

Enough

Peter Kerr



It's a long way from Bowen to the Gold Coast.

Brian and June Phillips



▲ **Graham's V8 MGBGT is put through its paces at the Motorkana**

When Graham Hoyle asked us if we wanted to go to the Gold Coast for the 2007 National Meeting, we thought it would be a great adventure. The Gold Coast is about 1,500 km from here but we had faith that our MGT 1500 would get us there. We felt there is no point in going unless you enjoy the journey. Graham had been to several previous National Meetings. He went to the first couple by himself but his wife Bev discovered how much fun he was having so now she goes as well. Jim and Raye Vanderkyl also decided to go in their MGB, so we had quite a collection of people from Bowen.

Our preparations for the journey consisted of several "meetings". We would all get together late in the afternoon, drink a lot of alcohol and have a meal and then go home again. I can recommend these meetings but the only

▲ **Jim and Raye's white MGB Mark I lines up for the Concours**

arrangements we made were over the telephone or when we met in the street. Graham made sure that we had the right insurance forms and had paid our money, and that was about it.

We decided that Graham and Jim in their MGBs, would be travelling too fast for us, so we left home a couple of days earlier than them. We also wanted to go to Toowoomba to visit family so our journey was a bit more of a round trip. Graham and Jim met up with the "Moura Mob", Jim and Sandra Armstrong and Gary and Julie Kundst, at Maryborough and then travelled with them down to the coast.

Our next "meeting" was when we all got together at the Ashmore Palms Resort. Graham and Bev knew other members of the club but we had never met most of them before. The other Queensland members made us very welcome. The evening gatherings at the park were great social times and we were fortunate that our unit was near those of some of the other members.

I am sure someone else will report on the actual events of the National Meeting but the



▲ We were delighted to win this third place in the concourse.

highlight for us was that the three cars from Bowen all won medals. We were very chuffed to get a third in the concours after travelling 1,700 km. Jim and Graham both won firsts in the economy run and Graham also won a third in the concours.

Thank you to the MG Car Club of Queensland for making us so welcome.



▲ We saw a lot of this on the long journey there and back again

We really enjoyed our first National Meeting and can see now why so many people attend every year. The companionship is wonderful and with the common love of our MGs we all had an immediate topic of conversation.

SHERRIN MOTORSPORT

INTERCLUB CHALLENGE RD 1 AND 2

At the first event, the motorkhana, we had 5 cars and 8 drivers from MG competing. Those representing the Club were Richard and Carly Mattea, Brant Rayment, Malcom Spiden, Ken and Pauline Graham, Rodney Lapworth and Malcolm Spiden.

We came 2nd in the Interclub competition after Holden SSC.

The second event, a touring assembly, was organized by the Marque Sports Car Club. Director Brian Krieger set a good event and had most of us scratching to find the first couple of route location answers. This is a difficult event to set as it must be fair to all yet the Director has to find ways to eliminate any collusion between each team's members (not that we would do such a thing!).

Seven clubs were represented on the night as the route took us from the clubrooms around Archerfield aerodrome to Rocklea, Salisbury,

Corinda, Oxley and Richlands before returning. Then, for something completely different, there was a short table-top rally to finalise a night of fun.

For MG, last minute circumstances meant some quick phone calls and a change to the combinations to organize a team. Our team was Brant/Selena Rayment, Ian Fettes/David West, Malcolm Spiden/Peta Lapworth, Cathy Bartley/Ken Simmons. WRX (521 points) won the night by one point from us, followed by Holden (513). Progressive points for the series are WRX, MGCC and Holden Sporting Car Club all equal on 18 points followed by IWMCC (13), VW (12), WDSCC (10) and Mini (9).

Next events are the hillclimb on July 8th and the touring road event, the Qld Challenge, organized by the BSCC.

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WANTED

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John Crighton 0418 232 093 or johnhcrighton@hotmail.com

WANTED.

Austin Seven parts. To rebuild an early Australian special I need the mechanical parts of a post 34 Seven. These parts can be past usable but I need them for the basic reconstruction. Later on, usable parts will be needed. Any help appreciated. Bruce Bloodworth bsbnots@bigpond.com; ph 0427 432 631.

WANTED.

Luggage rack for MGB; chrome type, reasonable condition. Ph 4171 0673.

WANTED.

I'm building a MGB GT V8 and am after the fuel cap, section of guard and pipe to tank from a MGF. Burnt section is fine. Ross Boyd member of Vic MG car club. Email: boydsfive@bigpond.com Ph: 0408 53 1124

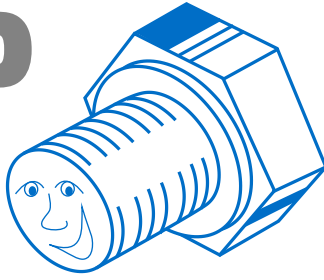
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SUMP PLUG



The National Meeting was abundant in providing some good oil for Sump Plug.



The Holmans were determined to have their three MGs at the National Meeting even if it meant Nick returning home via the train to bring No 3 to its temporary home at Ashmore Palms. The effort was worthwhile as they were reunited for the weekend with their previous garage-mate which just happened to have been allocated the cabin next door. A happy serendipitous reunion!

Overheard at the hillclimb was a conversation between John Boyce and someone unfamiliar with the hill. John was questioned on how often he had run at the hill and answered 'oh, a few times' - a wee bit of understatement as John will clock up his 100th meeting at the hillclimb before the end of April.

One Club member who shall remain nameless (though some refer to him respectfully as Mr President in order to maintain his anonymity) must have been anxious to return home as he departed his cabin at Ashmore Palms leaving overnight bag, clothing, driving shoes and other items behind. Sump Plug wonders whether he remembered Meryl??

Brant Rayment saw a lot of hard work and Ray Edwards saw his National meeting 'go up in smoke' when Ray's car caught fire while on a dyno. This misfortune earned Ray the 'Back Luck' award for the National Meeting.

If there had been a prize for the most cars entered at the National Meeting it would surely have had to go to Debbie and Tony Slattery who managed to get four cars there!

Director Gwynne Holman had every reason to be proud of her chorus line as their theme night performance of 'Thank heavens for MG Cars' (concept and words by Elaine Hamilton) was professionally executed and greatly appreciated by the enthusiastic audience.



Cathy Bartley decided to make the podium all hers when her fellow medal recipients were slow to arrive.

Sandra Walker was a substitute in the chorus line at Theme Night after Meryl Miles had to withdraw after sustaining an ankle injury.

Will a MGB motor with 2 of the 4 cylinders registering 20 psi on a compression gauge??? Answer isNo.



There seemed to be a competition going on between Tony Slattery and John Davies as to who won the most medals but Tony certainly won the prize for most cars entered!

At the speed event, Slowest time of day went to the MGY of David Robinson, now christened 'Burnie'. However, it was David who wore the biggest smile as he stood atop the dais collecting his 1st in Class medal.

And, talking of slow, whose MGB GT got beaten away from the traffic lights by a concrete truck?

When you are at a Celebration dinner and your mother takes your glass of red wine and replaces it with a glass of water, what does it mean???

Talk from Toowoomba is that Trevor Chappell has decided its time to hang up his helmet (motor racing, not cricket!) after many years campaigning on race and sprint circuits, many of them in his faithful Morgan.

There is a suggestion that female members of the club wishing to know more about the intricacies of motorkhanaing get together under the tutelage of Malcolm Spiden for some very private practice. One name suggested for the group was 'Spiden's Spinning Speedsters'!

Hard Luck Award should also go to Jim and Sandra Armstrong. En route home to Moura in Sandra's MGB V8, a truck traveling in the opposite direction showered the MG with gravel causing damage to paint, windscreen and radiator. This resulted in an 'overheat' and a tow to Wayne and Kerrie Kirwin's place at Biloela before returning home. At home, their family car was parked outside their residence

when some inconsiderate person damaged the side of the Lancer. After the MG only hillclimb, Jim had to advise Sandra that his MGB may have done a piston. Hopefully this ends all problems with cars forever; they have had their share!

Congratulations to John and Glen Boyce who participated in their 100th hillclimb at Mt Cotton on 29th April. Congratulations too for being organized enough to keep track of them! But, do they know how many more they have to do in order to catch up with the Rayments???

Ray Jorgensen, winner of the first ever hillclimb held at Mt Cotton, sent his contribution in for the book being compiled to celebrate the first 40 years of the hillclimb. He sent a number of old cuttings and one of them was a 'How to get there' obviously printed in a Brisbane newspaper. The instructions were: Proceed through Belmont tram terminus along Old Cleveland Rd to the Mt Cotton Rd turnoff at the Capalaba Drive-In theatre. The hillclimb is 10.5 miles from the drive-in.

Sump Plug wonders how many people could find the hillclimb using those directions today?

News from the night is that Ted Jones is rejoining the Club and will be regaining his membership number of 53. Ted and John Cranley (Member 52) have been mates and business partners for a long time; they are now back being Club members together too.

Many thanks to Bruce Mutch for his organization of this Noggin 'n' Natter, to Peter May for his assistance with setting up the powerpoint presentation and to the Walkers, Clydesdales and Matteas for doing the catering and cooking.



Genevieve Mattea finds ways of enjoying herself at Committee meetings.

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The MG Car Club has embarked on replanting areas at the Mt Cotton Hill climb facility to enhance the natural surroundings and further encourage native fauna to remain in the area.

