



# THE OCTAGON

Official Journal of the MG Car Club of Queensland Inc.  
Affiliated with Confederation of Australian Motor Sport

Patron: Dick Johnson

[www.mgccq.org.au](http://www.mgccq.org.au)

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Treasurer	Carly Mattea	3325 0409	0410 310 452	0410 310 452
Committee	Ron Clydesdale	3863 3375	3863 3375	0409 728 647
	David Robinson	3848 0221	3255 9037	0417 731 455
	Richard Mattea	3325 0409		0403 462 052
	Joan Appleby	3857 1561	3857 1561	
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Event Secretary	Joan Appleby	3857 1561	3857 1561	
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	Glenda Crew			

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Clubrooms: 16 Donkin St West End

Hillclimb: Gramzow Road, Mt Cotton - Ph 3206 6303 E&OE

The opinion of 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 club rooms.



# PRESIDENT'S REPORT

Well here we are and still as busy with Club activities - as usual.

The Shepparton National Meeting was another very enjoyable and successful event for the Queensland contingent.

We brought home the Lord Nuffield Oceania Trophy, Ron Clydesdale won the Cecil Kimber Trophy and Bill Ferguson won the Golden Gudgeon for T types. Although we have won the Oceania Trophy before, to win again is most satisfying. Obviously all attendees did very well with many golds including one each to the Moura and Bowen area. We just missed the Wratten Trophy to Victoria. Congratulations on a job well done by all of our representatives.

Thank you to our National Meeting organisers, particularly Ron and Bev Clydesdale, for once again making sure we were all well organised.

Now that 2003 is out of the way we can concentrate all our energies on the 2004 Warwick National Meeting. I would again stress the need to make sure that you participate. We need a lot of help and forward planning is the key to success. We would like all of our members to participate

The 5<sup>th</sup> May Hillclimb was a success other than for some accidents which meant some very hard clean-up work by our volunteers. Thank you people.

There have been many compliments on the recently completed works at the 'hill'.

Also of benefit to the Club are the large number of spectators who have attended the Hillclimbs this year, and this is a trend we will work towards maintaining.

It is probably appropriate to remind members, that the Hillclimb is our primary income source, through small profits from the entries and from the canteen.

This income funds our other activities, so to participate in the Hillclimb is another way of contributing to the Clubs coffers.

The next major Club event is the Queensland Hillclimb Championship on the weekend of 31st May/1st June. Assistance from other members to the hard-working band of 'regulars' would be appreciated.

Congratulations to our Treasurer Carly Mattea and Committee Member Richard on the recent birth of their second daughter Ashleigh Christine and sister for Alexandra Jane.

That's all for now,

John Davies

MT  
COTTON

Please note the dates in the Calender

Contact: David Robinson 3255 9037

Hillclimb Circuit - Gramzow Road Mt Cotton  
Action Starts 9.30 AM



## From the Editor's Desk

It would appear that the renovations to our major asset, Mt. Cotton Hillclimb have been successful. This not only refers to the comments from our competitors and all aspects of competition, which conform to the granting of our CAMS licence. We had extensive improvements to complete at the request of CAMS and this makes the Racing Circuit reach National standards.

The second aspect of the Mt. Cotton circuit is that it is successful in attracting the public to watch the competition from improved facilities, visit the competitors in the Pits without interruption and provide very welcome refreshments to the public. Perhaps the aromas, which emanate from the BBQ, assist in tempting taste buds.

In short, the Mt. Cotton Hillclimb Circuit is a very good revenue raising area for the Club. Perhaps this could be extended to

include a nominal entry fee for the public.

The hard work by a small band of dedicated members and their wonderful spouses make things happen.

The Club calendar is quite full with events for all members to enjoy our mutual interest "That of our MG Sports Cars"

It is now to the continuing search for new Club Rooms, as we have the cloud of development hanging over our current excellent facilities.

We would welcome support from our "silent" members as we can all enjoy our big boys toys.

Bruce Mutch - Editor

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# Catch-up on the Web

[www.mgccq.org.au](http://www.mgccq.org.au)

Our new web-site is now operational, providing members and non-members alike, information on our club and its activities.

If you have web access, here is an additional way to keep abreast of events. Calendar changes and additions are up-dated weekly, and new sections and services are still being added.

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## NOTICE BOARD

### Mid Week Run

On the Fourth Wednesday of each month, we are organising day runs. Contact David Miles on 3892 2699 for more details. Bring your lunch and billycan.

### Friday Night Out

Response from members willing to take on the organization (very little) of these evenings have been very disappointing, in spite of the events being well attended.

Intended for the last Friday of each month, it will only take a very short time for one or two members to put together some form of very simple social evening. Please phone David Miles if you can help 3892 2699 (home) or 3891 5922 (work). Would like to start these evenings on a bi-monthly basis.

### Ironman Weekend

Members should note that the Ironman Weekend has been moved forward to October 3rd, 4th & 5th.

David Robinson 3255 9037

### Concours

This year again in conjunction with the MGCCof GC at Robina.

Cars in place 9.00 am - Judging commences 9.30am

Ron Clydesdale 3863 3375

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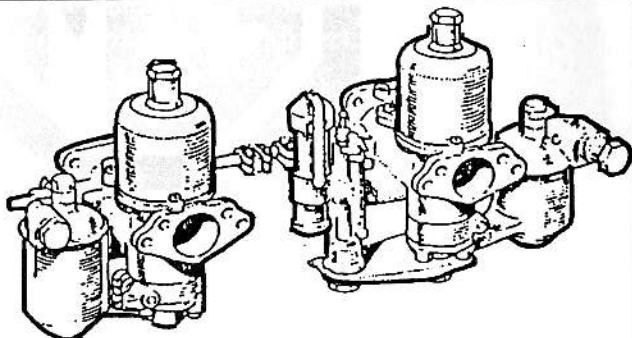
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## Mid Week Run - Mapleton Falls

Wednesday 26<sup>th</sup> March 2003

A delightful day run was organised by Bruce & Tippy Ibbotson, leaving Ashgrove about 9 am and running through the northern suburbs of Mac Gavin View on Lake Samsonvale. This was smoko and we had no sooner settled for a cuppa when we were besurged by a family of magpies. It is a pity that through ignorance and being kind that these birds are waiting for a handout.

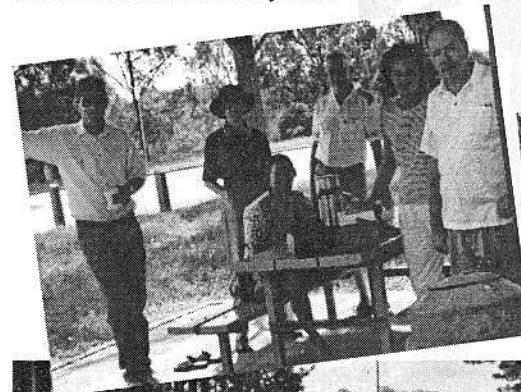
From Lake Samsonvale, the back way through Caboolture and Beerwah then climb the mountain to Montville (crowded) and Mapleton Falls National Park for lunch. The scenery was magnificent following recent rains and the fall itself was running and the surrounds, a virtual fairyland.

