



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

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All enquires to the editors C/- G.P.O. Box 1847 Brisbane 4001

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 again still as busy as ever with Club activities, both social and competitive.

A notable and very successful recent event was the Club Concours at Sanctuary Cove. This was held in conjunction with MG Gold Coast. Over 100 MGs were judged and enjoyed by both club's members and a huge crowd of spectators as well.

The Qld Hillclimb Championships at the beginning of June was another success with many new records set in various classes. It was wonderful to be present at a history-making event when Peter Gumley drove the Wortmeyer SCV to a new outright record of 38.59 seconds. Peter is the first drive to ever compete a 38-second run. Thank you to our event organisers, officials and workers for your efforts to make the event such a success. Also thanks to the providers of course-vehicles being TyreWorx at Inala, and Austral-MG for the brand new MGF.

The 'Xmas in July' Warwick weekend is over-subscribed with more than 80 people attending. For those lucky enough not to miss out, it promises to be a memorable weekend.

Our next major competition event is the 23 - 25 August 'Ironman' weekend.

Remember, keep your eyes on the calendar so as you do not miss participating in ANY of

the events, whether social, competitive or working-bee. As a Club member, your attendance at events is expected and welcomed. Also, any offers of assistance in any form will be very well received.

The discussions concerning the renting of the Hillclimb to the motorcycle people to run a dedicated bike hill are continuing.

The Historic Racing Car Club have also been discussing the hire of the Mt Cotton for a historic Hillclimb, which may include a novel event in the form of a Hillclimb Regularity.

Our thoughts and best wishes for a speedy recovery are extended to Russell and Glenda Crewe at this time of Russell's illness.

Good to hear John Wynne is well and getting about after his recent major spinal operation. John, maybe we will see JMW No.83 now being built ?

That's all for now,

Missing in action



2002 National Meeting
Adelaide

IMPORTANT NOTICE TO ALL MG CAR CLUBS OF AUSTRALIA:

Unfortunately a video shown during the Presentation Dinner "EX 181 with Stirling Moss", went missing and we must help retrieve it as it was on loan to us from the Advertising Agency of Rover Australia.

If anyone knows of its whereabouts, we would appreciate its return as soon as possible (even anonymously) to

MG Car Club of SA. PO Box 200, Brompton SA 5007

We would hate this incident to effect future sponsorship of events by Rover. We would appreciate any assistance in locating this video.



From the Editor's Desk

When one is young, the first achievement once attaining the age of 17 years is to gain a drivers licence. This is after weeks of theory and a little practice changing gears, parking on hills and driving about the suburb. This in no way educates the young person to the vulgarities of driving on the open road, or when it is wet and generally to expect the unexpected.

Some years ago, the club participated in a Qld Transport Show and Shine and an overall display on the Mt Cotton Driving Training Centre. As a result of our participating, we are allowed a day on the skid fan.

This would allow the club members to "get to know" your car when the unexpected occurs. Those members who run their cars in regularity trials, hillclimbs and motokhana's know how far they can "push" their vehicles to the point where they will break away and how forgiving an MG can be.

We should progress this day and see how far one can go.

Bruce Mutch

Editor

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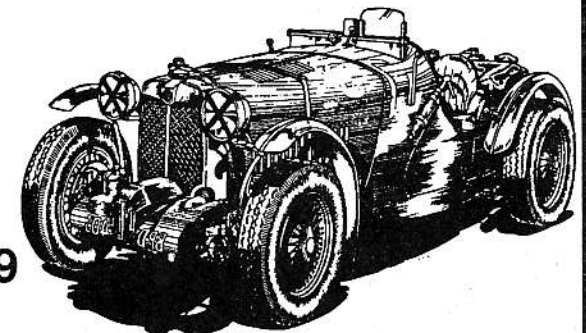
Head Office: 229 Elizabeth Street, Brisbane. Telephone: (07) 3212 3333.



**Don't forget to attend the Noggin 'N' Natter
Night - July 12 - 2002
Donkin St. Clubrooms, West End.**

Bring some nibbles
and enjoy an informal,
fun evening.

**Contact David
Miles 3892 2699**





Catch-up on the Web

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

We have something different in July. The Warwick Weekend will be on the 20th and 21st July with Saturday having a special Day Run, organised by David Miles with the run going through various past racetracks. The run will finish at Warwick with a special **CHRISTMAS IN JULY** Dinner at the renowned Palace Hotel. Sunday as usual will be Practice at Morgan Park. Book in early for this one! Pat will have the accommodation and dinner details.

SOLD OUT

NATIONAL MEETING - 2003

The Accommodation Bulletin is to be released shortly by the Victorian Club and we need to arrange a suitable motel for the Queensland club members. Any interested members who have not yet let us know, would you please do so as soon as possible. A deposit (amount to be determined) will be required to hold a motel room.

Contact: Ron & Bev Clydesdale - 3863 3375

Guy & Pam West are in charge of the September Day Run (8th) and are planning a trip to Perseverance Dam. Phone 3870 9509. The final Breakfast Run is still to be announced but will take place on Sunday, 3rd November. Suggestions please!

SOCIAL COMMITTEE - NATIONAL MEETING 2004

The first meeting for the 2004 Social Committee is to be held on Tuesday 23rd July, 7.30pm at the Donkin Street club rooms. Anyone interested in attending would be most welcome. For those interested in helping with this committee but unable to attend, please contact

Peta Lapworth on 3862 7872.

Looking forward to seeing you there - Peta.

MID-WEEK DAY RUN ANYBODY?

It has been suggested that our range of activities might be extended to include mid week day runs on a regular basis.

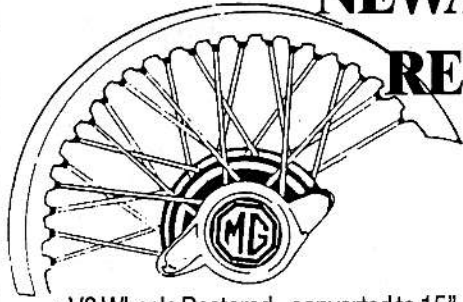
If you are interested in participating, or, more importantly, organising such events, please contact David Miles on 38922699 (home) or e-mail david@amiles.com.au.

If there is sufficient interest and support, your committee will be only too pleased to oblige.

Mid week runs have the advantage of nice quiet roads and uncrowded venues, and give members who are unable to attend our weekend functions a chance to spend a day out with their MG and friends, old and new.