A flora list has been generated from the Qld. Parks and Wildlife Service website for the nearby Venman Bushland National Park and Planting for Wildlife brochure "Trees for Koalas"

Native grasses, shrubs and trees were sourced for stage one of the replanting.

Grasses

Themeda triandra kangaroo grass
Cymbopogon refractus barb wire grass
Dianella revoluta
Dianella caerulea

Shrubs

Callistemon salignus
Pultenaea villosa hairy pea bush

Trees

Eucalyptus microcorys tallowood
Eucalyptus propinqua - small-fruited grey gum
Eucalyptus resinifera - red stringybark

In addition to the above Grevillea "Honey Gem" was selected for its floral display and bird attracting nectar & Grevillea "royal mantle" a prostrate groundcover for its drought resistant qualities.

Thank you for all those who participated in the planting day at Mt Cotton, a total of 350 plants were installed and 20 m³ of mulch spread.

Ross Kelly

One photo shows Ross planting one of the larger trees; the other shows the workers beautifying the area between the stairs and the pit office.

"Talk to the Blue" display at Logan Hyperdome

The Club was invited to be part of the 'Talk to the Blue' day at the Logan Hyperdome on Sunday 1st April. We were represented there by the Tebbutt MGB, the Tucker MG TC and the Mills MG TC. The Club is indebted to the three families for taking their cars there and 'flying the flag' for the Club and road safety.

Gary Tucker is a relatively Club new member and Harvey Mills had joined only two days before the display so it was especially good to have their involvement. Their reward was to meet club member and local MP John English and some nice police people including the Police bear (who tested the suspension of the Tebbutt's B) and the Police Commissioner Bob Atkinson and Asst Commissioner David Melville.



MG One and a Quarter Litre

60th

DIAMOND JUBILEE

by Tony Slattery. Photos by Tony and Terry Ciantar



▲ Bill Spall cut the celebratory cake



▲ The participants who came from far and wide to attend.



Tony gives a briefing on the Maitland trip to the National Meeting Y typers.



Maitland NSW was the venue for a gathering of MG Enthusiasts from the eastern states from April 13-15 2007 to celebrate 60 years of the MG Y-Type (or 1 ¼ litre) Saloon and Tourer in Australia. The week-end proved to be an outstanding success, which saw 30 cars assembling for a now traditional group Y photo - a new Australian Record.

The 30 cars comprised 13 Tourer models and 17 Saloons from as far afield as Terry and Cheryl Ciantar from Mackay QLD and Tom and Flossie Peitsch from Melbourne. It was an adventurous trip north for "Harold" Peitch who had his gearbox fail in Bathurst and then replaced in Sydney by the Y-Brotherhood in order to get to Maitland in time.

But these MGs are for driving, and a tour through the Hunter Valley ended at Morpeth for the lunch stop and lots and lots of chatting between enthusiasts and the passing public. Then it was off to the Belmore Bridge at Lorn where the cars assembled for the record breaking group photo.

The week-end climax was a gala celebration dinner on the Saturday evening where a 60th Birthday Cake was cut and shared with everyone. All agreed that another ten years was too long to



wait for another fantastic week-end together, so the next meeting will be in five years somewhere in Queensland to share the experience of the most popular family MG in Australia.

After the week-end, a number of Y-Typers have agreed to meet at Tamworth in Easter 2008, to share in the MG Car Clubs of Australia National Meeting, as even five years is too long to wait to meet again. Anyone driving a Y-Type is welcome; you do not have to be a member of any MG Club.

For further information on the MG Y-Type, log on to www.mgytypes.org

For information on future gatherings in Australia send an e-mail to:

mgyregister@optusnet.com.au

Accommodation for Tamworth 2008 National Meeting

A gentle reminder for those intending to make the trek to Tamworth for the Easter 2008 national meeting. If you intend to make your own reservations, I wouldn't leave it too long. Most of the motels expressed surprise that we would be booking so early, but others including the closest to TREC where night functions will be held were booked out months ago by Sydney and Sth.Australia.

Approximately 45 people/families have paid their \$100.00 deposit to secure accommodation through MGCCQ and any further deposits need to be paid as soon as possible as bookings can't be made without a deposit.

I have made initial contact with the motels on the list given to me and also made personal inspections of the accommodation they offer. I also inspected, and stayed at, a tourist park with cabin accommodation our personal choice for the event. All of the motels on the list are on the major New England Highway and some have dealt with associated noise better than others. I do not consider any to be within easy walking distance after late night functions.

While I do not intend to make personal recommendations, I will be sending an update E-

mail to all who have paid their deposits, with details of the motels and parks that I personally inspected, and a procedure for making reservations through me, as well as individual motel requirements to confirm bookings. I need you to tell me your preferences A.S.A.P. after reading my E-mail re the motels etc.

For those intending to tow their MGs on trailers, the only place I identified with some trailer storage facility is the Paradise Tourist Park. You should take some locking system to secure your trailer as it will not be near your cabin.

I have one unidentified deposit. If you have made a deposit and haven't received a receipt or notification of a receipt number, please contact me with date and place details so that I can correctly identify the payer.

Distance: The distance from Brisbane to Tamworth is about 580k. Some drivers may prefer to include an overnight stopover.

If you have any further queries, please feel free to contact me by email on patdes@bigpond.net.au or by phone on 07 3245 3149

Regards

Desley Collins

MG ONLY AND INVITED SPORTS CAR HILLCLIMB, APRIL 15th

By Ace Reporter



▲ Ainsley Fitzgerald uses his Westfield as a resting place between runs

The annual MG only and invited sports cars hillclimb was held on April 15th which enabled interstate visitors another opportunity to run at Mt Cotton again. MG classes from the National event were run with the invited sports cars all in one class.

MGF class had Nick Holman (Red TF 1250) too quick for Cyril Bennett (Green TF 1250). Cyril has a touring differential ratio which limits its acceleration; however, this did not stop him enjoying his annual event before he ventures off on his Canadian holiday.

Class K had all the road going MGBs under 60 seconds. Glenn Kirk from Canberra did a 57.14 from Ross Barnes 58.10 (his quickest to date) and Tony Hastings 59.62 (his quickest to date). All good times for MGBs.

▼ John Broadbent had a Triumph with a few more cylinders than his usual old faithful



▲ John Walker proudly displayed his two National Meeting trophies

Kevin Kirk (also from the Canberra Club) continued the good times with a 57.99 along with Allan Tebbutt (58.15) prior to his holiday in Canada and Alaska.

Leigh Taylor and Franz Maly (both from Canberra) completed all 8 runs and, at the end, Leigh was just ahead with a 58.32 run to Franz' 58.41.

After his introduction to Mt Cotton at the recent Come and Try event, Allan Dansie traveled down from Bundaberg to run his MGB GT. Allan lowered his times down to 66.95s.

Elaine Hamilton did her quickest time to date with a 65.6s in the family MGB GT as did Vern with a 58.59s run.

▼ a cascade of colour in the pits



Gwynne Holman (MG Midget) with a 59.15s completed the family clean sweep of the classes they were in.

Andrew Rogers (MGB) was quickest in the MG Special class in 52.97 from Ian Rogers (53.66), Steve Riley (54.22), Robert Hazzica (54.68), Mike Allen from Darling Downs (MG Midget, 55.15) and Jim Armstrong (56.48).

Fastest time of day went to Geoff Cohen (Farrell L, 47.34s), photographer Wayne Reed (Lotus 7, 49.54), Ainsley Fitzgerald (Westfield

Clubman, 50.70), Gary Neut (Mazda RX7, 51.10), Ross Buganey (Datsun 240Z, 52.03), Philip Youel (TD2000, 52.59s), Roy Davis (Triumph GT6, 54.05). Ted Peel recorded a 54.30s in his Datsun 240Z before departing for Vietnam for the Anzac Day celebrations. Others in this class were Ian Fettes (BMW Z4, 54.75), Cameron Hurman (Mazda RX7, 54.79), Paul Cuthbert (AH Sprite, 58.37), John Broadbent in his very badly handling Triumph TR8 (58.52), Paul Vandermeer (Jensen Healey, 58.84) and Mal Kelson (MX5, 59.17).

Class winners were:

Class D	Peter Rayment	MG TC	65.87	Class P	Vern Hamilton	MGB GT	58.59
Class F	Nick Holman	MG TF	66.89	Class Q	Malcolm Spiden	MGB GT	55.81
Class G	Ross Kelly	MGA	58.27	Class R	John Walker	MGB GT V8	49.93
Class J	Nick Holman	MGB	56.63	Class T	Gwynne Holman	MG Midget	59.15
Class K	Glenn Kirk	MGB	57.14	Class V	George Diggles	MG Magnette	59.46
Class L	Leigh Taylor	MGB	58.31	Class ZB	Peter Andrews	MGF	55.20
Class M	Kevin Kirk	MGB	57.99	Invited sports	Geoff Cohen	Farrell L	47.34
Class N	Bruce Morris	MGB	66.25				

Luke Davis gave his Triumph GT6 a run



Philip Youel found the source of his smoking problem while Fireman Peter looks on



This group of MGs appeared to be colour-coded



Wayne Reed's Caterham Lotus 7 put its 'feet' up for a rest





the T types were eager to go



ON TRACK

Geoff Cohen took out FTD



Ron Clydesdale, MG Midget



George Diggles, MG Magnette



Mal Kelson, Mazda MX5



Jon Holman, MGB



Peter Andrews, MGF



Tony Hastings, MGB



Ross Barnes, MGB



Gwynne Holman, MG Midget



Allan Dansie, MGB GT



Nick Holman, MG TF



The Boyce MGF



Cameron Hurman, Mazda RX7



Ross Kelly, MGA



Steve Riley, MGB



Mike Allen, MG Midget



Ted Peel, Datsun 240Z

SUMP PLUG

Maryborough resident, Philip Youel, had a troubled first run at the MG only event. First he left his wallet on top of his TD2000. Luckily it was retrieved at the starting line. Then, on returning to the pits, some smoke from the engine bay was seen. At first it was said to be his jocks (strange place to wear them); however, it was a rag left over from his run at the Winton 6 hour relay event where Phil's team came 6th overall, his car being hindered with some overheating due to the rear Weber carburettor running lean plus some very poor brakes. Fireman Peter Rayment was quickly on the scene to douse the offending rag with the contents of his water bottle. (SEE PHOTO PAGE 21)

CHAPTER CHATTER

Darling Downs Chapter

By Pam West

The highlight of the Darling Downs Chapter's year to date took place on Sunday 6th May when members participated in a display of classic and vintage cars, trucks, hot rods, military vehicles and aircraft at the David Hack Classic Meet at the Aerotec hangar, Toowoomba airport.