Our luncheon break was also disturbed by natives on the scrounge. This time a black-laced monitor (goanna) aggressively looked for scraps, only to be turned away.

Following a leisurely but interrupted luncheon, we set off for home. Some via the freeway and the more venturous, over the mountains via Maleny, Woodford, Mt. Mee, Samford, The Gap and wherever you could find a hill, a distance of 200 miles of some of the best mountain roads north of Brisbane. A great day and thanks again to Bruce & Tippy.

### Attendees

Bruce & Tippy Ibbotson MGC GT  
 John & Glen Boyce MGF  
 Malcolm Campbell & Val Horgan MGB  
 Bruce Mutch MGB





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## MG Car Club of Qld Hillclimb

**Mt. Cotton - Sunday 6<sup>th</sup> April 2003**

A bright sunny morning greeted 57 cars that faced the starter at the "refurbished" Mt Cotton Hillclimb Circuit.

The presentation of the upgrade was a credit to the hard working club members, particularly Dino Mattea and our President John Davies who seemed to be there "all the time".

Peter Meszaroo's and his wife were presented with a suitable MG Car Club trophy in appreciation of their sterling efforts in the upgrade.

The crowd increased during the day and took all the new vantage points to view the days racing.

### Marque Sports 3001 cc & over

Chris Hatfield in the Cobra outgunned John Cetinich in the TR7 V8 and John Walker in the MGB GT V8.

### Improved Production 1601 - 2000 cc

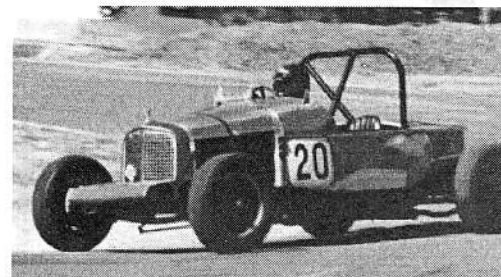
Rick Miles in the Dolomite outlasted Chris Sloan in the Datsun 1600 and Dad David Miles by the slenderish of margins.

### Improved production 3001cc & over

The Raliart EVO 6.5 of Rian Gaffy headed the WRX ST1 of Allan Kelly with the immaculate ORCHID Torana LJ GTR of Glen Wesener, which was a good effort for a car with a little age.

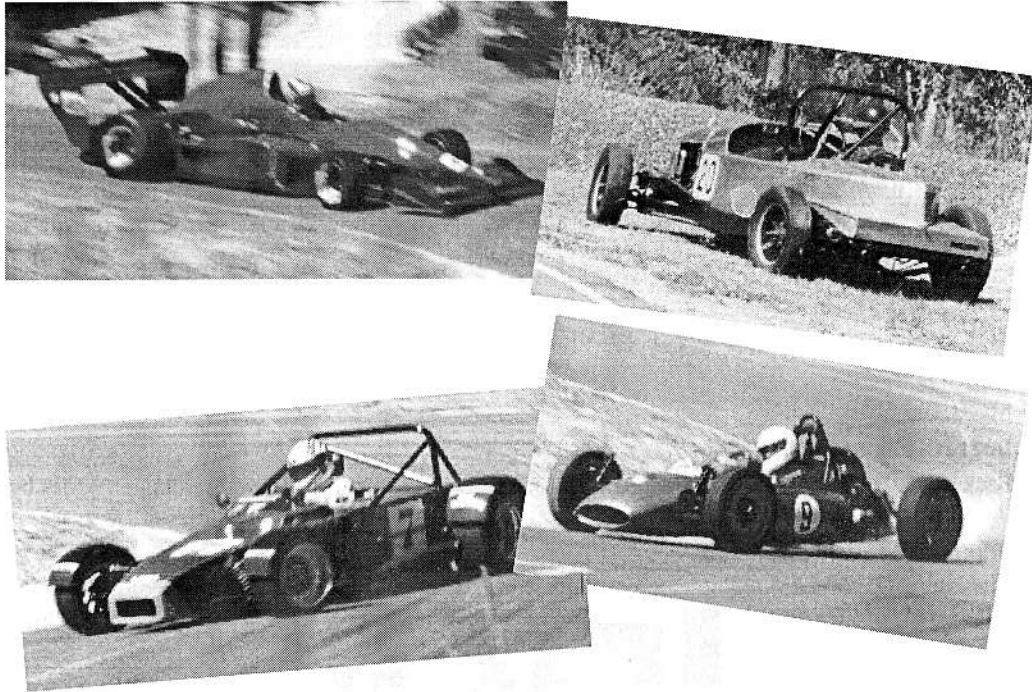
### Marque Sports 1601 - 2000 cc

Brian Ferrabee in the MX5 broke Stuart Douglas's MGB six-year-old record (50.06) with 49.74 secs. Graeme Walker's "BOG STANDARD" MGB was second with 54.71 secs and Peter Andrew's MG F was a creditable third.





MG Car Club of Qld Hillclimb (Cont)



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MG Car Club of Qld Hillclimb (Cont)

**Sports Cars**

Lindsay Hay (ex late Steve Austin's Farrell S-1300) got the fastest time for the class (47.89 secs) than "bent it" ahead of Ray Edwards in Bruce Gilmore's LEDA Sports (49.37 secs), which was also bent, on the second loop. (More homework for Bruce during the week) with Jim Peal in the appealing 2 litre Ford Popular, third.

**Marque Sports 2001 - 3000 cc**

Stephen Ogle's Datsun 260Z 57.34.

**Gemini**

Glen Sullivan - 58.12

**Improved Production up to 1600 cc**

David Jones led the class in the delightful Honda Civic with Scott Rayment in the ancient Renault 12 and Geoff Trew in the Morris Cooper S. Lindsay Veal had the "slide" of the day off "Lovers Leap" but only hurt pride for trying too hard.

**Improved Production 2001 - 3000 cc**

Greg Turnham impressed with the 2.5 litre green Beetle (KERMIT).

**Group N**

The immaculate red Torana XU1 of Reg Wheeler led from David Hatchman's Datsun 1600 and Neil Lewis in the MK11 Ford Cortina.

**Marque Sports Cars up to 1600 cc**

Another record broken with Des Edwards lowering his own record to 46.36 secs in the silver Westfield SEI with Bruce Chamberlain in another Westfield SEI and Daryl Duncan in his Fiat X 19.

**Group S**

Chris Ayers Datsun 250Z held off Jeff Crew in the late Russell Crew's MGB with Steven Wilkins enjoying himself in his Austin Healy Sprite.







## Leukaemia Foundation "Shave"

A very BIG thank you to all the club members who kindly donated to "my" shave for cure for the Leukaemia Foundation at the Noggin 'N' Natter on Friday night - March 14<sup>th</sup>. Your donation of \$62.15 (thank you Malcolm Spiden for the extra 15 cents!) is greatly appreciated. I sincerely thank everyone for your generous support and wish those attending the Nationals in Shepparton, a safe and happy Easter.

Warm regards, Val Horgan

## British Makes Swap Meet

The Triumph Sports Owners Association of Queensland again proposes to hold a British Swap Meet commencing at 1 pm on Saturday 28<sup>th</sup> June 2003.

The venue is Vintage and Veteran Club Grounds, 1376 Old Cleveland Road, Carindale.