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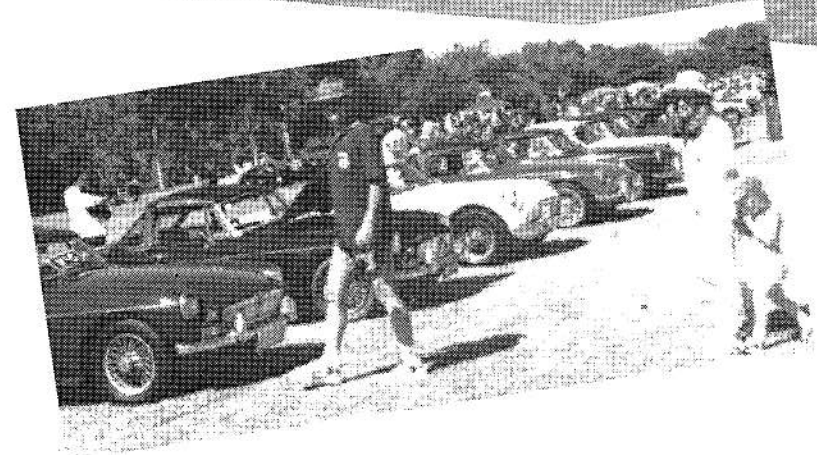
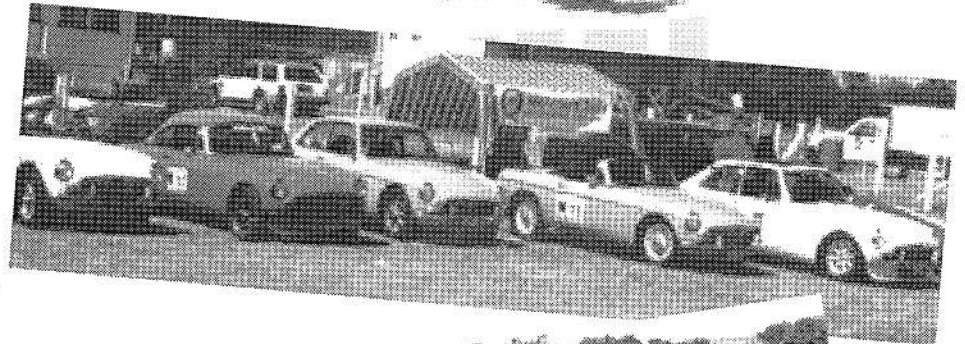
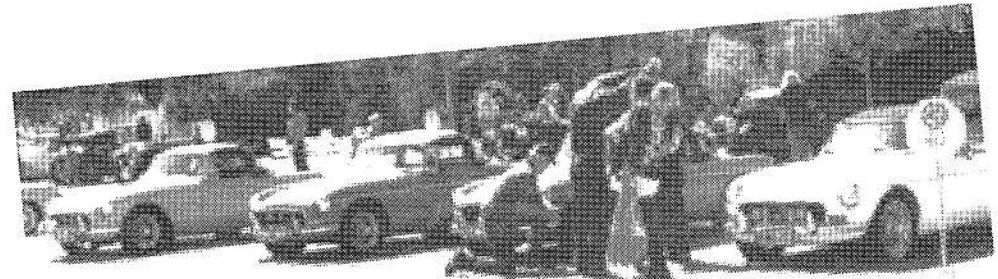
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Mothers Day - Macleans Bridge May 12th 2002

The usual Mothers Day Rally at Macleans Bridge run by the Triumph Car Club appears to be getting bigger. The number of cars present would have approached 300 and some very delightful exhibits were presented. Some included Bentley Coupe, Goggomobile, a new replica of a three-wheel Morgan. The Lotus racing car recently completed by Don Biggar.

The combined efforts of MGCC of Qld and MGCC GC made the MG's possibly the largest marque present. It was a pleasant day with good weather for the event.



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Our unsung Hero/ines

It is mid-morning at Mt Cotton and the aroma of steak and sausages cooking, wafts through the pits and spectator galleries. The temptation is too great and people start to saunter towards the reason to satisfy their tantalized taste buds.

Our recently refurbished canteen is "peopled" by the wives and members of the Car Club who have been working since early in the morning, preparing the simple pleasures of our bush styled cooking to satisfy our "guests".

The folks also prepare the meals for the Officials and Flaggies who keep the meeting going.

WE place on record our thanks to these unsung heroines and hero's who unstintingly provide the club with this marvellous facility and do it with a smile.



Foolin' with Fuelin'

What CAMS Technical Article would be complete without some mention of fuel?

Off Roaders had to make the switch from Leaded Racing Fuel (Avgas) to commercial fuel. One side effect was that his flexible fuel hose went very soft, and started to leak fuel. Being somewhat scientific he cut up several pieces and soaked some in Avgas, and some in one of the 98 Octane commercial fuels. Those in the PULP all swelled.

Intrigued, I contacted our fuel tester at Deakin University who confirmed that some 98 Octane PULP did have chemical components, which may affect some older fuel hoses. Therefore, if you are using PULP, please check your hoses for softening and swelling. Reputable fuel hoses suppliers will be able to advise you on the most appropriate fuel hose should replacement be required.

Another issue relating to fuel is CAMS position on mixing fuels. I don't think that anyone will be worried if your tank contains a mixture of Shell Optimax and Mobil Synergy 8000. Whilst they are different in some ways, they are very similar in specification. Of course you are advised to stick with one brand, particularly if you intend to push the tuning envelope. However, mixing oxygenated FIA-spec. fuel such as those supplied by Elf, with 98 Octane PULP is quite different. Both CAMS commercial fuel and FIA fuel specifications require that the fuel comes from a bowser (be that in France in the case of Elf). If you make a shandy, the resulting mixture forms a fuel which will be quite unique, and which will not be identifiable as a bowser fuel. It is therefore not in compliance with Schedule G.

Peter Lawrence - CAMS' Manager, Technical Services.



The Queensland Hillclimb Championships (CONT)



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The Hill

The Queensland Hillclimb Championships

MG Car Club of Qld - 1st and 2nd June 2002

The weather was mild and as practice on Saturday had been fruitful for the competitors, there was a feeling in the air that records would be broken.

Over 70 cars addressed the starter's line and with the new track surface looking good, we were off to a good start.

The Formula LIBRA (2001 & over) class was the one of main interest. Peter Gumley in the super-charged and pristine SCV had a 39.50 sec starter and then blitzed the Mt Cotton Hillclimb record with a 38.59 sec run. This is the first time the 39 sec barrier had been broken. Warwick Hutchison in the PPVJ4F had a creditable 40.95 sec., and John Boyce in the KADITCHA third in 42.73 sec.

In the Sports Sedans (2001 cc & over) Wayne Burden in the very presentable dark blue 3300cc Gemini Coupe dropped the record to 43.52 sec.

The very attractive 1998 cc Datsun 1200 Coupe of Paul Gray dropped the Improved Production 1602-2000 cc class record to 47.72 sec.

The Improved Production (3000 cc and over) new record was claimed by Dennis Roonan in his A9X Holden Torana at 47.26 sec.

The Marque Sports Car (1601-2000 cc) record was lowered to 54.57 sec by Bill Black in his Porsch 911.

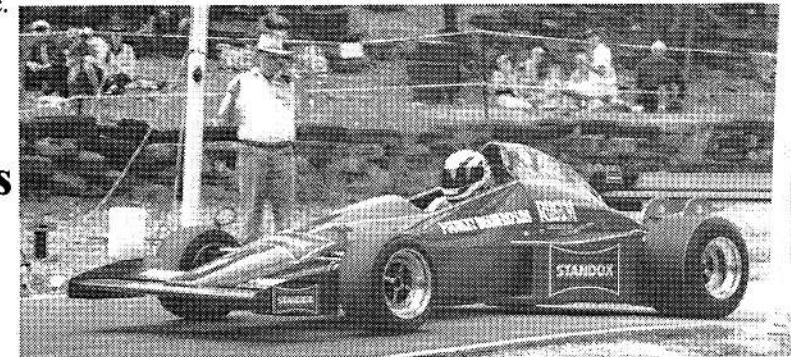
In all classes, where competition was still very keen, the results were:

Marque Sports up to 1600 cc

Des Edwards in the Westfield SE1 with 47.38 sec beat Shane Andree in his Westfield SE with 48.78 sec.



Old Hillclimb Champions 2002



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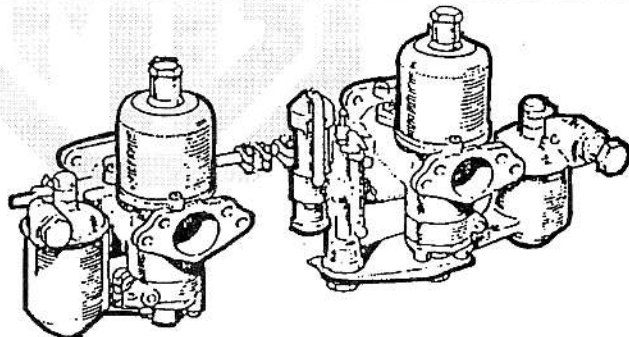
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The Queensland Hillclimb Championships (Cont)

Marque Sports - 2001 to 3000 cc

Jon Siddins Datsun 240Z with 54.47 sec was in front of Greg Hilton in his 240Z - 48.50 sec.

