



THE OCTAGON

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

Patron: Dick Johnson

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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 four times a year members personal advertisements are free. Club constitution available in club rooms.



PRESIDENT'S REPORT

All Club members can be immensely proud of the success achieved by the 80 attendees at the MG National Meeting held over Easter in Canberra. Last years milestone of winning both the Wratten and Nuffield Trophies has been replicated again this year by the success of the group. The aim now will be to win both Trophies three years in succession by being as successful at the 2002 South Australian National Meeting. Not only were we successful competition wise, but the enthusiasm, comardarie and very evident enjoyment of the National Meeting was noted and commented on by other clubs with a certain degree of envy. Well done gang.

On a sadder note, Ann Thomson has suffered a fall and has spent some time in hospital. Best wishes for a rapid recovery Ann and get well soon.

The works at Mt Cotton have proceeded with only a minor hold-up because of the recent wet weather. The works have attracted favourable comments, but it would be best if comments were delayed until all of the works have been completed so that the 'big picture' can be assessed.

Speaking of the Hillclimb, the hard-working band of Working Bee attendees would appreciate a little more help. There is still a great deal of work to be done to tidy things up before the Queensland Hillclimb Championship on the 2nd and 3rd June. The calendar lists the Working Bee dates so bring anybody at all you know along to help.

D. Davies
That's all for now.



Congratulations to all our Trophy Winners



NOTICE BOARD

Touring Road Rallies

Members of all Car Clubs are invited to participate in a series of Touring Road Rallies being run and promoted by the Brisbane Sporting Car Club (BSCC) in 2001.

- June 16th - A Touring Road Event will be held in conjunction with Rally Queensland. Starting at Caloundra, the Road Event will travel through to Imbil for lunch, and finish with a run up the Noosa Hillclimb for all cars.
- August 18th - Touring Road Rally in conjunction with Leyburn Sprints. A significantly different route is proposed for this year.
- October 20th - Starting south of Brisbane, this event will use roads in Qld and NSW before finishing at the Wallangarra Centenary of Federation celebrations. Several special tests are proposed.

Contacts: Esme at BSCC - 07 3846 0233 (BH)

All British Day 2001

On behalf of the All British Day 2001 Committee, we would like to confirm that the 26th August 2001 is the date for the RACQ Batteries All British Day

Contact Pat Hand on 0417 863 094.

Triumph Sports Owners Assn (Qld) British Makes Swap Meet

The Triumph Sports Owner Association of Queensland again proposes to hold a British Makes Swap Meet, commencing at 1pm on Saturday, 30th June 2001 at VCCA Club Room grounds, 1376 Old Cleveland Road, Carindale.

Historic Lakeside - Sponsored by Shannons.

The Historic Racing Car Club of Qld is holding its next Historic Race Meeting on the 28th-29th July 2001. This event will celebrate the 40th Anniversary of racing at Lakeside.



FROM THE EDITOR'S DESK

"Oops ... there goes another Kilowatt Dam" as the song goes and after two very successful years at the National Meetings in 2000 at Newcastle and now in 2001 at Canberra, the MG Car Club of Qld can take on all comers.

With the enthusiasm now in the club, we had seventy members and associates and eight "will be" members at the Nat Meet at Canberra. A far cry from the twenty-three folks who went to Shepparton in 1996.

The one aspect we have to contend with as we visit southern clubs, is the amount which is spent on restoration and whilst cars can be over-restored with chrome and paint, it does detract from originality. The fun of ownership comes from enjoying a well-presented car but more so in enjoying the drive and events during the meeting.

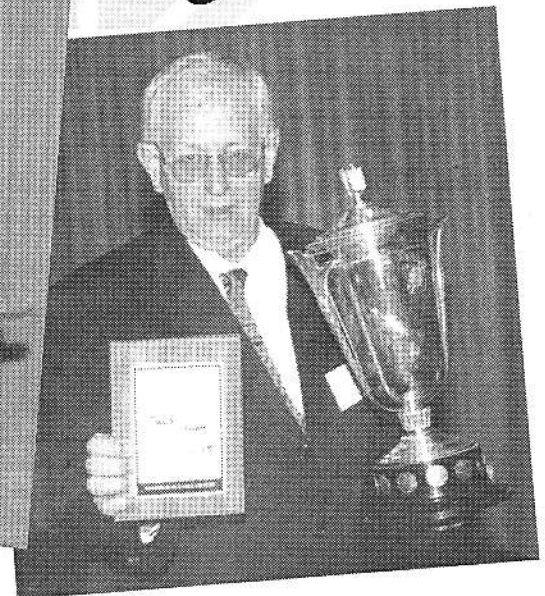
One Stalwart commented that "one restores a car for a Concours and after being shown, drives it and enjoys it. One owner of a MGB commented that he bought it for \$2000 and restored it back to a beautiful car.