Come one, come all to a very Special Event  
Help us celebrate

## QMROA'S 40<sup>th</sup> Anniversary

Date: 12<sup>th</sup> July 2003 - Time: 6pm for 6.30 pm start

Where: Queensland Yacht Squadron - 578 Royal Esplanade, Manly

Price: \$50/head - body is free (Includes 3 course meal, entertainment etc.)

RSVP: 1<sup>st</sup> July 2003

So please make this a memorial night. If you need to speak to me, please don't hesitate to contact the contact details below.

Phone: (07) 3344 1099 Fax: (07) 3344 1209

Email: president@qmroa.asn.au

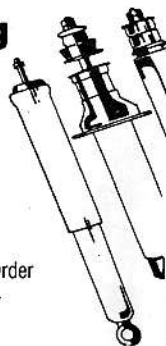
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## MG Car Club of Qld Hillclimb (Cont)

### Formula LIBRE up to 1300 cc

The angry ant Paul Van Wijk in the ZIP GP leaded Chris Lake in the Axtell Suzuki and Vern Hamilton in the JMW 76.

### Formula LIBRE 1301 cc & over

Bill Norris was back in form with the Hawk Mk 2 leading Alan McConnell in the Van Diemen 87 with Gary Goulding Van Diemen RF 85 (plus newly mounted TURBO). John Boyce in the KADITCHA VW held out the "Silver Fox" Ivan Tighe in the KADITCHA and Ross Liddle settling in with the ex Eric Barnes FARRELL F2 in its new livery "LIDDLE BLUE".

### A very impressive line up of heavy weight contenders.

### Sports Sedans 2001 & over

The V8 engined Ford Escort of Jeff Daniels was more than a match for Dwayne Taylor in the Holden HX V8 tradesman's Ute.

### Formula VEE

Brian Hunter enjoyed the run in the MAKO from Andrew and Noel Buzaglo's recently acquired Spectre. Their runs "getting to know you" ran into some snags, particularly with the gate in the gearbox. At last they didn't find reverse like one other Vee driver who tries so hard.

### Historic Group M.O.Q.

Two great little race cars with Ross Devencorn leading in the Elfin DMR 3 from Alan Telfer in the Lotus Super 7.

### Historic J.K.L.

The lovely MG TF Buchanan of Michael Gehde upstaged the inevitable Bazza Smith in the Flat Head Ford V8 Special and Stewart Armstrong in the MGA Ausca Special.

## The stars of the Day

### Best MG up to 1600 cc Time

Michael Gehde MG TF Buchanan 58.98

### Best MG 1601 -2000 cc

Graeme Walker MG B 54.71

### Best MG 2001 cc & over

John Walker MG B GTV8 51.49

### Best MG

John Walker MG B GTV8

### Top Six

Paul Van Wijk Zip GP 41.55

Gary Goulding Van Diemen RF85 43.60

Chris Lake Axtell Suzuki 44.77

Vern Hamilton JMW 76 45.48

John Boyce Kaditcha VW 46.38

Ivan Tighe Kaditcha 47.10

## Most Improved

Luke Bennett Mitsubishi Lancer

## Fastest Time of the Day

Paul Van Wijk Zip GP 42.78





## Celebration of Airstrip Racing – Strathpine

To introduce myself, I am the Secretary of C.A.R.S. ie CELEBRATION OF AIRSTRIP RACING STRATHPINE. The airstrip racing commenced in 1946, and continued until 1959, when L.J. Hooker subdivided the area, and a High School was built on the site.

Snow Sefton, a local Lawnton Garage Proprietor, built a Ford Special race car, and was instrumental in establishing the area as a race circuit.

We have a small band of workers, striving to make this Celebration Day on August 31<sup>st</sup>, a resounding success. It will take the form of a static display of cars and bikes that competed in that era, plus some others.

We have the Historic Racing Register on side, as well as the Historic Motorcycle Club of Pine Rivers, the Pine Shire Council, the High School Principal and some motor supply houses.

In addition, many of the competitors of that era are prepared to be involved. Men like John French, Max Volkens, Jim Bertram, Bill Pitt, Bill Gates, Bill Weekes to name a few.

We feel that such a remarkable era in Queensland needs to be recognised. People of the present may not even be aware of the thrills and spectacle that was provided by those great men of yesteryear.

There is much more information that I can provide for you, if you or your organization are prepared to be involved, or support us in any way whatsoever.

The Celebration will be held at Pine Rivers High School on Sunday 31<sup>st</sup> August 2003.

Kevin Elliott - Sec. C.A.R.S. - 9 Moorhouse St Bald Hills 4036 - Ph: 3261 1841



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## “A Little Late”

*Sorry Ken we missed the last edition!*

Next year at Easter time, the National Meeting for MG's will be held in Queensland, and, providing work commitments permit, I'll be there. However, for Easter this year, members of our club, under Ron and Bev's guidance, will be preparing and travelling to Shepparton to participate, and hopefully winning the trophies. With all that in mind, for many of our club members and drivers of MG's, Easter perhaps centres around the National event. Therefore it is a busy time of year. No doubt for others, it's the joy of a long weekend, rest, family celebrations and of course, chocolate Easter eggs.

That takes me back some fifty odd years to Easter egg nests and the hop of a (one) candy egg, which rattled with a small toy inside. Some slowly ate the coloured candy around the edge until the two halves split to reveal the surprise. Others quickly broke the egg to find what was inside and then ate with glee and gusto. I can remember one year that the toy inside mine was a little red car, a bit like an MG TC, which provided a great deal of joy. No .... I won't say if I was a nibbler or smasher, but I did enjoy finding and eating the egg.

But most of all, Easter has always been very important to me. For as long as I can remember, Jesus Christ has always been the most important part of my life. Therefore, Easter means so much to me as the special occasion to remember what Christ Jesus did for me and all human kind at Calvary.

For nearly 2000 years, people have celebrated Easter, the crucifixion and resurrection of Jesus. Attitudes have varied, thoughts differ, but for most, Easter is still a significant time in which Jesus plays a part. Beyond the chocolate bunnies, extra holidays and festivities, including MGCC of Qld. Winning the Nationals; try as one might to put the real reason for Easter out of mind, it's still there.

So remember and rejoice that Jesus is alive and this makes all of life worth living.

My prayer for each one is that you will find life worth living, especially this Easter.

*Your Chaplain - Ken*

## Sump Plug Teaser

The only one to run out of fuel on the Observation Run was “Charlie Brown” who has found out that fuel pumps go mad when they are scavenging for fuel. “Goldie Locks” came to the rescue and fetched 10 litres of fuel in a gold plated fuel can which cost three times as much as the fuel.

“Maggie's” intrepid pilot should always put her out of gear before starting and this helps not dent doors and other ‘blokes’ mudguards.

Walker (junior) drove the black GT as usual “like he stole it” and made up for David's white GT, beating him hands down in the Concours. Graeme made up for this in the Speed Event and the Motorkhana.

Erika Chicky Babe” beat Grandad in three out of four Motorkhana events and explained the simple reason as “having a good teacher”. She was fourth in a class of ten and her drive was as smooth as silk.





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## Goldie Locks & the Three 'B's'

The trip to the National meeting at Shepparton was a trouble free one with just on 60 members of the MG Car Club of Qld going to the event.