Marque Sports - 3000 cc & over

Bruce Horey in his Mazda RX7 Turbo 47.16 sec pipped Chris Hatfield in the awesome sounding Cobra with 47.40 sec.

Sports Cars up to 1600 cc

Lindsay Hay in the ex Steve Austin Farrell Sports 1300 - 47.32 sec held off Anthony Vine in the ASP 340 c - 49.11 sec. Richard Mattea in the Bullant MK7 - 50.06 sec. Ray Edwards driving Bruce Gilmore's ex Ken Trudgian's LEDA - 51.59 sec and Robert Cooke in the JMW Sports 1300 with 55.56 sec.

Sports Cars - 1601 and over

The P381/2 of Graeme Adair / Ken Attridge - 46.83 & 52.37 headed the 1990 cc Ford POPULAR of Jim Peall with 52.91 sec.

Group N

David Hatchman's Datsun 1600 - 52.59 sec.

Formula Libre up to 1300 cc was won by Paul Van Wijk in the ZIP GP 42.23 sec ahead of Simon Lake in the AXTELL SUZUKI 42.56 sec and Vern Hamilton in the new JMW 76 with 44.66 sec.

Formula Libre - 1301 - 2000 cc.

Alan McConnell's VAN DIEMAN - 40.90 sec won from Bill Norris in the Hawk Mk2 and Gary Goulding in another VAN DIEMAN RF 85 - 42.57 sec.

Sports Sedans up to 2000 cc

Don Vidler's Morris Cooper S - 49.56 sec headed Matt Read's Morris Mini - 51.68 sec.

Sports Sedans - 2001 and over

Wayne Burden's 3300 cc Gemini Coupe - 43.59 sec was in front of Mark Tutton's LJ Torana - 47.54 sec and the potent 5 litre Ford Escort of Jeff & Celise Daniels - 49.94 sec.

Improved Production up to 1600 cc.

Dave Horner's Suzuki Swift - 48.20 sec beat the Civics of Daniel Jones and Bruce Le Garde.

Improved Production - 1601 - 2000 cc.

Paul Gray's 2 litre Datsun 1200 - 47.72 sec beat Harry Doling's Datsun 1200 - 50.03 sec.

Improved Production - 2001 - 3000 cc

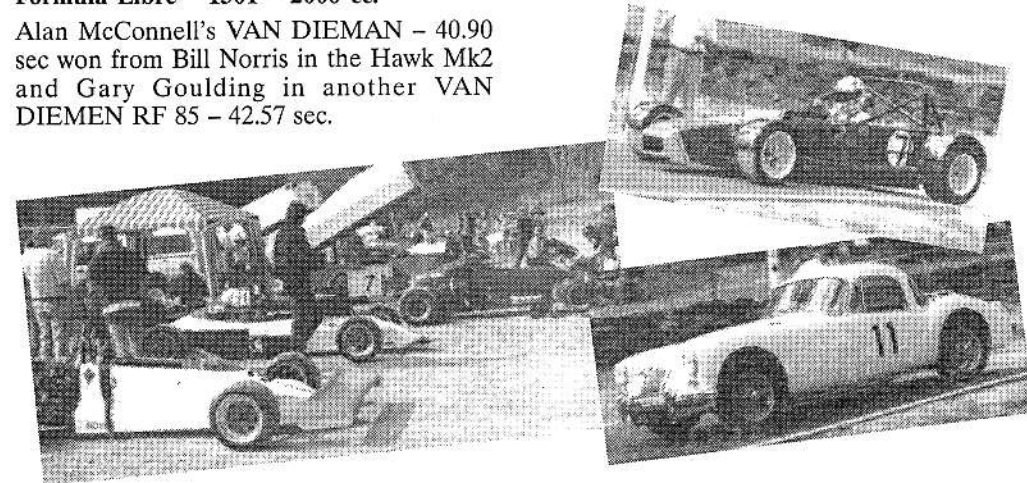
Greg Turnham VW Beetle 2500 cc in a good time of 50.12 sec.

Improved Production - 3001 & over

Dennis Roohan's Holden Torana A9X - 47.26 sec beat John Gilbert's Holden Commodore with 48.03 sec.

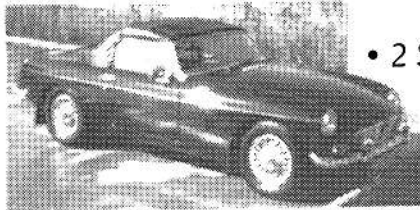
Formula Vee

Tristan Hughes in the Elfin Crusader - 49.64 sec held Brian Hunter in the MAKO - 57.11 sec.





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Formula Ford

Michael Williamson Van Diemen RF 85 –
 48.54 sec.

Historic Class

Peter Quayle JULIS MINX – 48.49 sec.,
 Russell Crew MGB – 52.72 sec., John &
 Graeme Walker Holden Sharp Special 56.45
 / 56.33 sec and Barry Smith in the Flat Head
 Ford Special – 60.04 sec.

Building Society Perpetual

• Tasman Trophy – FTD

Peter Gumley 38.59 sec

• Glen Scott Perpetual Trophy – Fastest time
 for Sports Car

Graeme Adair 48.83 sec

• Martin Tighe Trophy – Formula Ford

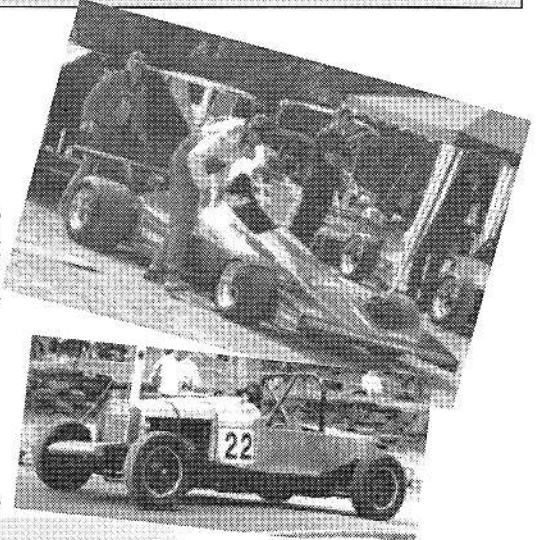
Michael Williamson 48.54 sec

• Vince Appleby Trophy – FTD Sedan

Wayne Burden 43.52 sec

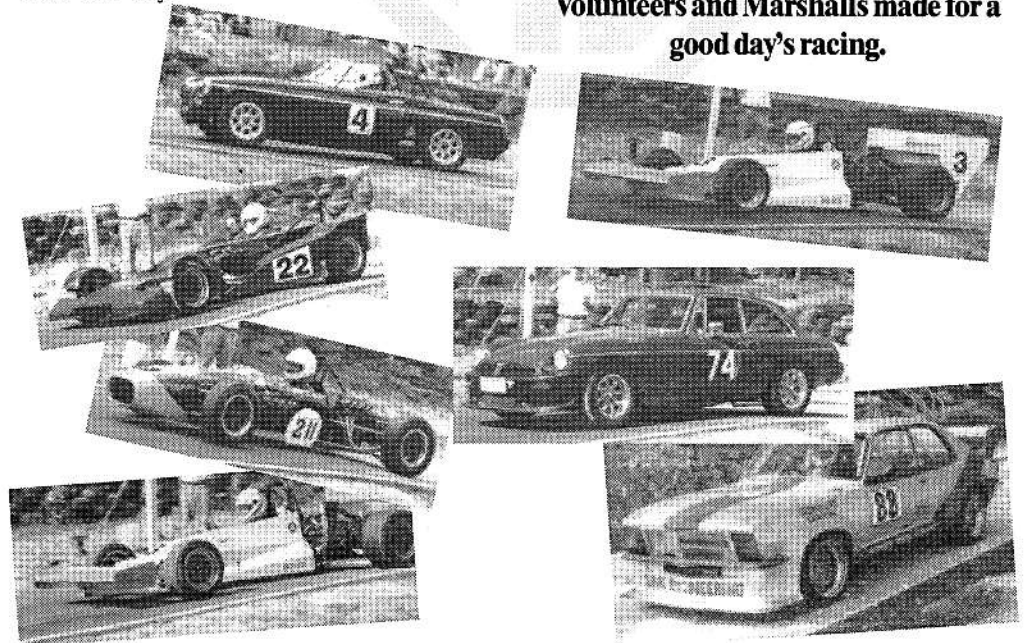
• Paul Aitken Trophy – Best average time
 Motor Cycle Powered Car