The Meet is held each year in memory of David Hack, a passionate young man whose life was cut tragically short by Leukaemia. The loves of his life were cars and photography and he had the makings of a brilliant career as a motoring photo-journalist, contributing to magazines such as Street Machines, Fast Fours, Wheels,

and Performance Street Car Magazine. For his 29th Birthday, a huge "Birthday Bash" had been organized at Aerotec, but tragically he passed away two days before it was held. Members of Toowoomba North Rotary Club, some of whom were involved with the "Bash", have since held the David Hack Classic Meet as an annual event, donating proceeds to Leukaemia Research and the Blue Nurses, in order to create a lasting memorial to a wonderful young man.

Members of the Chapter, an MG owner from as far away as Kingaroy and Brisbane members from Indooroopilly, Taringa, Karalee and Ipswich as well as Toowoomba based



The Darling Downs Chapter 'flies' the Club flag



The old and the new were represented



Two views of the KN Special



Tea for two (Partingtons)

members of the Gold Coast Club, joined together to mount an impressive display of the MG marque. There were over 30 MGs on display as well as other marques owned by Chapter members and friends. Cars of the MG marque displayed ranged from the very rare KN Special to the modern day MGFs. There was also a TD, TCs, TFs, an MGY, a Magnette, MGAs, both roadsters and a Twin Cam Coupe, MGB roadsters Mk I and II including rubber bumpers, MGB GTs, a Midget, an MGC GT, an MGRV8 and an Auscar A. Other marques included in our display were an Elfin Type III, an Austin Healey Sprite, an Alfa 2600 Sprint Coupe, a Porsche 911 and an E-Type Jaguar. The variety of cars on show certainly contributed to the success of the display.

There was much interest shown by the general public. Our gazebo, with Club banner attached, was the focal point. It was there that a band of willing helpers handled enquiries and distributed fact sheets about the MGCCQ and our Chapter. A number of membership forms were handed out to those who expressed interest in joining the Club. An on the spot interview about the Marque was broadcast over the P A system giving an added incentive for the public to peruse our display. When awards for different sections were announced the KN Special owned by Lex Franks won "best sports vehicle" presented by the David Hack family and Tom Armstrong's TD won best 4 cylinder.

It was a wonderful day of friendship and camaraderie. There were an estimated 300+ vehicles and a wide range of vintage aircraft to view. The latter were kept very busy throughout the day taking joyriders for flights across the local area. There were also demonstrations by the Care Flight Rescue helicopter and the Fire Brigade Fire and Rescue Unit. The Meet raised in excess of \$25,000 for the nominated charities. Our Chapter felt very privileged to be part of an event that contributed so much to the local community and we look forward to supporting the David Hack Classic Meet again next year.

CHAPTER CHATTER

Wide Bay Chapter

By Ian Bryant

The Chapter's run to the Dickabram Bridge via Maryborough, Mungar, Tiaro and Gundiah/Miva on Sunday, 18 March, saw eight cars and 14 members enjoy a delightful country drive which concluded with a most enjoyable lunch at the Theebine pub. At Tiaro after morning tea, John Holland set a deliberate ignition fault test on his MGB to ensure that all present were refreshed in electrical fault-finding and the results of failing to reactivate the ignition kill switch before moving off. Peter Boxall received much loud praise from one chap who was

travelling with a large bus party and, after observing Peter's Alfa Romeo pulling in to the Bridge picnic site, expressed his surprise that there was an Italian car even still going! The response was immediate, loud, to the point and unprintable! However, Peter Gardener's Fiat later obliged the comment. The next run was a Midweek run to Rhapsody of Roses where the passengers of the six marque cars attending enjoyed a sunny Wednesday's morning tea served amongst the flowering roses of this quite delightful garden.

On Sunday, April 1st, Allan and Kaye Dansie welcomed four MGs on their thoughtfully designed run about Bundaberg and introduced some of the Chapter to the potential of the winding sealed roads and hidden natural gems surrounding Bundaberg. The last included a quiet little creek picnic spot and the Bucca pub, a genuine survivor of



Peter Boxall genuflecting to his TR6 at startup time on Day 2 of the Chapter's attendance in the recent Canelands Classic at Bundaberg on 5-7 May 2007.

many wild local parties. Regrettably, illness and interstate travel kept quite a number of the Chapter from experiencing a delightful day's driving.

Six cars and eight of the Chapter made the long run to the Gold Coast over Easter to support the Club's entries in the 2007 MG Nationals and, at the same time, learn about how entries are prepared and competition conducted. Charlie and Sandy Provis from Biloela were observed prowling the Concourse actively pursuing MGs offered for sale. On the same Sunday, Bob Bruce conducted a local Hervey Bay run for those unable to attend the Gold Coast MG Nationals venues and four cars and nine people attended this.

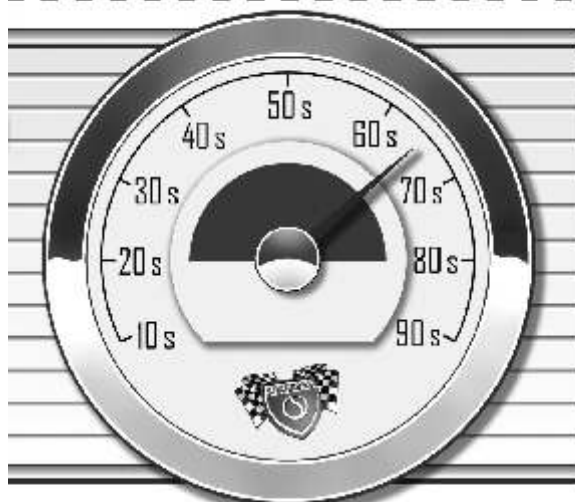
The breakfast run on Sunday, 22 April, was led by Peter Boxall in his TR6, and eight cars with 14 people enjoyed the run from Arkarra

Gardens through Torbanlea to Childers. As an option to continue the run on to Biggenden, Peter decided to lead some of the group into a roadside police breathalyser station near Childers. The friendly constables on duty there, clearly recognising Peter from their station wall photos, promptly waved everyone else on so as to allow them to focus their full attention on the intrepid leader. No conviction was recorded. The Chapter's first May run, on Wednesday 2nd, had seven cars and ten people make the midweek run to River Heads to inspect the local wildlife. It was good to welcome Blair and Joan Francis on this run, driving John Shields's MGB.

The Chapter flew the MGCCQ flag at the Canelands Classic meet in Bundaberg over the May Day weekend. Overall, ten marque cars and 16 people attended, giving Classic attendees notice of the growing numbers in the Wide Bay Chapter. In this regard, the Chapter lost by a single point the prize for the largest Club contingent present. Additionally, the Provises were able to attend the Classic at

short notice in their newly purchased MGBGTV8 - "Pickles" - safely piloting it home on the Monday to Biloela. Apart from the local Council garbage truck which had a hernia attempting to empty the Boxall recyclable glass container outside the Motel, and Ron Mills' MGB suffering from a recurrence of 1770 fuelswitchitis, there was nothing to dampen the weekend - even rain! Those members of the Chapter present at the Classic also took the opportunity to assist Allan Dansie to enjoy his 60th birthday and at the same time inspect his new MG Midget. Thanks to the Dansies and Peter and Margaret Elson, the MGCCQ Octagon had an outstanding public debut in Bundaberg.

The Chapter programme for the remainder of May and for June is on the website and includes the Club Concourse at the Winery, plus a number of local runs. It is important that Chapter members note the dates of the Club Week End Away at Warwick in July and the Club "Emerald Tour" in early August. Book early!



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1st prize for the biggest, youngest and most enthusiastic pitcrew went to the QUT entry!