As with any organization, there are easy alliances, which evolve, and as with the Hobart National in 1998 "Goldie Locks" Errol Hoger and "Charlie Brown" Bruce Mutch travelled home easily together.

This year, the "Mango Muncher" Graeme Hoyle from Bowen joined the travelling group. (All MGB MkII)

Returning from Shepparton, the first mishap occurred at Parkes when "Goldie Locks" (Gold MGB MkII) sounded very odd and No 3 plug was oiling up. Another set of plugs seemed to clear the throat and it was off to Gilgandra without a hitch. The "Happy Hour" with the possums was a pleasant one and then off to an early start for Brisbane on the next morning.

After filling up at Shell with the best Premium Unleaded Fuel one can buy "Optimax" according to JW's research, we were off "Goldie Locks" "Mango Muncher" and "Charlie Brown" on the very scenic drive to Coonabarabran. After a light breakfast, the troops set off and "Goldie Locks" had only travelled a few hundred meters and rattled to a stop in the main street of "Coona".

The tappet cover off and there was a centimetre gap in the exhaust valves of the 3 & 4 piston. The motor was also locked (Not

ceased). What to do? Car carriers hire cars the NRMA depot & office had been burnt down a few days before, when along came David R's the Magnette "Maggie". What to do?

Down the street came Bill & Lenore Ferguson in the Falcon towing the car trailer with their MGTF.

It all fell into place as Bill took the TF off and drove it home to Brisbane. The crew put the 'B' "Goldie Locks" on the trailer and Errol drove the Falcon home at a very steady pace, much to the annoyance of the interstate truckies (too slow) and arrived back in Brisbane at 1.30 am next day. The members of the Club helped and waited until all was settled before journeying forth.

So "Goldie Locks" and the three 'B's' arrived home all intact.

The story unfolded next day when Errol took the head off "Goldie Locks" and found that the "VALVE SEATS" in No 3 & 4 cylinders (exhaust) had disintegrated.

The moral of the story is to not use unleaded fuel (Premium or otherwise) in a leaded car without having the hardened valve seats installed.

There are a few of the club members who are using the Leaded filters in the fuel lines, so we will see what happens down the track.

As usual, many thanks to those club members who stopped and assisted with the event. What more could one expect?

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Available to members at no cost.

Items to:

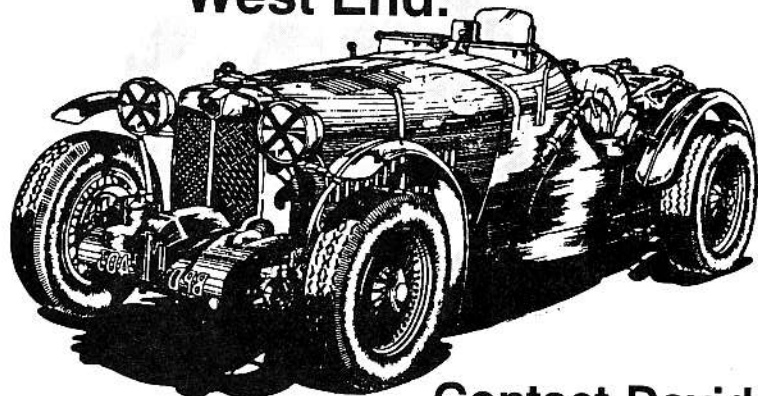
GPO Box 1847 Brisbane Qld. 4001





# Club Members !!! "Noggin 'N' Natter"

Don't forget the Noggin 'N' Natter -  
7.30pm Friday, 13th June at  
Donkin St. Clubrooms,  
West End.



Bring some nibblies and enjoy  
an informal, fun evening.

Contact David  
Miles 3892 2699



## TYRETECH

A U S T R A L I A

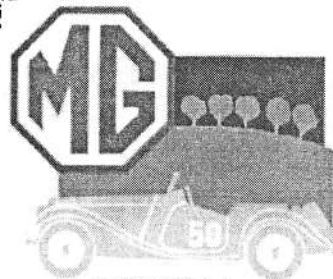
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NATIONAL  
MEETING 2003  
SHEPPARTON

## National Meeting - Easter 2003 - Shepparton Victoria

The host club MG Car Club of Victoria could not have wished for better weather for the entire meeting. A little different to Gosford when it didn't stop raining.

A contingent of just under 60 members of the MGCC of Qld journeyed forth in dribs and drabs, staying at our favourite spot half way, where we had two excellent overnight stays at the Cooee at Gilgandra. A welcome barbeque was enjoyed by the members, including our British guests, Brian and Janinne Woodham from the Home Centre at Abingdon. The second day, we journeyed through central NSW and the Riverina, where the seasonal conditions were in stark contrast to Northern NSW and Queensland, which has grass up to the bullock's bellies and are "doing so well". On to Shepparton where members started "scrubbing and cleaning" for the Concours on Saturday. Good Friday at registration and scrutineering was a good time to renew old friendships and "suss out" the rival cars. Some very well presented cars. At the Noggin and Natter on Friday night, there was a mass of people and the "Master Mind" which was held in an upstairs Auditorium was well attended and most people could hear.

It would have been more effective had the correct answers been again reiterated after the question had been finalised.

The Queensland Club featured well when "Papa Bear" Peter Rayment came second to John Kemp from South Australia.

Saturday morning beamed bright and shiny and just on 300 well presented cars were placed on the shores of Victoria Park Lake. The presentation included Pre-war, T Types, B's, C's, GT right through to RV8 and the current F, TF and ZT cars.



On the way





## National Meeting - Easter 2003 (Cont)

The placing's for MGCC of Qld Class C Pre-war S/C Racing > 1000 cc.

3<sup>rd</sup> Dino Mattea MG L Type  
7<sup>th</sup> Alistair Clarke MG C Type (Rep)

## Class D MG TC

6<sup>th</sup> Peter Rayment MG TC

## Class F MG TF

3<sup>rd</sup> Cyril Bennett  
7<sup>th</sup> Bill Ferguson

## Class J MGB Mk I (Ph)

7<sup>th</sup> Jim Armstrong

## Class L MGB MkII

7<sup>th</sup> Paul Strange

## Class M MGB Mk II BL

2<sup>nd</sup> Bruce Mutch  
6<sup>th</sup> Errol Hoger  
7<sup>th</sup> Graeme Hoyle

## Class N MGB RB Roadster

7<sup>th</sup> Suzanne Seipel

## Class O MGB GT Mk I &amp; II

3<sup>rd</sup> Greg Newy  
4<sup>th</sup> Peter Smith

## Class Q MGB GT RB

1<sup>st</sup> David Miles  
6<sup>th</sup> Graeme Walker  
Class R MGB GT V8

7<sup>th</sup> John Walker

## Class T MG Midget

1<sup>st</sup> Ron Clydesdale

## Class V MG Magnette

7<sup>th</sup> David Robinson

## Class W MG Front Wheel Drive

4<sup>th</sup> John Davies

## Class Y MG Specials

2<sup>nd</sup> Shaun Seipel

## Class ZB MGF

4<sup>th</sup> Glen Boyce

## The outright winners of the Concours

## Pre MGA

Mick Mitolo MG TF SA (Red)

## Post TF - 1980

Alan Turner MGB MkII SA (Blue)

## Post 1980

Jim Dolbel MG RV8 NSW (Green)



Concours Cars



## National Meeting - Easter 2003 (Cont)

## PARTY NIGHT

The Party Night on Saturday had a theme of "Gold Gold Gold". A great night with a welcome sumptuous smorgasbord dinner and the Queensland contingent dressed as XXXX Gold. They were judged the best presented club of the evening and scored the champagne.