Paul Van Wijk



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 new up-graded facilities in all areas well
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 afforded the club by the Courier Mail
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**The efforts and assistance of the
 Volunteers and Marshalls made for a
 good day's racing.**



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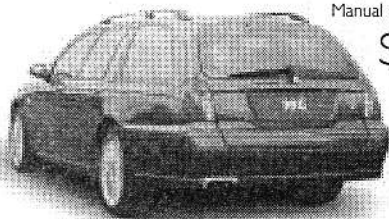
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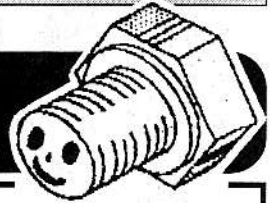
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Sump Plug



At a recent noggin and natter a certain club member, after hearing that both John Davies and David Robinson have hooked accommodation at Grafton during the Australian Hillclimb Championships weekend in September, said that they both must be "dreaming" if they think that either would be in a position to compete. On learning that David's car is 75% complete, they offered 4 to 1 odds on John getting his car completed first!!!

Congratulations to Helen and Graeme Walker on the arrival of their 'new' black BGT. When Graeme was asked where the new car was recently he admitted that his good lady wife, whom he often refers to as "honey" would not allow him to drive it!!! Apparently the said BGT has somewhat larger carburettors than "Blue", any bets on how long it will be before they make a transition to "Blue"? Will "honey" be made aware of the said exchange?

Did Graeme receive the dancing Elvis as a recent present because "honey" is trying to tell him that there is a "little too much conversation and not enough action", or is it that he may soon find himself doing the "jail house rock" if the landscaping is not completed shortly at their new abode?

Congratulations to Mark Wallace on qualifying for the Hawaiian Ironman by finishing in the top 3 in his age group during the Australian qualifying round held at Foster NSW. Apparently Sam is more excited than Mark, as this removes the last "Wally" barrier to marriage!!! Sump plug has heard that it all might happen during the Hawaii trip!!! Good luck to both!!



Hillclimb



Andrew & Bernie Bock have had a son. The tyke has been named **Max Gabriel Bock the Second**, (think about it), Andrew runs a white one. We are not sure whether this is gospel but it sure is close.

The Editor Needs Your HELP!

WANTED

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

Please submit your contributions to the Editor: Bruce Mutch C/- G.P.O.
Box 1847 Brisbane 4001 A/H - Ph: (07) 3376 1384 Fax: (07) 3271 2043



CONCOURS DE ELEGANCE

CONCOURS RESULT SHEET		SANCTUARY COVE - 23rd JUNE 2002							ORIGINAL TOTAL	PLACE IN CLASS
NAME	CAR	CLASS	EXTERIOR	INTERIOR	ENGINE BAY	UNDERSIDE	MECHANICAL	TOTAL		
DINO MATTEA	1883 - L TYPE	PREWAR	85	90	70	70	10	180	465	1ST
GLEN O'BRIEN	1887 - TA	PREWAR	80	80	70	40	10	120	360	2ND
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CYRIL BENNETT	TF	D	86	88	83	80	10	182	528	1ST
BILL FERGUSON	TF	D	85	85	80	70	10	170	500	2ND
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CARLY MATTEA	A COUPE	G	80	80	75	70	8	150	464	1ST
PAUL TROWER	B MKI PO DR HOLS	H	87	88	88	78	10	140	492	1ST
GARY LAWRENCE	B MKI PB DR HOLS	I	78	58	72	60	10	145	424	1ST
PAUL & KERRY STRANGE	B MKI	J	41	50	50	58	10	130	368	1ST
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BARRY SOANES	B RUBBER BIMPER	L	84	74	68	68	10	190	486	1ST
NEIL MILLS	BGT MKI B MKI	M	80	80	80	70	10	175	505	1ST
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DAVID MILES	BGT RUBBER BIMPER	N	60	60	50	40	10	150	370	1ST
GRAEME WALKER	BGT RUBBER BIMPER	N	65	50	30	40	10	100	295	2ND
JOHN WALKER	BGT V8	O	68	57	62	57	10	160	445	1ST
BARRY EVANS	BGT V8	O	59	61	60	72	10	96	357	2ND
GUY WEST	CGT	P	98	95	90	80	10	186	578	1ST
DEE ANDERSEN	CGT	P	94	96	94	80	10	190	574	2ND
RON CLYDESDALE	MIDGET	Q	90	95	95	85	8	190	564	1ST
PAUL LUPTON	MAGNETTE	S	75	75	80	65	8	150	453	1ST
JOHN DAVIES	1100	T	50	50	50	50	8	180	389	1ST
GLEN BOYCE	F	V	98	98	100	90	10	200	586	1ST
ROGER PALTRIDGE	F	V	90	50	90	78	10	180	498	2ND
PHILLIP HILLS	A	SPECIALS	83	83	85	70	8	125	454	1ST
BOB BEAR	B	SPECIALS	81	80	84	67	8	110	430	2ND
JULIE EVANS	B	SPECIALS	81	80	82	67	8	110	428	3RD
BRANT RAYMENT	MIDGET	SPECIALS	85	65	75	65	8	100	378	4TH
LOIS TOOP	MPH SPRITE	NON MARQUE	90	94	90	80	8	155	517	1ST

OUTRIGHT WINNER - GLEN BOYCE - MGF

PLEASE NOTE - DIFFERENT CLASSES ARE JUDGED BY DIFFERENT JUDGES. SO SCORING BETWEEN CLASSES IS NOT RELATED.



CONCOURS DE ELEGANCE

Sanctuary Cove June 23 - 2002

This event held under brilliant skies was combined with the Gold Coast MG Car Club and we had over 80 cars presented.

All classes were combined and at the finish of judging, each club extracted the points and then awarded the trophies for each club. In some classes there were up to eight entries and some were closely contested. The joint Concours allowed for good support for both clubs and an excellent display of well presented cars for the public viewing.

The outright winner of the MGCCQ for 2002 was Glen Boyce - MGF.





Nat Meet - 2003 Shepparton, Vic

After a very successful Nat Meet in 1996, the MGB Car Club of Victoria have elected to return to Shepparton for a bigger and better Nat Meet.

This will be held from Friday 18 to Thursday 22 April 2003.

The speed events will be held at Winton Raceway and the Motorkhana at Deca.

Those wishing to attend should contact Ron & Bev Clydesdale on (07) 3863 3375.

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MG ZT LAUNCH

MAY 2002 BY DAVID MILES

A much appreciated part of the Australian launch of the new MG ZT sedans and MG ZT-T wagons was MG Rover's club liaison officer Owen Peake's invitation to MGCC members from around Australia to join the motoring press, for an extended drive of the newest MG's to arrive in this country. I was privileged to represent Queensland, and joined around 10 journalists at the Melbourne Airport Hilton for a light lunch and briefing, before inspecting the sedans and wagons awaiting us outside.

Although based on the Rover 75 sedans and Touring wagons, the MG variants have a very distinctive frontal make-over, sit 20mm lower on 18 inch wheels, and the sedans are fitted with a functional and stylish spoiler. Closer inspection revealed blacked out window frames, colour coded side mouldings, along with ventilated front AND rear brakes, 325mm at front. Both the sedans, and the first ever MG wagons looked very distinctive in their modern colours.