Tighe Series Round 2

By Ace Reporter

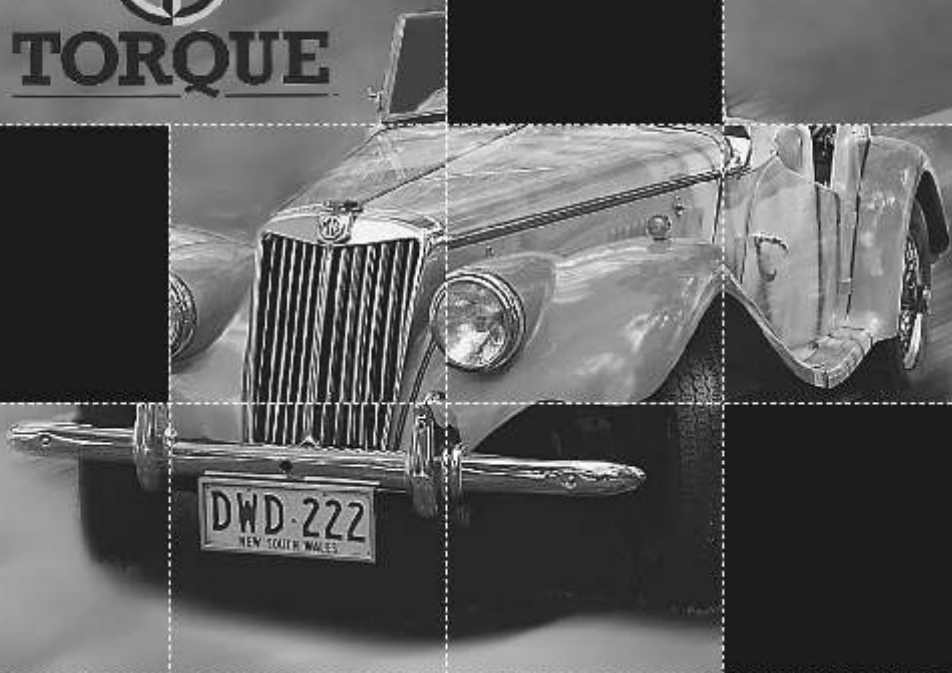
Will it rain or not? The weather forecast was for rain on Friday, Saturday and clearing on Sunday. However, this is SE Qld and the rain never seems to come. Round 2 of the Series may have commenced with overcast skies but it turned out to be another perfect day.

The fourth hillclimb in as many weeks had the racing cars leading the entry list with Lindsay Hay (FF) setting the pace with a 46.87s. The engineering students at QUT Motorsport entered the QUT MX3 in the Formula Libre up to 1300cc class. Cameron Short (QUT MX3) was quickest (44.47s) from his team-mate Robert Hackwood (44.97s) and Daniel Armstrong (Yamaha R6 Kart, 48.35s). On Daniel's 3rd run, it appears a con rod broke and some oil was not noticed on the track. Unfortunately, Robert found it and bent the right side suspension on the MX3. However, do not underestimate QUT students. They retrieved a spare suspension and push rod parts from QUT and rebuilt the car and continued with the competition.

Steve Riley won the Formula Vee class in his Riley Racing Hornet with a 50.01s run. Alan McConnell won the Formula Libre 1301cc and over class with a 39.06s run from Warwick Hutchinson (41.28) with Greg Johnson in the ex-Gary Goulding Van Diemen RF85 improving his times with a best of 42.95s. Rod Johns (Norris Hawk) did a 43.99 before rearranging the front spoiler in the nuts. Subsequent runs were slower as the Hawk does not handle without the front downforce. Next was the 'century man' John Boyce (44.71), followed by Bob Haines (47.28) and Steve Walkinshaw (52.74).

Historic Group L was won by Barry Smith (Ford V8 Special) with a 58.30 before the 1927 universal joints in the torque tube cried enough. Group M went to Peter Quayle (Jolus Minx, 49.82).

Group N becomes one to watch. Neil Lewis (Cortina) began with a 49.06 from record holder, Glen Wesener (Torana GTR) 49.68 and



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Lumley





John and Glen Boyce celebrated their 100th hillclimb.



Paul Masterson, Maximum 7, achieved 3rd in class...

Brad Stratton (Torana XU1) 49.80. Then Brad jumped ahead of Neil with a 48.56 with Glen following with a 48.70. Brad saved the best until the last run to set a new record of 47.83 from Glen (48.70) and Neil (48.86).

Group O went to Ron Woodbridge (Lotus 23 Replica) who, having survived a spin at the hairpin on one run, did a best time of 50.43s from Ross Devencorn (Elfin Mallala Replica), who did not spin on any runs, with a best time of 53.98s.

Geoff Cohen (Farrell L Clubman) was ahead in the Sports car class for the first runs with a 47.39 until Bill Norman, driving Chris Jensen's Yamaha VMAX engined JMW 79 recorded a 46.13 run. Chris very generously enabled Bill to drive his clubman as Bill's new creation is almost, but not quite, ready. Chris was next with a 48.26 from Jim Peall (52.06).

The Westfield SEi (Toyota 20 valve) of Des Edwards was fastest in the Marque up to 1600cc class with a 45.54s run which is .39

outside his own record. Next was the Westfield Clubman SEi of Bruce Chamberlain (48.65) and Paul Masterson's Maximum 7 with a 51.14. Paul was returning after a short break of 25 years. John Broadbent (Triumph Spitfire) 51.54 was next followed by Ross Kelly (MGA) 58.53, then Peter Rayment (MG Midget, 61.22) who just overhauled Ron Clydesdale (MG Midget, 61.56) on his 4th run.

A new MG record of 48.85 was set by John Walker (MGA) in Marque Sports cars 1601-2000cc. Will Charlton in his Fraser Clubman went under 50s with a 49.79s run. The Toyota MR2 of Brad Kirkness was next followed by Peter Andrews (MGF) who recorded a 54.66 run and that made Peter happy! Malcolm Spiden was next in class with a 56.38 in his MGB GT from Ross Barnes who recorded the excellent time of 58.55 for a standard MGB.

The largest numbers of competitors were in the Marque Sports car 2001 and over class. Simon Rhodes' Triumph TR8 V8 was quickest (46.28) from Troy Moffatt (Nissan 180 SX, 48.55), Roy Davis (Triumph GT6, 52.31), Travis Bryson (Datsun 240Z, 52.97), Ross Buganey (Datsun 240Z, 53.37), Cameron Hurman (Mazda RX7, 53.64), Ian Fettes (BMW Z4, 54.45), Tony Blackshaw (Mazda RX7, 56.30), Luke Davis (Triumph GT6, 56.41), David Dumolo (Triumph TR3A, 58.49) and Greg McKenzie (Datsun 240Z, 66.26).

Darren Duffield (Mini Clubman GT) won the Sports Sedan class up to 2000cc with a 46.19s run from Alex Cowie (Ford Escort, 48.52) and Tyson Cowie (Ford Escort, 49.00). Tyson was ahead after the first run; however, both Darren and Alex proved quicker on the second and subsequent runs.



Did Chris really need to twist Bill's arm to get him to drive the JMW?



Chris Sloane, Datsun 1600

Daniel Gibson (Mitsubishi GSR) won the Improved Production up to 1600cc class with a 50.52 from John Gibson on 52.25s. In the 1601-2000cc class, Danny Mischock was fastest with his best time of 46.82. Danny reported that the car was not quite right since he installed some new front struts and feels that it is four wheel drifting. Gary Pitt (Escort, 48.29) was hampered by a tappet which kept coming loose and may have stripped a thread. Both Danny and Gary stopped before completing all runs. Chris Sloane (Datsun) completed all runs for a best time of 49.71 just ahead of Paul Gray whose times were 52.24, 50.47, 49.99, 49.86 and 49.73, just .02 behind Chris.

John Gilbert (Commodore) won the Improved Production 2001cc and over with 48.99. The Datsun of Ken and Pauline Graham was retired after the first run with Pauline (49.10) ahead of Ken (49.59). During Dyno testing on Friday it was hoped that the problem was just an unreliable thermostat; however, after the first run Ken believes that the problem may be a cracked head cylinder.

Michael Collins (Subaru WRX) won the All wheel drive forced induction class, lowering his times all day to a final 44.30 broke his own class record. Next were Darren Holland (46.24), Tony Redwood (47.65) both in Subarus and then Andrew Conway (Galant VR4, 53.64).

Steve Arlidge (Subaru Suzuki GTi) won the road registered up to 1600cc class

with a time of 53.82. The 'middle' class saw Jeff Oldham (Datsun 1600, 49.28) successful from the Ford Cortina of Nev Newton with a 55.54 time. Last round Craig Hornibrook won the big capacity class and was leading after the first run. However, David Homer (Suzuki Swift Turbo) won this day with a 47.66 run to turn the tables on Craig who recorded a best time of 47.87 for second place. Cameron Robinson (Brock Commodore) recorded a 51.49. Cameron's 4th run ended in the second loop with just the fiberglass front spoiler sustaining damage. Paul Cox suffered a frustrating day as he encountered problems with the turbo which kept losing boost at anything over 4500 revs. Paul had to keep engine speed under 4500 and compensate by using 4 of the 5 gears.

Top Six results were:

Alan McConnell	Van Diemen 87	40.36
Warwick Hutchinson	RPV J4F	41.99
Greg Johnson	Van Diemen Rf85	42.51
Michael Collins	Subaru WRX	44.16
Cameron Short	QUT MX3	45.42
Rod Johns	Norris Hawk	49.15

A big thank you to all officials and helpers for all they contributed over the four Sundays of April. It was a hectic time and your participation meant that all events were successful.