## Easter Sunday - Touring Assembly

There were two events on the day with the Touring Event travelling through some very picturesque mountain country and finishing at the Winton Raceway at Benalla.

## The winners for Queensland

Concours Cars

## Class F MG TF

2<sup>nd</sup> Bill & Lenore Ferguson

8<sup>th</sup> Cyril & Marie Bennett

## Class J MGB Mk I

1<sup>st</sup> Jim & Sandra Armstrong

## Class M MGB Mk II BL

1<sup>st</sup> Graeme Hoyle - Helen Walker

3<sup>rd</sup> Bruce Mutch & Erika Gower

6<sup>th</sup> Errol & Wendy Hoger

## Class D MGB GT

5<sup>th</sup> Peter & Gillian Smith

## Class P MG GT BL

6<sup>th</sup> Barry & Jean Smith

## Class T MG Midget

1<sup>st</sup> Ron & Bev Clydesdale

A very interesting day with some quite tricky questions.



National Meeting - Easter 2003 (Cont)

**Sunday - Speed Event - Winton Raceway**

The Winton Raceway was very testing but thoroughly enjoyed by the competitors.

**The Winners for Queensland****Class C Pre-war S/C**

- 1<sup>st</sup> Alistair Clarke 89.12 sec MG C Type  
 3<sup>rd</sup> Mike Hawke 89.21 sec  
 7<sup>th</sup> Dino Mattea 102.76 sec MH L Type

**Class D MG TC**

- 3<sup>rd</sup> Peter Rayment 89.07 sec

**Class L MGB Mk II**

- 6<sup>th</sup> Paul Strange 88.33 sec

**Class N MGB RB**

- 3<sup>rd</sup> Suzanne Seipel 101.67 sec

**Class O MGB GT**

- 7<sup>th</sup> Greg Newy 98.33 sec

**Class Q MGB GT RB**

- 1<sup>st</sup> Graeme Walker 80.43 sec  
 3<sup>rd</sup> David Miles 86.28 sec

**Class R MGB GT V8**

- 3<sup>rd</sup> John Walker 77.67 sec

**Class V MG Magnette**

- 1<sup>st</sup> David Robinson 84.68 sec

**Class W MG Front Wheel Drive**

- 3<sup>rd</sup> John Davies 88.61 sec  
 4<sup>th</sup> Kimberley Robinson 106.70 sec

**Class Y MG Specials**

- 7<sup>th</sup> Shaun Seipel 82.18 sec

**Class ZB MGF**

- 5<sup>th</sup> John Boyce 86.04 sec

**The overall winners of the Speed Event.**

- 1<sup>st</sup> Vaughan Gibson MGB Special  
 70.62 sec  
 2<sup>nd</sup> Bob Schapel MG TC Special  
 71.34 sec  
 3<sup>rd</sup> Michael Wood MG Super Special  
 72.12 sec

The event was in some ways spectacular with a few PIROETIES in the dirt and the V8 COSTELLO blowing oil smoke, which looked expensive but turned out to be an oil seal which allowed oil to be dropped on the exhaust.



National Meeting - Easter 2003 (Cont)

**Sunday Night - Club BBQ**

Thanks to Bev & Ron Clydesdale, we had a pleasant BBQ at the Country Home Motel after Motorkhana practice around the chairs. It was also the occasion to scoff the well won champagne from the theme night.

**Monday - Motorkhana DECA**

The Motorkhana was run in classes, however, to keep the interest, each class had a run in the morning and one in the afternoon. The driving of the specialised cars was spectacular to say the least, as DECA has a concrete surface skidpan.

**The Motorkhana winners over the four tests:**

- Reverse Lazy Eight
- Plumb Crazy
- Crazy Square
- Double Loop

**Class C Pre-war S/C**

- 6<sup>th</sup> Alistair Clarke 115.79 sec  
 7<sup>th</sup> Mike Hawke 118.34 sec  
 8<sup>th</sup> Dino Mattea 127.09 sec

**Class D MG TC**

- 3<sup>rd</sup> Peter Rayment 119.13 sec

**Class F MG TF**

- 7<sup>th</sup> Bill Ferguson 137.99 sec  
 8<sup>th</sup> Cyril Bennett 164.17 sec

**Class J MGB Mk I (D)**

- 6<sup>th</sup> Jim Armstrong 111.19 sec

**Class L MGB Mk II**

- 3<sup>rd</sup> Paul Strange 104.68 sec

**Class M MGB Mk II BL**

- 6<sup>th</sup> Erika Gower 109.81 sec  
 Errol Hoger 112.39 sec  
 Graeme Hoyle 113.80 sec  
 Bruce Mutch 114.03 sec

**Class N MGB Rubber Bumper**

- 4<sup>th</sup> Suzanne Seipel 118.79 sec

**Class O MGB GT**

- 3<sup>rd</sup> Greg Newy 112.14 sec  
 Peter Smith 121.70 sec

**Class Q MGB GT (RB)**

- 1<sup>st</sup> Graeme Walker 103.55  
 3<sup>rd</sup> David Miles 113.02 sec

**Class R MGB GT V8**

- 3<sup>rd</sup> John Walker 101.88 sec

**Class T MG Midget**

- 4<sup>th</sup> Ron Clydesdale 107.32 sec

**Class V MG Magnette**

- 3<sup>rd</sup> David Robinson 125.20 sec

**Class W MG FWD**

- 2<sup>nd</sup> John Davies 112.26 sec  
 3<sup>rd</sup> Kimberley Robinson 115.70 sec

**Class Y NG Special**

- 7<sup>th</sup> Shaun Seipel 102.85 sec

**Class ZB MGF**

- 6<sup>th</sup> John Boyce 111.83 sec  
 Glen Boyce 116.31 sec

**Overall Winner:**

- Max Baragwanath MG Midget 87.16 sec

A pleasant day under brilliant sunshine and a well run competition.





**Our Guests**  
**Brian and Janinne**  
**Woodham from MG Car**  
**Club Home Centre**  
**Abbingdon UK**



### Monday Night - Presentation Dinner

The hall at the Shepparton Eastbank Centre was a gala affair with the MG Car Club of Victoria, even sporting an MG Cow.