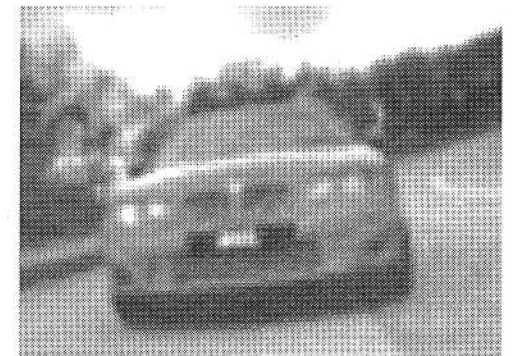
Inside, seats, trim gauges are peculiar to the MG variant, and trim colours create a different ambience to the Rover derivative. MG's "Safety Fast" slogan from the past is brought to mind by the six air bags and, lap-sash belts (front with pre-tensioners) for all five occupants.

It's when underway, however, that the ZT impresses, and it becomes obvious that this is much, much more than a badge engineered model. The ride is firm, turn in sharp, and, with the window down, a sporty exhaust note is evident. The engine is smooth and responsive, with the ability to rev to the red-line, but there is also adequate low-down torque. Refinement of the inlet and exhaust systems and re-mapping of the Engine Management Module give 190KW and 181lb ft of torque. Power and torque on the autos is down slightly, as the ECU has been tuned differently. The chassis could, and in future will, handle lots more power, but on the tight

and twisty route chosen for this test, was most satisfying.

If you expect an MG to be unsettled by mid-corner bumps, exhibit a certain amount of scuttle shake, and to crash and rattle on anything other than newly laid hot-mix, this car is definitely not for you. This latest creation to carry the MG Octagon is a modern, sports sedan, not in the fire breathing, tyre shredding mould, but a nicely balanced, refined motor car that can also be fun to drive. Isn't that what MG sedans have tried to be in their respective times? This is a car for today, enhanced by engineers to give driving satisfaction - truly a car worthy of the MG name.

The pre-dinner press conference revealed some of the future plans for MG, as well as a fascinating insight into how the new company was created. We are living an extremely important chapter of MG history - the story of how BMW obtained and then divorced itself from MG Rover will be documented many times in the future, and we, as enthusiasts, must hope that this latest story has a happy ending. With next year's plans for V8 power and rear wheel drive, followed by a very high performance two seat coupe, the future is all excitement. Let's hope that the products can be a commercial success to ensure that yet another generation can enjoy the opportunity to become MG enthusiasts.



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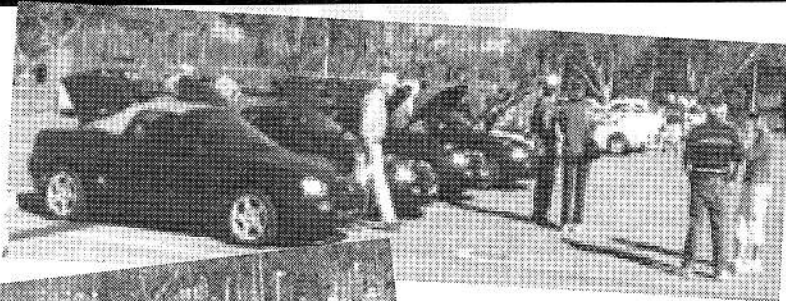
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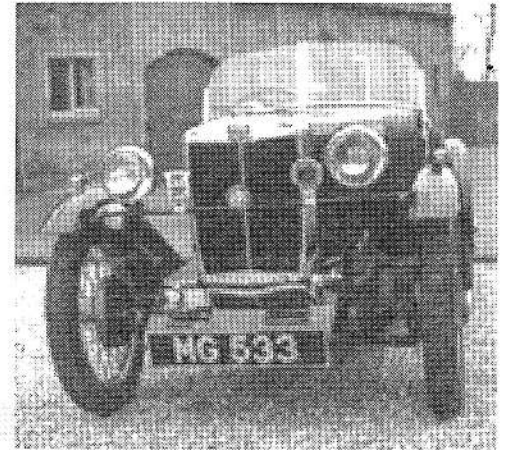


**Concours
De Elegance**



The MG M Type Midget

The MG M Type Midget was undoubtedly the first of a long line of MGs that were to make the sports car so popular throughout the world and it is almost impossible to overestimate the importance of the little car in this respect. The introduction of the Morris Minor in 1928 by William Morris obviously got Cecil Kimber thinking, especially as another rival, Herbert Austin had his Austin Seven well established in the market place. The Seven was introduced in 1923 and was doing well in racing events. The Morris Minor appeared five years after and was seen to be a worthy competitor with an overhead camshaft engine based on a design originally introduced on Wolseleys, whereas the Austin simply had a sidevalve engine.



Cecil Kimber soon grasped the idea of producing an MG sports car based on the Morris Minor, since a lot of forerunners were Morris derivatives, this was hardly a surprising move. The M Type Midget was launched at the Motor Show at Olympia in October 1928, it was evident that the car would be a success with the tremendous initial demands at the Show and indeed it sold well for the ensuing three years. The car did not go into full production until 1929, utilising mainly Morris components with slight modifications. The narrow two-seater body and its exterior fittings were the main differences. The reason for the similarity was the pressure to get the car on show at Olympia and there was not sufficient time to allow more individual components to be designed and manufactured. The body was a very simple affair being very light and of fabric construction on a wooden frame. The distinctive boat tail design was fabricated separately by Carbodies of Coventry and mated with the chassis at the MG factory in Abingdon.

The engine was a four-cylinder unit with a two bearing crankshaft and had an overhead camshaft driven through two sets of bevel gears and a vertical shaft. This shaft passed through the vertically mounted dynamo and

doubled as the armature, with a flexible coupling transferring the drive from the armature to the cylinder head via a short shaft. The sturdy little 20 horsepower engine proved to be very reliable and the same basic design of engine was incorporated in the subsequent Magna and Magnette range of the era and was contributory to the success of these cars.

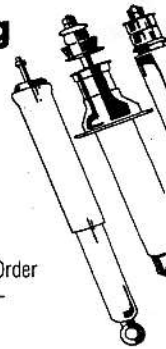
The axles, chassis and clutch were all 'borrowed' from Morris, although the springs had decreased camber and the steering was modified with the steering column being more steeply raked. The remote gear change was angled downwards to give a lower driving position than on the Morris. The whole car then took on a more sporty appearance over its competitors, coupled with the fact that it had good roadholding and better performance and if retailed at only £185, the car not surprisingly sold like hot cakes. Much of the enthusiasm for the car was due to the sudden growth of Motor Sport and increased participation from owners of such cars as the M type. Weighing just 10 cwt and with 20 bhp available the car simply flew, 60 mph being achieved very quickly. Motoring magazines of the time were full of praise for this MG and sports car history was in the making. Autocar are quoted as saying, "Sixty or Sixty Five miles an hour are not adventure but

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M Type (Cont)

delight, acceleration is very brisk, altogether an extraordinary fascinating little vehicle."

Because racing was now indulged in by private individuals successfully, this inspired Cecil Kimber to channel efforts into competition, for he was soon to realise the full benefits and sales potential of winning competitions with cars bearing the MG badge. A small racing department was formed at Abingdon and their attention and was focussed on developing the M type Midget. In 1930 an extra 7 bhp was extracted from the 847 cc engine and a works team of 5 cars was entered for the Brook-lands Double Twelve Race. These cars had special Brooklands exhaust systems, larger fuel tanks and slightly revised bodies with lower cutaway doors. Although some of their rivals had a distinct power advantage, the five Midgets endured the long hours at high speed admirably. to be rewarded with the Team Prize at the end.

As a direct result of this prestigious win. a replica Double Twelve M Type was produced and added to the Midget range at £245 which now also included the Midget Sportsman's Coupe. This particular variant made a great impact upon its introduction and a notable customer was Henry Ford's son, Edsel who imported one into the USA, which created much interest amongst his fashionable acquaintances.