Paul Gray, in his 1998cc Datsun 1200, was 4th in class with a sub-50s run

Mid-week run - 28 March 2007

By Malcolm Campbell



The mid-week run started late, thanks to the "highly skilled (?) drivers who use and crash (regularly) on the Gateway Bridge. A 3-truck crash at 6 am caused havoc for 4 hours and many participants arrived very late. In fact, side roads soon became gridlocked as people tried to escape the hold-up. Hint: To get across Brisbane quickly, don't use the Gateway Bridge in peak hour!

In all, 20 cars attended the run. This was wonderful, considering the Gold Coast Nationals were only a week away. A warm welcome goes to Rob and Gloria Mutch (black MGA) and also Joy and Trevor Jones (red MGA) who drove all the way from Rosewood to attend.

Heading north on the highway, we turned off to Kallangur, taking the back roads towards Morayfield. The organisers tried desperately to lose drivers in the Mumford Rd/Oakey Flat Rd section, with a couple of "No Through roads" and a missing sign post at a vital intersection (I must remember not to use UBDs when planning runs!).

Tracking back through a fairly busy Caboolture, the cars drove north through Elimbah before heading left to the Glasshouse Mountains Lookout for morning tea. The lookout looks great now that the toilets, picnic tables and bitumen carpark are complete. Two cars joined us there including the

very nicely built GEM Clubman of visitor Graham Goody (a 2 litre turbo makes it really go). Some very aerobatic and tame kookaburras gave us a photo opportunity before we headed off in the direction of the Glasshouse Mountains, mainly staying on Old Gympie Road until we arrived at Landsborough.

From there we drove to the Steve Irwin Way and then across to the Mooloolah Valley and through lovely Eudlo before, once again, rejoining Old Gympie Road. From there, it was through Palmwoods and up the twisty mountain road towards Montville, taking the left turn to Lake Baroon.

A very steep 2 km descent took us to a beautifully green lunch spot and the edge of the very full dam, where the wildlife kept us busy trying to take our food. The large resident goanna was the most intimidating and the scrub turkeys were pretty well behaved, although the magpie enjoyed getting in on the act. One intrepid female picnicker exhibited a Steve Irwin approach to dealing with the goanna, much to the relief of another female picnicker.

It appeared that the venue was well received because the final departures did not take place until after 3 pm. Now we can all look forward to the overnight stop-over mid-week run to Happy Valley at Stanthorpe. Book early!



David Miles	MGB GT White
Denis Thomas & Bruce Bishop	MGB Green
Trevor Mills	MGB
Kerry and Val Horgan	MX5 Gold
Denise and Ron Duffield	Sunbeam Alpine Series 5 Red
John Walker	MGB Blue
Gloria Mutch and Bob	MGA Black
Bruce and Tip Ibbotson	BMW Silver
Ian Fettes	BMW Z4 Silver
Malcolm Campbell and Renate Koehn	MX5 Blue
John and Tricia Cranley	Honda NSX Blue

Bill Donovan	MGF Silver
Paul Wilson	Mazda 626 White
Peter Smith and 'Windy Parcel'	Smart
Allan and Joyce Tebutt	MGB
Barry and Carolyn Smith	MGB GT White
Joy and Trevor Jones	MGA Red
Desley and Pat Collins; Vern and Elaine Hamilton	Toyota Land Cruiser
Steve and Lesley Pyott	MGB blue
Steve and Jenny Austin	MGB
John and Maisie Campbell	BMW M3 Blue
Graham and Jan Goody	GEM Clubman



▲ A multicoloured exit from the morning tea venue



▲ Bruce Ibbotson with a 'tractor' called Bruce



▲ The lunch time line-up of cars ...



▲ ... and people, along with uninvited guest Goanna

Bits & Pieces

Another hillclimb anniversary!

The King Edward Park Newcastle hillclimb will be holding its 50th annual hillclimb on 20 and 21 October 2007. If you wish to know more about the event, or if you wish to contribute information to them on your knowledge of the hillclimb, please contact Judith Rae Ph 02 4944 7356 Mob 0413 333 105 or email: hooraddj@optusnet.com.au. The Club website is www.mgcarclub.com.au.



Aftermath of a National Meeting! On the way to the National Meeting in Tasmania last year, Barry Smith met his future wife, Carolyn, and they married on 14th October last year. What a National Meeting trophy to win!!



Improvements continue at the clubrooms. The Library was moved from the downstairs room to the mezzanine from Friday 20th to Monday 23rd April. Many thanks to all those who proved that 'many hands make light work'.

We were recently contacted by Meryl Peterson wanting to know how to arrange a ride in an MG for her husband, Len, as a birthday surprise. Meryl has now written to the Club thanking the Club for its response and especially thanking Allan Tebbutt and Dino Mattea who went out of their way to make sure that Meryl's request was met and that Len had a great day. Thank you to Allan and Dino for flying the Club's flag so high! Allan transported Len from his Daisy Hill home to the National Meeting Motorkhana in his MGB and Dino also obliged with a ride in his L2 Magna.

On 17th June, the Gold Coast Antique Auto Club will be holding a swap meet at the Mudgeeraba Show Grounds. Admission is \$3.



Bruce Mutch's efforts in getting interesting guest speakers for the second Friday of the month Noggin 'n' Natter are proving to be well worth while. Ross Liddle of Liddle's Cylinder Head Engineering was guest speaker, and answerer of questions, on April 13th.

Please note that there will be no night run on Friday June 15th. Instead there is a midnight to dawn run starting at midnight on the Saturday night and going through to Sunday morning. Book-in time is from 11pm on Sat 16th at Shell Gateway service centre at Nudgee. Entry fee is \$20. All of the run will be within the greater Brisbane area and the run will finish 'somewhere near the water'. For more information, contact Brian Krieger on 0417 008 348.

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Bits & Pieces

From 7th July until 2nd Sept, the Qld Motor Sport Collectors Inc will be hosting a display at the Pine Rivers Heritage Museum, Dayboro Rd, Kurwongbah. The display will be open from 10am to 3 pm Wed Fri, 10 am 2pm on Sat and 10am to 3pm on Sun. The display is titled 'Wheelspin' and is a short history of motor racing in the Pine Rivers area, both before and after World War 2. For more information contact Richard Watkins 0407 372 644.

Bruce Mutch organized two presenters for the May Noggin 'n' Natter and the prospect of a night of nostalgia had the clubrooms full to overflowing. Peter Bonenti, son of Joe Bonenti, gave a powerpoint presentation on his father's racing. This was followed by a slide show narrated by Ken Ebeling of his slides from Strathpine, Leyburn and Lowood amongst others. In keeping with the nostalgia 'theme' of the night, Ken had a slide projector from that era and it, plus Ken's assistant's not-always-successful efforts to get the slides in the right way round, probably brought back many memories of slide nights at home from days gone by.

Peter Bonenti giving his presentation



Ken Ebeling's alternative technology



Have you booked yet for the Christmas in July in Warwick on 14/15th July? If not, contact Pat Walker soon on 3300 2914. A deposit of \$25 per person is required. Full cost is \$122 per person which includes Saturday lunch, Christmas dinner on Sat night, accommodation and Sunday breakfast PLUS the use of all facilities at Cherrabah Resort.

Please bring along a \$2 gift appropriate for someone of the same sex as yourself. Enjoy the challenge of seeing what you can buy for \$2.

On the Sunday, Morgan Park has been booked for practice. Please let John Walker (same phone number as Pat) know if you wish to run. The earlier that paperwork is done, the more time there is for 'on track'.

Three of Ken's 'partners in crime' from those days were along to have another look. They were John Cranley, Ted Jones and Vince Jordan. Many others also made a special trip to the clubrooms for the night, including Ian and Fay Peters who made the trip from Boonah



▲ Vince Jordan, Malcolm Spiden, Peter Bonenti and Ian Peters exchange memories



▲ (l to r) Ted Jones, Peter Bonenti, Ken Ebeling, John Cranley and Vince Jordan



THE 38th MG CAR CLUBS NATIONAL MEETING AT THE GOLD COAST, APRIL 2007

By Lesley Pyott



▲ Peter holds the Nuffield Oceana Trophy up high with pride



▲ Anne Mulder holds aloft the Joan Richmond Trophy



▲ Winner of the 'Hard Luck' award, Ray Edwards with wife, Sue and a cunningly-disguised chorus-line director Gwynne Holman



▲ Elaine Hamilton accepted the Best Magazine 'Trophy' for the Club



▲ John Walker, winner of the Chris Dodds Memorial Trophy (MGB GT V8 Register) and also of the Outright Speed Event.



▲ Roger Paltridge 'on track' with his winning Tappet cover racer

105 attendees, made up of 61 competitors and 44 social participants, made their way to the Gold Coast for the 2007 National Meeting. Most people drove the short distance from Brisbane. Others travelled longer distances: Jim and Sandra Armstrong and Gary and Julie Kunst from Moura, Grahame and Bev Hoyle, Brian and June Phillips and Jim and Rae Vanderkyle from Bowen and Wayne and Kerrie Kirwan from Biloela. We also had international travellers, Bob and Tanya Baylis from South Africa.

For those who hadn't pre-registered, Registration took place at the Gold Coast Arts Centre on Good

Friday morning. This was followed by Scrutineering.

On Friday afternoon there was a Fun Run. The route took us along the scenic coast road following Pacific Parade past the Surf Club and Elephant Rock, through Tugun, further along Pacific Parade past the North Kirra Surf Club and into Marine Parade along Coolangatta Beach. It took us past Rainbow Beach and up the steep hill to the Point Danger Lookout. Unfortunately, other people had the same idea and we did encounter traffic jams.