**The overall National Placings:**

**JOHN WRATTEN TROPHY**

MGCC of Victoria 1331.250

MGCC of Queensland 1027.930

**NUFFIELD OCEANIA TROPHY**

MGCC of Queensland 10.8

MGCC of Victoria 10.6

MGCC of Newcastle 10.6

MGCC of Geelong 10.0

**TC OWNERS CLUB PRE WAR PLATE**  
Alistair Clarke (Qld)

**THE CECIL KIMBER CENTENNIAL PLATE**

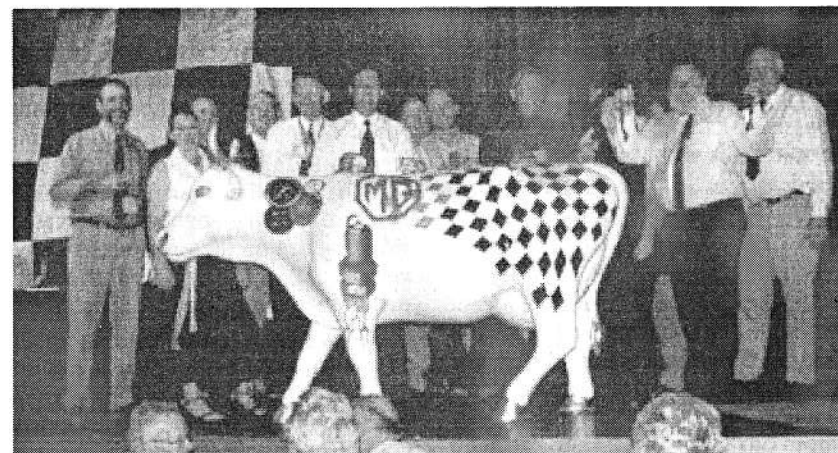
(To competitor scoring highest points in main events)

Ron Clydesdale Qld

**THE GOLDEN GUDGEON TROPHY**

(To competitor with highest aggregate score achieved by T series MG)

Bill Ferguson Qld



**"Winners are Grinners"**

The club has done very well over the past few years at the National Meetings due to the enthusiasm of the members. It is pleasing to do well against the bigger clubs in the south.

The thanks of all club members go to Bev and Ron Clydesdale for attending to the mammoth task of accommodation to and at the National Meeting, as their efforts are greatly appreciated. Thanks go to Pat Walker for arranging the Gold Gold Gold "Uniforms" and the clampers, which followed.

**Now for Warwick 2004 as a great deal of interest was shown at Shepparton.**



## Pleasures of driving an MG TF

What an experience! From Coonabarabran to Brisbane in 13.5 hours, including pit stops, refuelling stops, and a service stop.

The first stage of the 657 kilometres was completed in daylight. This provided us with some reminders that would have assisted earlier discussions about travel to/from the National MG Car Club Meet in Shepparton. Central to these discussions was the old conundrum to drive or not to drive. This is the question! What we overlooked was the fact that we were able to appreciate better the natural features of the country we passed through as we were closer to the ground and travelling at a slower speed than we do in our Falcon; that is, 80km/hr instead to 110km/hr on NSW highways. This appreciation was enhanced by the wafting of country aromas of various kinds – aromas that are blocked by the practice of 'windows up when the air conditioning is on'. Apart from the occasional times we passed a kangaroo left lying by the side of the road, this was really pleasant and quite varied as the road wound through different flora or sliced the territory in long, straight cuts.

Where we had considered the TF too small to carry the luggage we would need, we forgot the cosy feeling of intimacy generated by the smaller space. Sharing responsibility for checking the water temperature and oil pressure gauges increased the sense of our being a unit in our own world. There were no intrusions like news bulletins; and no radio meant that there were no other distractions like music, commentaries or interviews. Such time out is really precious. It was a happy reminder for us that we really do enjoy each other's company – especially as retirement from the workshops is looming ever closer.

As evening approached, the feeling of being in a warm cocoon increased as the relatively weaker beams of the TF created a hazy tunnel of light that the vehicle then moved through. This was both romantic and a little scary as the funnel was not very wide or long. Our speed decreased at this time to 70km/hr.

As huge trucks and road trains regularly loomed up and overtook us, their roaring engines and enormous wheels made us acknowledge our diminutive size. During daylight hours this was fine if a little daunting, but in the dark, we seemed to be invisible to their drivers.

So why did we drive from Coonabarabran? Errol and Wendy Hoger's MGB decided that it didn't want to drive further than Coonabarabran, so it took a ride on our trailer and we had the opportunity for our little adventure. Errol and Wendy drove our Falcon – at first behind us in a little convoy; but when night fell, we changed places so the trucks didn't overlook our TF in front of the Falcon with its trailer.

We appreciated the support from other Club members as we made the transport changes at Coonabarabran. We particularly want to acknowledge the support and advice from Bruce Mutch and David Robinson who went out of their way to ensure that we were OK and travelling well. If the NRMA offices and hire cars in Coonabarabran had not been razed by fire on the previous Friday evening, we might not have had the chance to experience our adventure. Such if life!

Will we drive to the National meets in our TF in future? For the pleasure it brings, we would vote yes. For the extra time we may have to take, we would need to consider other commitments. We could accommodate the personal luggage that is needed for a Meet, but not the gear for preparing the car for the Concours. We would also prefer to travel in convoy in case something goes wrong with the vehicle, and we would need to find places to secrete any parts that statistically may be needed on a long trip. Perhaps the actual distance to the Meet may be the single most determining factor. But this adventure in 2003 was really fun for the Ferguson's. The Hoger's may see it differently.

*Bill & Lenore Ferguson*



## Mid-week Day Run

Wednesday 30<sup>th</sup> April 2003.

It was always going to be a gourmet lunch at Moogerah, with the promise of freshly cooked Crayfish, but when our Cooks turned up at Shell, Gailes on a perfect morning, it just had to be a special day!

Immediately out of city traffic on the Logan Motorway, the simple instructions sent us along the Mt Lindsay Highway. Camp Cable Road, through Tamborine Village and a quick blast up the mountain to morning tea with a spectacular view across the Canungra Valley and out to the ranges in the west. Down then to Canungra, Beaudesert and past Boonah to Moogerah Dam where we enjoyed the anticipated lunch, and a stroll across the Dam while chatting with new friends and reminiscing with old. Various routes were chosen for the trip home depending on ones home destination. The day was enjoyed by the following:

Bruce & Tip Ibbotson	MGC GT
David Miles	MGB GT
Ken & Marjorie Cooke	MGB
George & Lynne Cook	MGB
Malcolm Campbell & Val Horgan	MGB
Vern & Elaine Hamilton	Honda 4WD



## OVERHEATING PROBLEMS WITH THE MGC

Since I wrote my articles on developing the "C" as I think it should have been, I have found an article in "How to improve MGB, MGC & MGB V8" by Roger Williams. This is a reasonable book for owners of the above cars.

What came to my attention was the comment that the "C" tended to run hot in the rear cylinders (this is an English publication, so it is much more applicable here) and that the bypass hose from head to block should be blocked off to improve flow to the back of the head; particularly for competition cars.