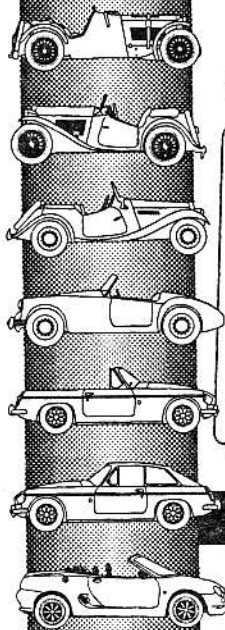
It was in late 1930 that Cecil Kimber was to adopt the slogan of 'Safety Fast' and this alone inspired intending customers to purchase. Many improvements were made during the production span of the car and after appearing at the 1931 Motor Show for the fourth time, the M Type was eventually phased out in 1932.

Over 3235 models had been produced, sadly it is anticipated that only about 150 to 200 survive to this day. Several special Midgets were produced based on the M type for record breaking attempts. During 1930 the factory produced a prototype designated EX 120, this chassis had a 6'9" wheelbase as opposed to 6'6" on the standard card with the main chassis members swept up over the front axle but passed below the rear axle. This protect was destined for the Company's first attempt at international speed records.

Well known record breakers of the era, Captain George Eyston and Earnest Eldridge were keen to secure the Class H speed record (for up to 750cc). The M type derived engine was modified from 847 cc to 750 cc. the chassis was fitted with a special pointed tail body and with various other modifications was ready for a record attempt by late 1930. The first attempt failed at the Montlhery track in France, but rapid modifications, which included the fitting of a supercharger, ensured success. Eyston took the car to over 100 mph on several occasions in February 1931 much to the delight of Cecil Kimber and the Abingdon workforce. Following this success a special Montlhery Midget was produced for the racing orientated owner, this was designated the C Type, but became better known as the Montlhery Midget.

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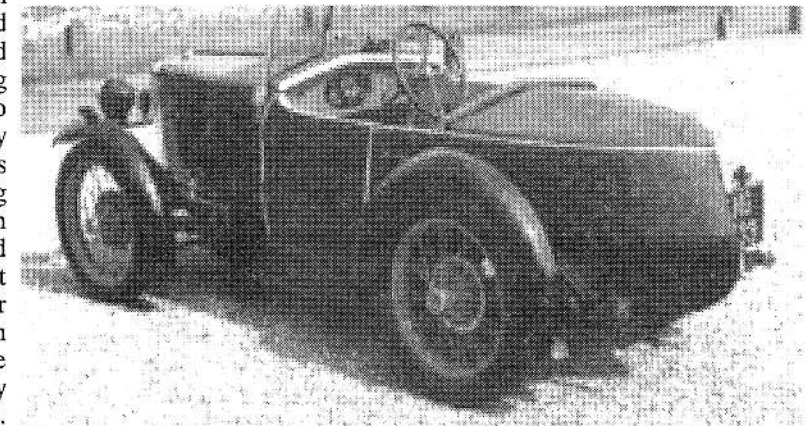


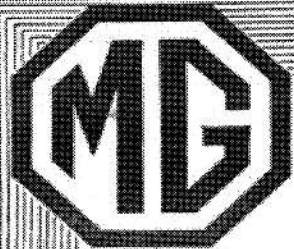
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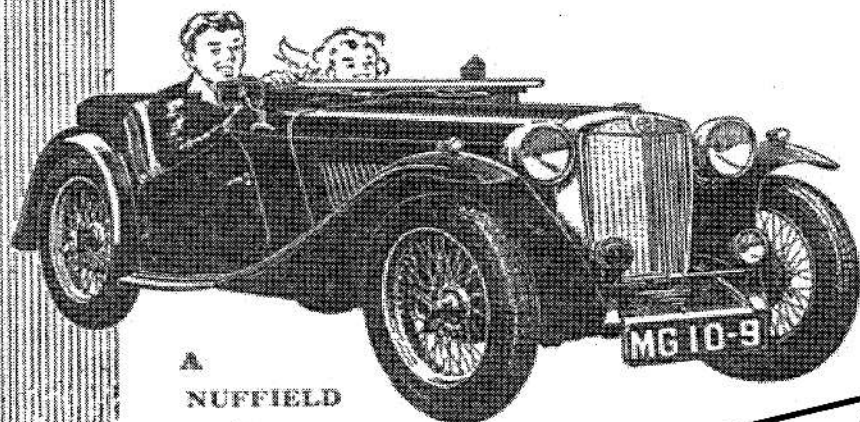
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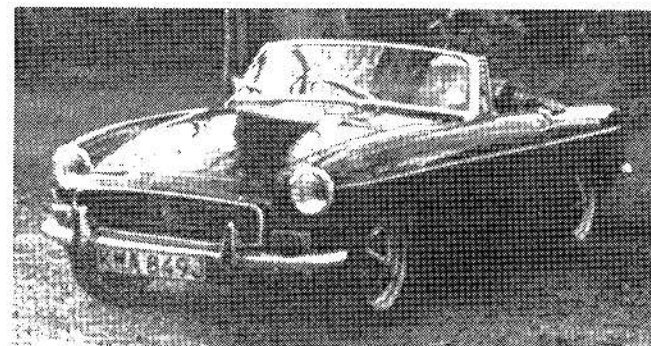
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Owning an MG is not a bed of roses!

After owning a 1973 MGB GT for 3 years, I fancied a roadster - so did the wife! The GT had given excellent service during 55,000 hard miles without the requirement for any major spending. Unfortunately the bodywork and mechanics showed this neglect only too well, so after many months of trying to sell it, the G.T. finally went, to be replaced by a lovely red roadster KWA 849J, which I was assured had been restored bodily but not mechanically - with only 114,00 miles on the clock it drove well, so on impulse I bought it - hoping to get it to prize winning condition fairly quickly and at a reasonable cost!



First impressions, as always, were very deceiving - looking at it, all the car needed was a new hood, new carpets, and the seat recovering and it would look nice. The car had new wings, sills, door skins and a respray and was in a lot better state than the poor G.T. However time would, and did, tell the truth.

Within weeks of owning the car I had to replace the front brakes, no big deal there, then the engine started to sound rough, so I stripped it as much as possible in the garage (I have no lifting facilities) and rebuilt it, this work included new bearings, rings and reground valves. After this bit of attention she ran a lot better, until the fuel supply pipe from the tank split. The emergency repair is still on 18 months later.

Next the propshaft universal joints became very noisy after a long journey, when I tried to change them the new bearings would not fit. It transpired that I had a Marina propshaft fitted so in went a new propshaft. Next came new rear brake shoes, and wheel cylinders because the old ones were leaking fluid quicker than the reservoir could be topped

up, along with new front shock absorbers as they were leaking badly as well.

The next item was tyres, after 3 punctures in two weeks I ended up with two new tyres and four inner tubes because of very rusty hubs!

All went well for a week or two until I started to get some vibration at 70 mph, and it was not out of balance wheels before you all shout. The vibration got worse until I could not drive above 45mph. This needed investigation, so I checked the tyres again, they were okay, the brakes and discs were looked at and found to be alright. The front axle was then stripped down, all parts were examined, cleaned, greased and re-assembled, but were all found to be in a good state. The vibration still persisted, so I then accused the new propshaft, it was balanced and put back onto the car, all to no avail. In the end, new tyres were fitted (Michelin MX) and BINGO, my car was a joy to drive at all speeds, the vibes had completely disappeared.

The next big hurdle was the MOT, the failure list was almost heartbreaking, it included - 2 rear shock absorbers, 1 front shock absorber, 1 steering rack, plus universal joint, 3 brake hoses, 1 fuel pump and some welding.

Well it all got done, with thanks to a flexible



Owning an MG is not a bed of roses (Cont)

friend, and not without a few tales to tell, but I shall spare you but for one!