Away from the coast, through the cane fields and into the mountains, the problem was no longer traffic but torrential rain, especially for those drivers and passengers who had their roofs down! The scenery was magnificent and it was an interesting run.

The Noggin 'N' Natter was held on Friday evening in the Paradise Room of the Gold Coast Arts Centre and provided opportunities for people to socialise and catch up with friends and fellow MG enthusiasts from both near and far.

The stage of the Paradise Room was also the setting for the well-supported MG Rocker Cover Racing Car Championships. This year's competition was enhanced by the use of closed circuit TV that enabled interested spectators to watch the progress in each heat more easily from the floor. After a long process of elimination, through the heats, the outright winner of the Championships was our very own Roger Paltridge.

The Concours was held on Saturday at the Gold Coast Council Chambers. The weather was hot and sunny. 101 cars were entered. We had 7 class winners: Rodney Lapworth (MGA Roadster single Cam), Steve Austin (MGB GT Mk 11), Anne Mulder (MGB GT V8), Ron Clydesdale (MG Midget), John Davies (MG Front Wheel Drive 1100), Matthew Johnson (MGB Mk 1) and Tony Slattery (ZR).

We also had eleven 2nd placings: Dino Mattea (Pre-War), Cyril Bennet (MGTF), Dan Casey (MGA Twin Cam), Gary Kunst (MGB BL), Peter Smith (MGB GT Mk1 and Mk 11), David Miles (MGB GT Rubber Bumper), Debbie Slattery (MG Midget), Debbie Slattery (MGY Saloon and Tourer), Jim Armstrong (MG Specials (post TF)), Glen Boyce (MGF) and Cathy Bartley (MGF-TF).

During the Concours, shuttle buses ran to the Harbour Town Shopping Centre for those who wanted some retail therapy and lunch.

The Theme Night was held on Saturday evening at the Royal Pines Resort. Each club had to choose a musical, dress accordingly and sing a song. Our choice was "Gigi" and the song "Thank Heaven for Little Girls" was transcribed into "Thank Heaven for MG Cars" by Elaine Hamilton. Our costumes of straw boaters, glittering capes and bowties looked magnificent, thanks to Pat Walker, and our song and dance routine was fantastic, thanks to the talents of Paul Lupton, Gwynne Holman, Bill Ferguson and the rest of the gang. The Jeff Smith Jazz Band did a great job of playing our music.

On Sunday, there was a choice of entering the

Hill Climb or the Economy Run.

The Hill Climb was held at the MGCCQ Mount Cotton Hill Climb circuit. We had 10 class winners. They were: Dan Casey (MGA Twin Cam) fastest time 71.9, Brant Rayment (MGA Coupe) fastest time 58.01, Graeme Walker (MGB Mk1) fastest time 54.85, Malcolm Spiden (MGB GT Rubber Bumper) fastest time 56.82, John Walker (MGB GT V8) fastest time 50.49, Clive Mulder (MG Midget) fastest time 56.48, David Robinson (MGY Sedan) fastest time 83.46, John Davies (MG 1100) fastest time 65.81, Tony Slattery (MG Y Tourer) fastest time 57.84 and Ken Wasley (MGF-TF) fastest time 55.09.

We also had six 2nd placings: Dino Mattea (L Type) fastest time 71.08, Nick Holman (MGTF) fastest time 67.38, Robert Callow (MGB Mk1) fastest time 58.71, David Miles (MGB GT Rubber Bumper) fastest time 58.50, Richard Mattea (MG Midget) fastest time 60.83 and Ian Fettes (MG 1100) fastest time 67.58.

In the outright results for the Hill Climb, John Walker came 1st with a time of 50.49 and Graeme Walker came 9th with a time of 54.85.

The Economy Run was a very pleasant drive of approximately 69 kilometres through the Gold Coast Hinterland. We started at the BP service station at Biggera Waters where our fuel tanks were filled to the first click and then sealed and our odometer reading was taken. We had to estimate how much fuel we thought we would use, as a tiebreaker if needed. We had very easy directions to follow and there were no observations to make or questions to answer. On our return to the service station at Biggera Waters, our fuel tanks were unsealed, our tanks refilled to the first click and our odometer readings taken again. The winner of the event was the driver of the car that had used the least fuel.

We had eight class winners. They were: John Smart (MGTD) 8.4300 litres, Cyril Bennet (MGTF) 7.3400 litres, Jim Vanderkyle (MGB Mk1) 7.2500 litres, Gary Kunst (MGB BL) 8.1900 litres, Peter Smith (MGB Mk 1) 10.6700 litres, Grahame Hoyle (MGB GT V8) 9.8000 litres, Debbie Slattery (MG Midget) 8.2500 litres and Wayne Kirwan (MG TF) 9.0200 litres.

We also had seven 2nd placings. They were: Bob Baylis (MGTD) 8.8100 litres, Brian Phillips (MGTF) 11.5600 litres, Sandra Walker (MGB Mk 1 pull door handles) 9.0600 litres, Gary Lawrence (MGB Mk 1 push button handles) 8.8000 litres, Paul Lupton (MG Magnette) 9.8100 litres, Matthew Johnson (MGB Mk1) 11.1300 litres and

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Another clean sweep in class Y; Matthew Johnson (1st), Jim Armstrong (2nd) and Sandra Armstrong (3rd)



Two out of three: David Miles (2nd) and Patrick Collins (3rd) in Class Q



Rodney Lapworth (1st) and Roger Paltridge (3rd) in Class G



In Class R, Anne Mulder (1st) shared the dais with her children and Graham Hoyle (3rd)



Debbie Slattery (2nd) and David Robinson (3rd) in the birthday class U for MGs.



At the Class C presentation Dino Mattea (2nd) shared the podium with his grandchildren while Delia helped her granddaughter into 3rd place.

Bill Ferguson (MG RV8) 13.0000 litres.

In the Economy Run Top Ten, Jim Vanderkyle was 5th and Cyril Bennett was 7th.

On Monday the venue for the Motorkhana was the Broadwater Events Park at Southport. Class winners were Brant Rayment (MGA Coupe), Robert Callow (MGB Mk 1), Malcolm Spiden (MGB GT), John Walker (MGB GT V8), Paul Lupton (MG Magnette), John Davies (MG 1100), Wayne Kirwan (MGTF) and Tony Slattery (MG Y Tourer).

We also had five 2nd placings: Dino Mattea (L Type), Peter Rayment (MGTC), John Smart (MGTD), Clive Mulder (MG Midget), and Ian Fettes (MG 1100).

For those not wishing to take part in the Motorkhana there was the leisurely alternative of the Kimber Run. This was a scenic drive to Mount Tamborine, where you could admire the scenery and visit the gift shops, galleries, cafes and restaurants, if you so desired.

The Celebration Dinner was held on Monday evening at the Royal Pines Resort. The theme for the evening was the sixties with beautiful cars on display and an excellent rock band, The Chevrolets, who played authentic renditions of songs from the Beatles, Gerry and the Pacemakers, The Searchers, Rolling Stones and so on. This was a most appropriate era for many models of MG cars and for most of the guests! It

was a very enjoyable evening with fine food and drink and lots of dancing.

The main purpose of the evening was the awarding of the perpetual trophies. Because of the fudge factor, The John Wratten Memorial Trophy was won by Victoria but we came a very close second as we actually earned the highest number of points.

The Nuffield Oceana Trophy was awarded to Queensland and David Miles, as club president, went up to receive it and then called on Peter Rayment to join him, as Peter had been to just about every National Meeting since their inception, but had never been in a position to receive the premier trophy on behalf of the club.

The Joan Richmond Trophy, awarded to the female entrant who achieves the highest aggregate score over all events, was won by Anne Mulder.

The Chris Dodds Memorial Trophy, awarded to the owner of the MGB V8 scoring the highest aggregate points in competition over the National Meeting weekend, was won by John Walker.

The Hard Luck Trophy was awarded to Ray Edwards. Prior to the National Meeting Brant Rayment had spent many days and hours of work on Ray's car putting in fuel injection. He had taken it to the Dyno Shop at Geebung to do the last bit of tuning using a lap top computer. They



The next generation of members
(Photo by Shez Letten)



Our own overseas contingent -
Mark and Bob Baylis (South Africa)
Brian Woodham (UK) (Photo by Shez Letten)

said the fuel injectors weren't the right ones and put in Bosch injectors. They didn't put them in properly and when they set the car running on rollers and revving, using a fan to cool the front, it blew the injector out and fuel went everywhere in the car and it caught fire. The fire went through the car, melting the gear stick and burning the distributor, starter motor, alternator and wires under the dashboard. The carpet and ceiling were also burnt.

The Club Magazine Competition was won by The Octagon, the official journal of the MG Car Club of Queensland. The trophy was presented to the editor, Elaine Hamilton.

On Tuesday, the Farewell Breakfast was a relaxing barbecue held outdoors next to the lake at The Gold Coast Arts Centre.

The weekend was a very enjoyable and well-organised event. All the stewards from the Gold Coast were extremely efficient, friendly and helpful.

Major individual prize-winners

OUTRIGHT SPEED EVENT WINNER:

John Walker 50.49s

CHRIS DODDS MEMORIAL TROPHY:

John Walker

JOAN RICHMOND TROPHY: Anne Mulder

HARD LUCK TROPHY: Ray Edwards

Club trophy wins

THE NUFFIELD OEANA TROPHY

THE CLUB MAGAZINE COMPETITION

**FROM THE COMPETITION CLUB CAPTAIN,
JOHN WALKER**

The following is a list of results compiled by our Competition Club Captain, John Walker, who would like to thank all competitors for their efforts including concours entrants, some of whom entered multiple vehicles.