I felt that to fully block off the bypass would not be a good idea for a normal road car so I fitted a 5/8 inch universal heater valve (REPCO HA 4008 or HT 58, both part numbers are used) which is made in the UK plus a couple of Holden heater hoses and a universal choke control cable. This mounts neatly on the right hand side and allows full flow control of the coolant thru the bypass. This makes quite a difference in summer or when having a proper drive up the mountains, the temperature drops 10+ degrees F to a maximum under any conditions of 190 \* F. Some "C's" right from new had temperature problems; if yours is one of these this would be worth thinking about. BI

## LUCAS SWITCHES

It is a good practical idea to regularly exercise infrequently used toggle switches such as heater fan, high speed wiper etc. If these switches don't work they can usually be made to operate by rapid frequent switching. Once they pass current they usually self-clean. BI



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## REAR SHOCK ABSORBERS ON THE MGB & MGC

Armstrong lever action shock absorbers should never have been allowed out of the Museum but unfortunately most English cars got stuck with them. They work reasonably when new and are probably adequate on English roads, which are like Billiard Tables compared to ours. The problem is that they deteriorate rapidly on our rural roads and require regular replacement if original performance is required

What are not replaced regularly, if at all, are the connecting arms from the lever to the suspension spring plate. The amount of free play in the rubber bushes is amazing once these links get a lot of heavy use or just get old. Take off a shocker and link, mount the shock lever in a vice and hold the knuckle bolt firmly then apply moderate hand pressure to feel and see the free play in the knuckle and bush. Don't be surprised to see 6 to 10 mm's of free play. Which of course says that with play in the shocker as well; the rear spring has no effective damping over + &— 10 to 15 mm's. This is why our car used to skip around mid corner on road disturbances. I thought it was just the shocks and when these were replaced with KONI's the difference was amazing. I did not realize at the time that the links were a lot of the problem. KONI's are a major improvement for both ride and handling the same units are used on the "B" & "C" and the mountings are the same. BI

## LUCAS FUSE BOX

After years of neglect you may discover that your interior light in, GT's, and horns no longer work; before wasting time looking for the problem remove the top fuse clean the contact area and fuse caps and refit the fuse. Because the interior light draws little current and the horn is seldom if ever used the contact surfaces just get dusty or corroded and eventually become open circuit. It is a good idea to remove the fuses clean the surfaces of dirt and crud and swap the fuses with the spares

every couple of years, this way everything works and you know that the spare fuses work as well.

With a lot of our cars on restricted use registration they simply don't get the regular daily use that keeps a lot of electrical things working. BI

## LUCAS BULLET CONNECTORS

Lucas use two types of bullet connectors in their wiring looms. The single joiner usually is no trouble at all, even after 30+ years in service. The double type i.e. two singles side by side to join up to 4 conductors is not always reliable. The problem that can occur is in the figure 8 phosphor bronze connector, within the rubber or plastic sleeve.

Years ago while changing over radios I removed one double connector because the sleeve was cracked/perished; as I pulled out 1 conductor the spring connector moved out of the sleeve, but only one half. What I discovered when I cut off the insulating sleeve was that the figure 8 connector had split down the middle to become two single connectors side by side held in contact by the insulating sleeve. Having made this discovery I decided to look at all critical double connectors throughout the car. Ignition; fuel pump; lights etc., I found many cracked connectors in critical circuits which worked due to the insulating sleeve holding the connector together. You will not be surprised to read that as a result all double connectors were replaced. Our car was built at Abingdon in May 68 50 it is reasonable to assume that LUCAS had a bad batch around this time. I never found any problems in my 54 "TF" or 63 "B" which had rubber sleeves in the "TF" and plasticised rubber (from memory) in the "B". The "C" has the plastic or neoprene sleeves. If your car was made in Abingdon around 67 or 68 I would check all critical double connectors or better still just replace them. The Australian Lucas spares are good unlike the originals. BI

ED - Many thanks to Bruce Ibbotson



National Meeting -  
Easter 2003 (Cont)

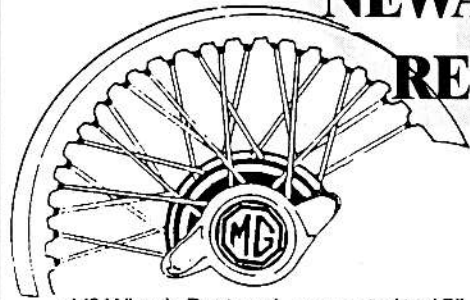
Concours Cars



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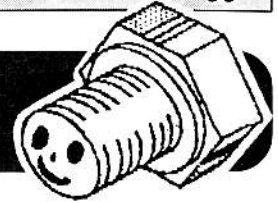
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PROPRIETORS: Colin & David Gilbert



# Sump Plug



Our intrepid Editor, recently re-named Brian Mulch (used to be Barry, I wonder what we will come up with next National Meeting) has cordially requested more oily, slurry from the lowest depths of the rumour mill's sump. Good things my spies all went to the Shepparton National Meeting !!!

Like did you know that the sprint organisers decided to place all of the "junior drivers" in the same group at Winton? They also placed our Mr Boyce in the same group - I just can't decide whether they were being very nice or really mean!

The National Meeting was meant to be a 50<sup>th</sup> anniversary celebration of MG TF's and MG ZA Magnettes, lovely isn't it? Did you know that apart from Mr Robinson's coming together with Mr. Ferguson's TF in the motel car park, the only other incident at Winton involved, you guessed it ... a rapid Magnette bullying an innocent TF! Let it be noted here that the Magnette throwing its (not inconsiderable weight) around was not Maggie, but Maggie's best friend all the way from Tasmania.

A relatively well known, folliculi challenged young man, offered to cut our Nowra MG C Type member's hair, on account of what he considered to be the excess length of Alistair's locks.

Apparently, Alistair had made some sort of personal vow not to touch his hair until a certain bit of business had been put to bed, so to speak. In any case, by National Meeting time, it had all been sorted and he was certainly due a trim.

Graeme Walker craftily waited until Alistair had enjoyed some of the finest wines known to humanity, and pounced on the unsuspecting hirsute one. Young Walker effected a surprisingly neat pageboy cut, although a certain amount of additional trimming was required in the light of the next day....

Joan Appleby certainly enjoyed her National Meeting, as she was attended by a larger than usual pit-crew for her "maximum-attack" wheelchair. In addition to the usual suspects, one of the Melbourne based Grandsons came to help and had a ball at all of the events. Now if only we can get the ex-Spiden Midget going, he can share the driving duties next year with Nicole.