A few weeks before the test, I had a new exhaust fitted. When I fitted SPAX adjustable shock absorbers, not only did the exhaust have to be taken out and reshaped to prevent it from rattling against the shockers, but I also had to replace the rear suspension U bolts, because they were rotted in and had to be cut out to facilitate fitting the SPAX mod. kit. The new fuel pump kept flooding the carbs, so the carbs and float chambers had to be refitted, and then I blew the head gasket! After this, I went for a few months work (rest) to the Caribbean and left the wife to talk nicely to the beast, needless to say the beast wouldn't start for her! The problem was solved on my return by fitting two new batteries, until I ran over a high verge in the ice and snow, and had to tie them up until new battery cages were made and fitted.

So, the story is up to date 20,000 miles later. I still have the same tatty interior and torn seats. I am 1500 pounds poorer, rust is re-appearing in all the usual spots, I have a cold heater in winter and heat all summer. Luckily I have been able to do most of the work myself, so I have saved money on labour charges. One day I may tidy up the interior and fit a new roof, but in the meantime, our dog can jump straight in after his romps through the cow muck on Bodmin Moor, and the smell does not linger too long, and I can keep the wife's MG Metro in pristine condition-cheaply.

Lastly, a precautionary note - do not be deceived into thinking that a reasonably good MG can be made into a gleaming prize winner cheaply and easily - it costs a good deal of money, time and patience, but one day I may get there.

S AMPS



WORST FEARS

One of the worst fears for drivers is that of their vehicle sliding unexpectedly out of control into a skid. For most drivers when this happens it is the first time they have experienced the situation. They panic, hit the brakes and more often than not get into deeper trouble, some times with tragic results.



Drivers should have the chance to put their cars into a skid under controlled conditions with an expert on hand to explain what to do. Should a skid ever happen on the open road they stand a better chance of rectifying the problem and avoiding a serious accident.

Members of the Colchester MGOC had this chance on two occasions last summer both at the Essex Police Driving School. First on an evening visit as part of the group's normal activities and secondly on an Advanced Drivers' course organised by the Colchester Road Safety Officer.

The first visit involved some 14 MGs in conjunction with the local Morgan Owners' Club who brought along about 8 cars for an Open Evening at the Driving School. Members were invited to take their own cars accompanied by a Police Driving Instructor onto the skid pan and then try and drive in a controlled skid. The results were absolutely hilarious until we began to get the hang of it. Some cars spun right round one of our members managed to gouge out a section of an embankment with his tow bar. The driver of a Ford Cortina who had come along as our guest actually ended half way up the embankment winning the rather dubious award of a Michelin Man which was positioned on his desk during the road safety lecture later on in the evening.

The experience of driving on the skid pan was a little nerve-wracking at first as two cars had to go onto the pan at the same time, however, after a couple of laps the fear disappeared and it became great fun.

During the road safety lecture we were informed a course on the theory of advanced driving put on by the Police as an aid to anyone taking the IAM test and it is on this course that some of the Members returned to the skid pan

later on in the year.

The course consisted of 5 evening lectures by qualified Police Driving Instructors with films and slides on the driving manual Roadcraft and concluded with a visit to the Driving School one Saturday morning with an hour's demonstration out on the roads in a school car at speeds well in excess of the speed limit. As Police Driving Instructors are teaching members of the Force to control cars under emergency conditions at speeds in excess of the speed limit, they receive special dispensation from the Home Office during driver training.

The course cost £16 and was well worthwhile. On the second visit to the skid pan the members of the MG group having already had previous experience, were able to really put their cars through their paces without any of the initial fears felt on the first visit. In fact, member Neil Spooner in his 2 litre MGB managed to keep up a controlled skid for full laps of the pan on several occasions.

I should think other Police Forces put on similar courses in their area and it would be well worthwhile investigating with either your Area Secretary or Road Safety Officer. However, one important point that came out of the course was that if you were driving according to the guide lines laid down in "Roadcraft" the Police manual, and take into account road and traffic conditions, you should

NEVER GET YOURSELF INTO THE POSITION OF NEEDING TO CONTROL A SKID.

David Brindley

Please note the dates in the Calender

Contact: David Robinson 3255 9037

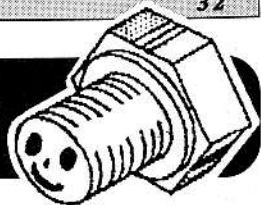
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Action Starts 9.30 AM

Hillclimb Circuit Gramzow Road Mt Cotton

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It's amazing what you don't hear about our wonderful club member's National Meeting adventures...

For example, consider the following (apparently) true tale. One female (not published for modesty) member experienced considerable MG trouble returning from Adelaide, so much so that it was decided to abandon her prize B, and let the Big Yellow Tilt-tray do the travelling. Of course all of her possessions had to be disgorged from the said vehicle. Enter the White Knights, ready to assist with the task.

One of the White Knights was sure he could hear a buzzing sound emitting from the busted B. The other White Knight confirmed the first's excellent hearing. "Sounds like static from the radio set, maybe it has been accidentally left on". This was duly checked, confirming that the buzzing was not the radio. At about the same time the second White Knight removed the charming female member's toilet bag from the boot, which was observed to be (a) vibrating with quite some vigour and (b) obviously the source of the mystery noise. White Knight immediately announced to all within earshot that the hapless female member had clearly omitted to turn off her vibrator that morning, and that it was a waste of good battery power!

I imagine the silence was deafening at this point.

I also understand that her electric toothbrush was equally embarrassed! Good dental practise 1: White Knights 0

Those wonderful people at the MG Rover Group invited our President to Melbourne to sample the new MG ZT sedan-thing. Luckily for David Miles, John was otherwise committed, so our Vice-President did the sensible thing and flew by Virgin (not sure how Meryl feels about this detail) to the deep southern capital, so to partake in a little

sampling. David got his chance to drive the new car, escorted by a kind young man from Rover, on some of the more interesting Victorian country roads. Apparently, some fairly aggressive (read quick) motoring journos were following, and the kind young man from Rover suggested to David that they would "probably catch-up before too long". So David did a little motoring, which rapidly got the attention of the kind young man from Rover, who began discretely confirming David's form, sneaking peeps into the side mirror and the MG's instruments, before announcing to dear old David that those journos probably wouldn't be catching up after all...

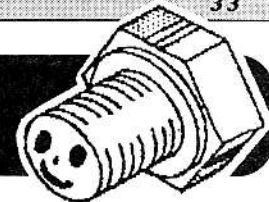
Sump Plug has been informed that BMW did a lot of design and development work on the MG ZT, prior to selling the Group. They had managed to design the thing with more torsional rigidity and less weight than their own 3-series and decided that, as it would more or less be a direct competitor, it would be wise not to release the car. Well, all of that has changed, and looking at the asking price, I'm not sure BMW will sell too many more 3-series in Australia. Unless of course, the Yuppies prefer spinning propellers to octagons.

On the subject of Committee Members playing up, I understand that Miss Alex Mattea has been attending Committee Meetings and going to sleep! Must be the President's dulcet droning on and on. If only he would shut up sooner, then we could all get some sleep!

Not the first offspring to attend Committee Meetings and go to sleep either mind you, the previous one is now nearly finished high school and pestering Dad about a certain un-assembled Midget!

Which brings me to her father's own unfinished business. Yes, Mr Robinson does

Sump Plug



actually possess a rather interesting racing / hill-climb car and no, it still isn't in one piece. Funnily enough, David has actually taken to entering the said vehicle in events of late, possibly in the hope that the good Racing Car Helpers will come and magically re-assemble the Cheetah in the dead of night, without any input from him.

I noticed that Paul Lupton was the happy recipient of the Concours "Encouragement Award" for his ZA Magnette. I also understand that Paul is plotting to insert an 18 GB engine where it counts. That should upset a few people, needlessly in my opinion. I also heard a rumour about obtaining a little more horsepower by doing the job properly and installing a V8! Now that is what we should be encouraging!