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A number of Maurice Chevalier look-alikes acknowledge the camera while waiting to enter the ballroom for Theme Night.



The Smarts and the Moores shared a table



Peter Smith, Bev Hoyle, Sandra Armstrong and John Boyce had a chat



David Robinson catches up with Selena, Brant and Samantha



Steve and Tracy Gable enjoyed their evening



Kerrie Kirwan and Gary Kunst shared a table



Merle and Peter Roberts



The Mattea song and dance team (Photo by Shez Letten)

For the next National Meeting to be held in Tamworth, the Club hopes that all members will enter into the competition side of the meeting to help the Club win back the hard-fought Wratten Trophy. It is indeed exciting to hear that some of the ladies are keen to have motorkhana training and this will be arranged in the near future. Those of you concerned about abusing your cars in motorkhana events may like to know of one lady who drives around motorkhanas smoothly and quietly and on many occasions beats her husband's times. The husband is a hard driver; many revs, wheel spin, hand brake turns, the works but sometimes to no avail. Remember, no matter where you end in the placings, in whichever event, your effort plus the fudge factor will earn your Club extra points.

Results for Club members in the Fuel Consumption or Economy test run over 100 km. Members are listed starting with the member with the lowest fuel usage.

NAME	CAR	L/100km	Place	Class
James Vanderky	IMGB Mk I	7.25	1st	K
Cyril Bennett	MG TF	7.34	1st	F
Cathy Bartley	MG TF (modern)	8.05	5th	ZF
Gary Kunst	MGB BL	8.19	1st	M
Debbie Slattery	MG Midget	8.25	1st	T
John Smart	MG TD	8.43	1st	E
Gary Lawrence	MGB Mk I	8.80	2nd	K
Bob Baylis	MG TD	8.81	2nd	E
Wayne Kirwan	MG TF Special	9.02	1st	X
Sandra Walker	MGB Mk I	9.06	2nd	J
Rodney Lapworth	MGA	9.22	3rd	G
Graham Hoyle	MGB GT V8	9.80	1st	R
Paul Lupton	MG Magnette	9.81	2nd	V



Bill Ferguson (centre) led our chorus line in their tribute to MGs. Members were from left: Ron Clydesdale, Sandra Walker, John Boyce, Tracy Gable, Ray Edwards, Sue Sommers, Bill Ferguson, Lyn Rushby, Matthew Johnson, Heather Smart, Paul Lupton, Glen Boyce and John Walker.

Steve Pyott	MGB Mk II	10.54	3rd	L	Brant Rayment	MGA Coupe	104.30	1st	I
Peter Smith	MGB GT	10.67	1st	O	Malcolm Spiden	MGB GT	104.54	1st	Q
Anne Mulder	MG B GT V8	10.77	3rd	R	Ross Kelly	MGA	105.06	4th	G
Matthew Johnson	MGB Special	11.13	2nd	Y	Gwynne Holman	MG Midget	107.24	4th	T
Brian Phillips	MG TF	11.56	2nd	F	Jim Armstrong	MGB S/C Special	108.48	4th	Y
Bill Ferguson	MGB V8	13.00	2nd	ZA	John Davies	MG 1100	108.52	1st	W
Sandra Armstrong	MGB V8	13.30	4th	Y	Gary Kunst	MGB BL	109.42	4th	M
					Rodney Lapworth	MGA	109.89	7th	G

Results for the Hillclimb listed from the fastest time.

John Walker	MGB GT V8	50.49	1st	R	Carly Mattea	MG Midget	110.25	6th	T
Graeme Walker	MGB Mk I	54.85	1st	K	David Miles	MGB GT	110.35	3rd	Q
Ken Wasley	MG TF (modern)	55.09	1st	F	Ron Clydesdale	MG Midget	110.56	8th	T
Clive Mulder	MG Midget	56.48	1st	T	Richard Mattea	MG Midget	111.91	9th	T
Malcolm Spiden	MGB GT	56.82	1st	Q	Tony Hastings	MGB Mk I	113.37	5th	K
Nick Holman	MGB Mk I	56.87	3rd	J	Nick Holman	MGB Mk I	114.82	3rd	
Jim Armstrong	MGB S/C Special	57.11	5th	Y	Roger Paltridge	MGA	115.55	9th	G
John Boyce	MGF	57.25	4th	ZB	Robert Callow	MGB GT	115.87	1st	O
Tony Slattery	MG ZR	57.84	1st	ZC	John Boyce	MGF	117.99	6th	ZB
Ross Kelly	MGA	57.85	3rd	G	Wayne Kirwan	MG TF Special	119.92	1st	K
Brant Rayment	MGA Coupe	58.01	1st	I	Sandra Walker	MGB Mk I	120.58	4th	J
Steve Riley	MGB V8 Special	58.48	6th	Y	Ian Fettes	MG 1100	120.62	2nd	W
David Miles	MGB GT	58.50	2nd	Q	Tony Slattery	MG ZR	121.53	1st	ZC
Robert Callow	MGB GT	58.71	2nd	O	Patrick Collins	MGB GT	121.54	5th	Q
Vern Hamilton	MGB GT	59.88	3rd	O	Glen Boyce	MGF	121.76	7th	ZB
Tony Hastings	MGB Mk I	60.59	5th	K	Peter Rayment	MG TC	123.28	2nd	D
Richard Mattea	MG Midget	60.83	2nd	T	Skye Kelly	MGA	123.41	11th	G
Ron Clydesdale	MG Midget	61.10	3rd	T	Anne Mulder	MGB GT V8	123.63	5th	R
Len Melrose	MGB BL	61.45	5th	M	Graham Hoyle	MGB GT V8	123.74	6th	R
Roger Paltridge	MGA	62.09	8th	G	Steve Riley	MGB V8 Special	124.41	5th	Y
Gwynne Holman	MG Midget	62.79	6th	T	Peter Smith	MGB GT	125.36	3rd	O
Patrick Collins	MGB GT	63.05	4th	Q	Dino Mattea	MG L type	133.48	2nd	C
Anne Paltridge	MGF	64.38	10th	ZB	Cyril Bennett	MG TF	133.82	5th	F
John Davies	MG 1100	65.81	1st	W	John Smart	MG TD	134.79	2nd	E
Carly Mattea	MG Midget	65.85	7th	T	Paul Lupton	MG Magnette	137.65	1st	V
Peter Rayment	MG TC	66.94	3rd	D	Bill Ferguson	MG R V8	147.73	4th	ZA
Nick Holman	MG TF	67.38	2nd	F	Elaine Hamilton	MGB GT	150.62	4th	O
Glen Boyce	MGF	67.52	11th	ZB	Cathy Bartley	MG TF (modern)	169.76	4th	ZF
Ian Fettes	MG 1100	67.58	2nd	W					
Elaine Hamilton	MGB GT	67.77	4th	O					
Dino Mattea	MG L type	71.08	2nd	C					
Skye Kelly	MGA	72.43	10th	G					
Dan Casey	MGA Twin Cam	72.49	1st	N					
David Robinson	MGY sedan	83.46	1st	U					

Motorkhana

Graeme Walker	MGB Mk I	101.31	4th	K
John Walker	MGB GT V8	102.43	1st	R
Clive Mulder	MG Midget	104.29	2nd	T



David Robinson let the Y stretch its legs...



The Midget class was all ours with Clive Mulder (1st), Richard Mattea, represented by Carly (2nd) and Ron Clydesdale (3rd)



Malcolm Spiden and David Miles made it a One/Two in Class Q



Tony Hastings gave motorkhania a go in his beautiful B



Sandra Walker aims for the finishing garage



Peter Rayment gathered up a cone along the way but still achieved 2nd in class



Dino heads for the finish and a second placing in Class C



Graeme Walker 'lines up' for the finishing garage after a successful non-WD run



Nick Holman scored a 3rd place



Wayne and Kerry recovering from losing a wheel spinner on the economy run

FROM THE DISTANT PAST *Malcolm Spiden's perspective on the National Meeting*

Correspondence dated 8th November 1968 from Ron Bolton, Senior VP of MGCC (NSW) Ltd included a suggestion of 'exploring the possibility of holding a National MG Car Club meet.' The MGCC NSW Centre was asking other centres for their thoughts on such a proposal and considered the first should be either in Sydney or Melbourne when 'the problem of accommodation and motor sport facilities are taken into consideration.' They also hoped the majority of opinion would 'favour Sydney as the site for the first National meet.' It was proposed that the first be held over the Easter Weekend of 1969 with 'an inter-centre competition being held on Easter Saturday and Sunday, leaving Good Friday and Monday as travelling time.'

The first National Meeting was held in Sydney in 1970 ... and now 2007, the 38th MG Car Clubs of Australia National Meeting was held on the Gold Coast. This report will concentrate on members of MGCCQ who entered and ran as MGCCQ members.

For most of us it was a short drive down to the Coast; however, for Jim and Sandra Armstrong

and Gary and Julie Kunst, Moura is a far distance as is Biloela for Wayne and Kerrie Kirwan whilst Bowen is some 1160 km travel for Graham and Bev Hoyle along with Brian and June Phillips and James and Rae Vanderkyl.