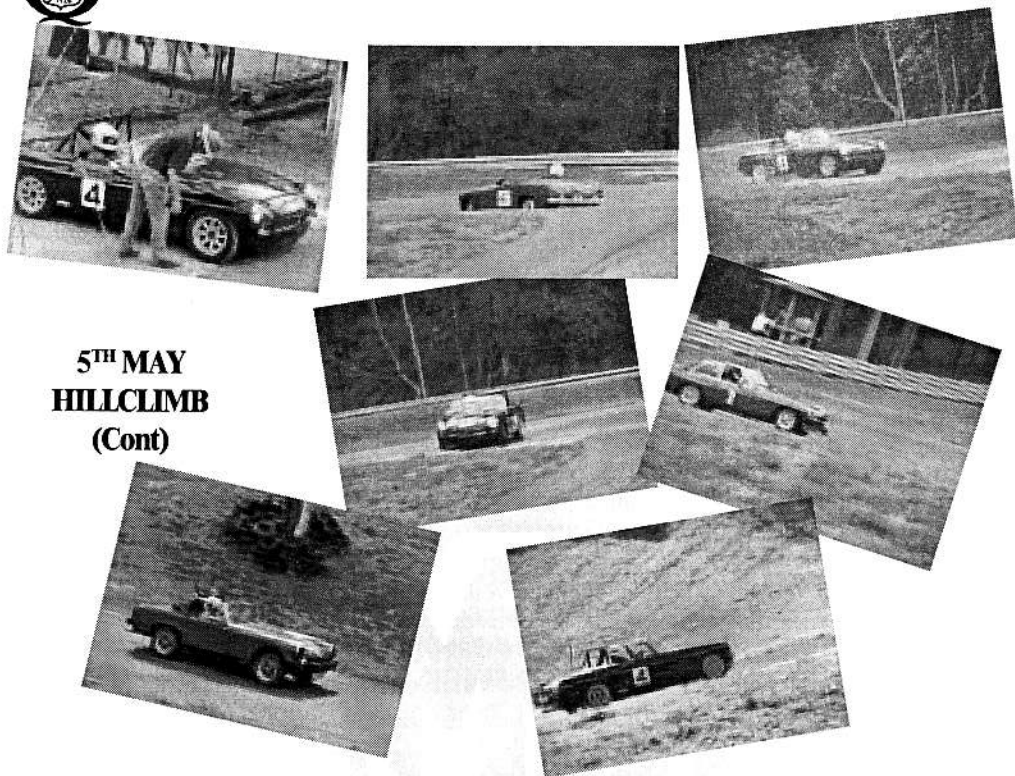
Good to see an 1100 MG rustier than our esteemed Club President's - must have lax roadworthies in Victoria too ... it turns out that the Geelong Centre's President if the proud owner of the said 1100. Never mind, thinks John, mine will be faster at Winton and the "neuter-rust" special will prevail. Sorry John, the Geelong President's has a 1380cc and we all know that there is no substitute for cubic centimetres ...

Ron Clydesdale has been made an honorary member of the TOTS Club "Too Old, Too Slow Club". This is hardly fair as I can think of plenty of our members who deserve the rights of membership more so than young Ronald!

Actually, Ron had a pretty good National Meeting, ultimately winning the Cecil Kimber Centennial Trophy for the best overall performance at the meeting and a more deserving winner, I cannot image. The amount of work Ron and Bev put in to their role as National Meeting co-ordinators is mind-boggling.

Ordinarily at National Meeting time, when you have a problem with your car, you see the man with all the tools on hand. David Robinson fits lots of handy tools in Maggie's boot that





5<sup>TH</sup> MAY  
HILLCLIMB  
(Cont)

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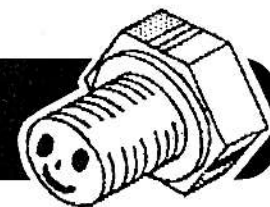
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# Sump Plug



you can't fit in your sleek little sports cars. Young Walker's new black GT vibrated its steering wheel boss off, on the way to Gilgandra. Lots of fun driving along, screwing them back with a 5-cent piece. First stop to Maggie's boot looking for some thread locker. "Sorry, didn't bring any, but they used to use nail polish as a thread locker at Ferrari". Next stop, daughter Kimberley's make-up bag (had room enough for it too) for some lurid pink nail polish, ideal for gluing back together the six little screws holding the wheel on. Knowing Walker, it will probably be like that for a few more years!!!

Peter Rayment had invested in new rubber for the TC, the first such expenditure in many years. Then complained all National Meeting that they gripped too much; much more than he is accustomed to - there is no pleasing some.

One innovation at the Shepparton National Meeting was the "Ladies Only Entertainment Tent" at the Concours. The idea was that the long suffering wives, girlfriends, innocent partners etc. could escape the rigours of competition and enjoy a quiet cuppa or even a tasty wine or two. Now, which Queensland male do you think gate-crashed the tent? Answers together with a rationale to be submitted to the editor, with the juiciest to be published next issue.

I think we should take their lead and promote a "Cattleman's Bar" next year at Warwick - Men only of course ....

## Congratulations

Congratulations to Richard and Carly Mattea on the birth of their second baby girl, Ashleigh Christine. Eights pounds plus with all bits present and correct, another successful Club Junior is born. Certain club members have noted that since Richard can't get one with a spout, he keeps giving the poor girls, boys names ... now that's not fair !!

Welcome back Linden as the Mt. Cotton Hillclimb Clerk of course. First meeting after a little break and we have one car on its lid, sports cars ramming catch-fencing, the biggest oil-spill since the Exxon Valdese, back to front race numbers (no good blaming Gweneth for that one Nick) no race numbers, illegible numbers and some on and off rain ... And Linden was expecting a quiet day's entertainment!

Which reminds me of the previous Hillclimb. It was a bad day for the sports cars with Ray Edwards extensively modifying the Leda Clubman, Lindsay Hay performing similar unplanned alterations to the ex-Austin Farrell and John Carson testing the second loop catch-fencing with his V8 Triumph. Actually, there was nothing triumphant about the result.

On the other hand, the circuit improvements are fantastic and a credit to all involved. Rumours about the possibility of running the new return road, as a circuit option cannot be substantiated at this point, however, what a proposition. The trip across the top towards the old finish the "wrong" way would be quite a drive!

Well, the spies won't tell me any more, presumably to protect the guilty! So if you hear any worthy untruths, rumours or half-truths, or down right lies, you know where to send them.



# The Hill

## 5<sup>TH</sup> MAY HILLCLIMB

The Labour Day hillclimb on Monday 5<sup>th</sup> May was our first Monday holiday hillclimb and was a success. The Monday was selected so as not to clash with the State Championship race meeting at Queensland Raceway.

The day started cool but dry, with the odd light showers during the day. A good day with some delays meaning a bit of a late finish.

Darren Barnes in the Pulsar GtiR took advantage of the first run to reduce Bruce Horey's over 3000cc Improved Production record to 47.18 seconds. Then there was a light shower of rain. I am not sure Darren was not seen doing a rain dance in the pits ???

This was the only record broken on the day due to the weather and another event.

There was then a short delay due to a Cortina rolling over at the Nuts Hairpin.

In regard to roll overs at the Nuts hairpin, the Cortina was the second roll over in two meetings. The other being a Datsun 240Z at the Historic hillclimb before Easter. The Cortina rolled coming from the Second Loop and the 240Z approaching from the First Loop. NEITHER car rolled because of the ripple strips. Both cars were just about over before arriving at the corner. Mark Walker's photos on the inside back cover of Auto Action clearly show the Datsun on its side

before the ripple strip. Both drivers, a little red faced, admitted their own errors. I hope this puts to rest all the 'expert' opinions about the cause of the roller overs.

Two other major events occurred. The first was Ross Devencorn, in the DMR Mallala replica, taking out part of the fence at Lover's Leap. The car was not badly damaged but Ross was shaken up. We hope you now well recovered Ross.

The second was Bill Black's Porsche laying an oil trail around most of the track, due to a failed oil cooler union. It took about an hour to clean up, and Bill's help was appreciated by the flaggies. Fortunately, the Porsche engine is OK and Bill will be back.

Alan McConnell took out FTD, but let his guard slip a little for the Top Six to allow Simon Lake to win with a very good time of 41.98seconds.

Congratulations also to Alan on the second outright placing at the Australian Hillclimb Championships at Collingrove SA over Easter.

There were again a lot of spectators in attendance at the Canteen folk were very busy. This bodes well for spectator attendance at the 31<sup>st</sup> May/1<sup>st</sup> June Queensland Hillclimb Championship.



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