Good thing we only conduct a Concours annually - the suppliers of automotive car polish could never keep up with the demand! Looked at plenty of quite nice MGs at Sanctuary Cove, most of which were just recovering from the annual polish and some still had plenty lodged firmly around badging, brightwork and trims.

Mind you, BIG Barry's victory in his class (B Roadster Rubber Bumper) is almost

enough to make me start believing in Concours Karma - the more you drive it, the better it is...

Also noticed that President John was happy to congratulate and kiss Glen Boyce, but less forthcoming with Barry and all of the other bloke winners. That leopard must have changed his spots since Adelaide!

The rumours about the inaugural Hilder Road Hillclimb up the new Walker Junior residence driveway being delayed on account of lax safety installations (no armco or 5-high, earth-filled, rubber-conveyer belted tyre-walls as required by CAMS) are grossly exaggerated. It's just too steep and slippery, just ask Helen.

What about some more help from you members, I can only make up so much and besides my nose is getting longer and longer. I mean, I could tell juicy tales out of school, but Bruce just gets out the tippex or it ends its life in either cyber-space or the Editor's floor. Give dirt a fair go, and send the whole truth, half-truth or total fabrication to me, via your Committee.

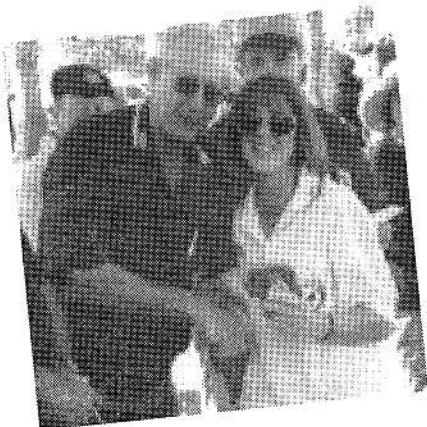
Faithfully,
Sump Plug

FRIDAY NIGHT OUT

Friday Night Out is not intended to replace our Noggin N Natter nights which are held on the second Friday of each month. It is envisaged that FRIDAY NIGHT OUT will continue on the last Friday of each month, and that each evening will take a different format, and each will have a different convener. It will be up to club members to volunteer to take turns to arrange different evenings, eg visits to places of interest, perhaps a meal, etc. etc.

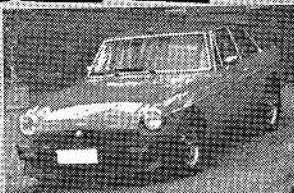
The success or otherwise of "FRIDAY NIGHT OUT" depends on YOU !!

Information Contact: David or Meryl Miles - 3892 2699 (H) or 3891 5922 (W).



FOR SALE

• **MGB GT V8 1975** • Red rare practical collector's investment car with black factory vinyl roof and black factory sunroof. • colours match well with the black rubber bumpers. • many extras. Only 116,000 miles. • log books • lovingly nursed & owned since new. Genuine reason for selling. **Be quick - \$26,500 Ph: 3264 8200 (Bunya)**



• **MGB Tailored Sheepskin / wool seat covers** - \$200 - Bruce Mutch - 3376 1384

• **MG TC Headlamps with original glass** - offers David Barnett - 3398 1174

• **MG TD 9507** - one owner past 20 years • BRG • Black interior, white wheels was restored 10 years ago and has had little use. • must go to good home • asking around \$22,000 • more info - contact Cliff (07) 5441 2249

• Set of Tropical Queensland Number plates yellow on black background for sale. The plate reads as 96MGB. The MGB lettering is no longer available and we are looking for the best offer to give these plates a new home to go to. Our contact details are 0740616520 or horsford~austamet.com.au. The background and colouring of these plates can be changed thru Old Transport for a small minimal fee and there is also a fee to transfer the ownership which the buyer must pay.

WANTED - Gemini or Corolla for son Jon. About top get licence and needs something cheap but fun to drive around, and run at hillclimbs. Prefer current rego or easily registered, but interior and cosmetics less important. Want him to start with rear wheel drive car. **Contact Peter Quayle - 5478 2554 (H) or 0409 065 852**



Shepparton Beckons

Lenore
Robinson

Should I take this? What about that? Is a suit necessary?

An open suitcase, a much amended list, and many questions left hanging in the air Packing for the national MG meeting in Adelaide in 2002 was an experience based on trying to guess the details of activities we had not yet experienced. Yes, we had known camps, conferences, retreats and so on, but not an MG Car Club National Meet.

It's not that there wasn't excitement. There was. This was a new venture for us after raising and educating our family. This experience was to be part of our new life where our interests held priority and could be indulged.

Packing for 2003 will be different. There will still be excitement but there will also be anticipation based on 'been there, done that'.

So what kinds of experience made a significant impression? What experiences led to our enthusiastic signing up for Shepparton?

First, there were the warm welcomes with invitations to join in activities, reinforced by the camaradie and friendship evident among so many enthusiasts. This warmth extended from early planning days in Brisbane, throughout the week-end with folk from distant places, to the homeward journey when we travelled part of the way with Victorian and New South Welshmen.

After negotiating the registration, scrutineering and the at-the-time puzzling one metre judgment tie-breaker, we joined the noisy melee on the Friday night as people delightedly caught up with old comrades from past Nationals and other MG Club activities.

The Saturday Concours d'Elegance offered not only the pleasure of inspecting and admiring so many cars, but also the exchange of information about aspects of the vehicles.

Later in the day back at the motel, there was the amazing spectacle of adults prancing around chairs in some kind of choreographed

pattern. This practice for the Motorkhana on Sunday paid off for many drivers. Diagrams on a page are one thing, but they don't hold up too well when coloured sticks replace letters. Those sticks don't look too organised from the driver's seat so a good practice to get the feel of the directions and the change of directions really came in handy.

Clayton's Circus Party Night dinner was a hoot, literally for Queensland. Our bright and colourful band costume really sent a clear message that we were in this together. And we had a ball!

Another late night was followed by an early rise the following morning for the Motorkhana that was held at a shopping centre 45 minutes drive from Adelaide. Some, including us, had to be there by 7.30am. But it was worth it to see the skill and enjoyment of drivers demonstrating their ability to navigate the three courses at varying speeds. Sunday night was free time so we took the opportunity to catch up with relatives. While it was great to do so, next time we will join the Club in having a 'relaxing evening'.

Monday was a different kind of fun. Reading maps and trying to identify objects and places on the route made the Observation Run both interesting and frustrating at times. After a lazy lunch at the famous Vine Inn, Nuriootpa, we decided to return to Adelaide instead of seeing how some of our fellow Club members were getting on at the Super Sprint at Mullala Circuit. The presentation dinner made another late night with many achievements rewarded, but once again it was full of laughter and good sportsmanship.

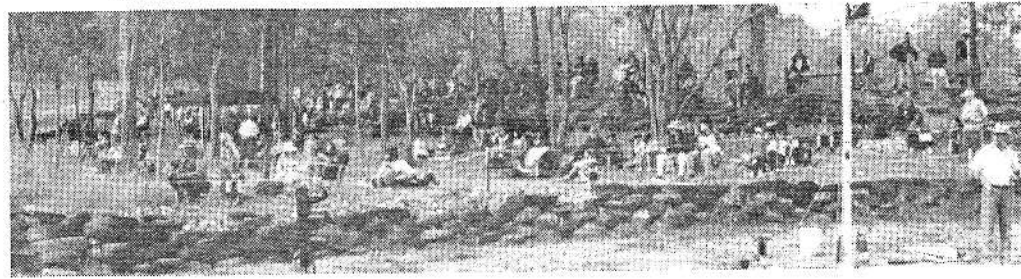
Tuesday morning saw us up early again for the farewell breakfast and the many good-byes to new friends. Our anticipation for Easter 2003 started as we left Adelaide to head back to Brisbane.



Concours
Award Winners



The Crowd at the Hillclimb Championships



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