Friday was Registration day, meeting friends from other Centres, final preparation for Concours or for those not that seriously minded, a Fun Run (a drive, not a foot race) through the best scenery and attractions the area has to offer.

At registration we heard news of Ross Kelly's MG J3 which had problems with the supercharger drive shaft on the previous day and could not participate in the meeting. Also, there was the terrible news of Ray Edwards' MGB. Fortunately, the car is repairable and will run again.

There was the traditional Noggin 'n' Natter on Friday night and the usual 'ambush the waiter/waitress' to get the finger food and the 'open your wallet and help yourself' to pay for the drinks. Best moment was Roger Paltridge winning the 3rd Annual MG Rocker Cover elimination races.

On Saturday, the Concours was held in the park at the Gold Coast Entertainment Centre, a very beautiful setting. Members who assisted with judging were: Jim Armstrong, Bob Baylis, Dino Mattea, Glen Boyce, John Boyce, Cyril Bennett, Ron Clydesdale, Bill Ferguson, Ian Fettes, Graham Hoyle, Errol Hoger, Ross Kelly, Rodney Lapworth, Wayne Kirwan, Owen McNeill, Nick Holman, David Miles, Clive Mulder, David Robinson, Peter Rayment, John Smart, Malcolm Spiden, John Walker and Graeme Walker. Thanks to all these people who helped to ensure that concours was a success. Members received 31 individual class awards which makes this concours our most successful National result. Credit must go to Peter and Delia Rayment for resurrecting the Club's concours; Dino Mattea, Guy West and team who developed the concours procedures manual; and Bill Ferguson for organizing the current annual Concours at Southbank/Sirromet.

Other members who helped with other events included Gloria Mutch, Mal Kelson, Mary Caplet, Neil Mills, Owen and Mary McNeill, Errol and Wendy Hoger, Paul and Kerry Strange, Brian Hunter, Joan Appleby and Ann Thomson.

Saturday night was reserved for the Theme Night with singing and unusual behaviour while Sunday found people either at the hillclimb or on an economy run of approx 100 km with an allowable time of 2.5 to 4 hours.

Monday was either a Motorkhana at the Broadwater car park or participation in the Kimber Run (non-competitive) into the hills behind the Gold Coast. There were three tests for the motorkhana; modified eccentric, crossover and serpentine.

This year, there was a break from the usual practice of presenting all class and perpetual awards at the dinner. Class awards for Concours, Speed and Motorkhana events were presented at each venue and only the Economy run and

Perpetual awards were conducted at the Celebration Dinner, thus not all could have their moment of glory individually recognized by the assembled mass.

Congratulations to the Victoria Centre which won the John Wratten Trophy. Their fudge factor assisted their members to victory as it did for us at Launceston. The fudge factor is designed to give each Centre an even chance and takes into consideration MG membership and distance traveled. It was a successful meeting for MGCCQ with 8 individual class awards going to our members. John Walker won the Speed Trophy (only the 3rd time it has ever been won by a Queenslander) and also the Chris Dodds Memorial Trophy for the best MGB GT V8. The Joan Richmond Trophy for 'best female entrant who achieves the highest aggregate score at all events' was won by Anne Mulder. Ray Edwards won the Hard Luck trophy, the one no-one really wants to win.

The Club won the Nuffield Oceana Trophy, awarded on the basis of Concours and Motorkhana results using a formula explained in the event program.

Best Club magazine, judged on presentation, content, spelling, grammatical expression, cost and quantity printed, was won by our own Octagon. This award is a credit to the editorial staff AND to all those who contribute articles.

It was wonderful to see different generations of a family attending: Ross and Georgia Kelly had their daughter Skye and granddaughter Lilith there, Rodney and Peta Lapworth with parents Jim and Clair Skillen and children Rhys and Janika, Meryl Miles and her father, Oliver Robinson, Peter and Delia Rayment with daughter Samantha and granddaughter Lily (over from Reno for a short visit) and, of course, the three generations of Matteas including the youngest there, Genevieve Mattea, at only three weeks old.

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April mid-week run to Stanthorpe's Happy Valley Resort

By Malcolm Campbell



22 cars and 40 cheerful people assembled at the clubrooms for morning tea and to receive final instructions for the drive. A smorgasbord of high cholesterol delights gave an inkling of what was to come. Gai Wilson won the prize for the most decadent morsel. No one could survive more than two slices. This was not going to be a weight watchers picnic!



Departing just after 10 am, we drove the highway, and first stop to stretch our legs was at Cunningham's Gap. A few walked the 1 km round trip to enjoy splendid lookout views, a lot

more braved the toilets and we were on our way again to our luncheon destination Cooks, Gluttons and Gourmets. While the crew of "GT CONT" (the Cranley's new number plate for the Bentley) may have been the latter, most of us assumed the second role and hoed into a delightful feast, blissfully unaware that the evening meal would surpass it for quality and quantity.

Next stop was the Ballandean Estates vineyards and winery run by the Puglisi family who have had the vineyards for five generations. They welcomed us to their wine tasting bar and then took most of us on a very interesting tour of the vineyard and wine making facilities. The operator of the amazing bottling machine was kept distracted from his job for long enough for us to see the run stop when it ran out of bottle tops, something that would not have happened if he didn't have so many questions to answer!

We arrived at Happy Valley to the sound of rain on our soft tops and booked into our respective cosy cabins. Old man Horgan had skipped the winery and already had a fire going, clocking up a couple of hours rest in advance, ensuring he'd be in fine form if any joke telling was required. Before long, all the cabins had little puffs of smoke and those who were boy scouts had the biggest puffs. The noisy cabin was the Miles' one, where a few bottles from the winery were sampled, and old stories retold.

The meals that night were excellent and no one seemed to mind how long they took to serve us all, judging by the laughter and loud voices that kept the evening alive. If the main course was good, the sweets were even better. With little encouragement, Bruce Mutch recited a great little Aussie poem about a couple of dogs, one with quite a bite, and the story had both Bruce and his audience in stitches. Meryl found a

piano and tickled the ivories and Kerry kept his end of the table entertained. Renate's skilful massage straightened out a work-sore Meryl and had Anne Mills joining the queue for attention.

So, it was pretty late when the last of our group left the restaurant. On my way back, I found the Miles and Horgans leaving another cabin after a late night port party animals! For someone who doesn't eat this much so often, I took a while to get off to sleep, but it was great to hear rain on the roof top for quite some time. Andrew Miles, our "always-on-the-job" horticulturist, said there was 18 mm overnight. I'm not sure if he carries a rain gauge or a laptop, or whether he just "knows" these things.

Breakfast was as legendary as the dinner and we all managed to put away a hearty meal of cereals, eggs, bacon, sausages, toast and jam, etc, etc. The weight conscious took onboard lashes of yoghurt, fresh cut fruit salad - and Danish pastries.

Some then left for an easy drive straight home and 14 cars remained for the big drive around the NSW / Queensland border region in fine warm weather. We took the Texas road out of Stanthorpe, turning off to the Glenlyon Dam to enjoy a twisty little road, although some care was needed on the creek crossings and watching for cows grazing on the edge of the road. The views were worth the trip. We then joined the Bruxner Highway and headed west to Bonshaw, where we were joined by the Campbell M3 and the Boyce TF who had earlier driven south of Stanthorpe for PULP for their cars. Some of our now 16-strong car convoy broke ranks soon after Bonshaw and the leader was passed at some rate of knots by several drivers whose bladders were exploding. There sure weren't many spots to stop for such luxuries on the Bruxner highway!

Crossing back into Queensland at Texas, we had lunch in this tidy little town of 900. The joint local councillor and owner of the local paper, the "MacIntyre Gazette", took a great interest in our convoy, returning with a camera and notepad to talk at length with our president David and also Ross Letten whose 55 year old blue TD caught a lot of local attention. Ross brought this with him when he migrated from South Africa. The girls found a few real bargains in the quaint little shops, particularly Meryl and Renate, who nearly "missed the boat" when the convoy started off again without them.

We drove towards Inglewood, where instructions were to take the right hand branch to the Cunningham Highway. This was more a sharp 90° right turn to Greenup, and we were then to follow the road and rejoin the Cunningham Highway towards Warwick. I think David Miles and I were the only ones to take this road, with the others heading via Inglewood before turning right to Warwick, although I really can't confirm this because of the high cruising speeds needed to keep sight of the convoy. I had missed the Greenup turn when I saw David take it in the rear view mirror and had to turn back and try and catch the Miles GTB not an easy task and one in which I did not succeed. So Renate and I travelled without map and no phone reception, and survived.

We only passed the Letten TD on the approach to Warwick, although I do think it left Texas ahead of the rest of us. Nonetheless, it kept up very well with its newer cousins on the earlier parts of the run. We never saw any other cars but we managed to meet up with my brother John for coffee just past Warwick. The Miles Jnr BMW was seen to drive by but no others. The Miles Snr GTB apparently turned off before Warwick to travel via Leyburn, Clifton and Gatton and return to Brisbane on the Toowoomba Road. Perhaps the others did as well or maybe, like us, found various ways home?

And so ended a very enjoyable two days in the company of like minded people, lovely scenery, cool crisp air, overnight rain, excellent food and accommodation. We now have a few months to diet before "Christmas in July" at Cherrabah! To the organisers, thanks so much for arranging such a great adventure.

Ed: Thank you to Malcolm Campbell, Tom Storrie, Shez Letten and David Miles for photos from this event.





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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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