Look after them but enjoy them.

Bruce Mutch
Editor



Centenary of Federation



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Breakfast Run - The Trains 11th March 2001

The morning of Sunday 11th March 2001 beamed bright and beautiful and we wandered out way to the meeting point at Cherside for a 6.30 start. We were early and "there was nobody there". The thought passed that we had "messed up" again, however, through the dawn, they started to arrive and by the due time, we had 27 starter cars of which there were 6 rebadged MG and of the rest, only half were MGB's and a wonderful array of pre MGA, TF, TD type and others. We headed off to Suttons Beach for a leisurely breakfast by the sea then sauntered off to Brendale for a

most interesting display of working model steam engines, which were up to 1.5 metres long.

The Society of Model Experimental Engineers had a model engine train layout where we thoroughly enjoyed ourselves. The steam engines included the C16, B181/4 Stevenson's Rocket, a Diesel Electric all pulling carriages where all participated. It was a grand day and thanks go to Bev & Ron for organising a wonderful day.

Guess what? We have been invited back !!



Participants on the day were:

Blackwell, Phillip & Lois	MGB BL	Blue
Boyce, John & Glen	MGF	BRG
Cahalane, Peter & Gail	MGB	Red
Clydesdale, Ron & Bev	MGA	Red
Hoger, Errol & Wendy	MGB	Gold
Holman, Nick & Gwynneth	MGTF	Red
Hunter, Brian	MGB GT	Yellow
Lapworth, Rodney & Peta	MGA	BRG
Letten, Ross	MGTD	Blue
Lindsay, Ken & Noeline	MG 1100	Blue/ Cream
Mattea, Dino & Margaret	MGA	
	Coupe	White
McNeil, Owen & Mary	MG Y Type	Blue
Mills, Neil & Narelle	MGB GT	Red
Mutch, Bruce & Blake Gower	MGB	Gold

Rayment, Peter & Delia	MGB	Black
Robinson, David & Kimberley	MG	
	Magnette	Red
Smith, Peter & Gillian	MGB GT	Red
Strange, Paul & Kerry	MGB	White
Walker, Graeme & Helen	MGB	Blue
Walker, John & Pat	MGA	Red
Waters, Graham & Dillon	MGA	Red
Carswell, Chris & Andersen, Dee		
	Mazda	Red
Rayment, Samantha & Wallace, Mark	Charade	Blue
	Chamry	Beige
Roberts, Peter & Merle		
Skillens, Clare		
Storrie, Tom & Ailsa	Subaru	Red
Tighe, Ivan & John	Peugeot	Red

Totals" 21 MG's and 6 various others



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Hillclimb Report

Saturday - 3rd March 2001
2nd Round NSW Championship

I travelled to Tamworth on Friday to have my car scrutineered at 6pm. It passed with flying colours and had some very good comments passed about it being a very tidy little motor car - very pleasing for me I must admit.

Saturday dawned a cloudless day 31 degrees expected - we had to get up early to get to the top of the lookout to get a good fit position, under the trees naturally. The Hillclimb itself if the public road up to the lookout.

After reading the programme, I noticed that I was the only car in my class - under 1300cc Sports Sedan. The current record was held by another Mini Sports Sedan from Casino, NSW at 43.79. I proceeded to the bottom of the hill trying to remember where the actual road went, so I could attack it on the way up. My turn came and I had a very good shot at it (new tyres on the front still green). I got to the top and got my time - 40.84. What a buzz!! 2.95 seconds off the record. I was pretty excited because finally at last, I am starting to have success - not just going around in circles.

The day was going to get better because it was getting hotter, and the times were getting quicker. My 2nd run was 40.20, missed the

start but just put pedal to metal. 3rd run 40.18, the road is pretty rough in places and if you miss the apex, you're into the bank of the right or a 3 foot high rock wall on the left. Those I didn't fancy, so I played safe. 4th run I looked at the time board and saw that a GTR XU1 Torana in Group N.C held the record in that class at 38.27, so I thought it would be nice to get close to that so I went for it!! I produced a 39.03 ... very excited run and my best to date. I got out of the car actually sweating, not from the heat but concentration and from trying to keep it off the walls. 5th run - tried too hard to repeat 4th run and got crossed up twice, therefore lost a couple of tenths and got 39.25.

Anyway, I came away from this hill a happy man, collecting a good size trophy and collecting the class record and now collecting 14 pts, leading this class in the NSW Championships, so I had a good weekend.

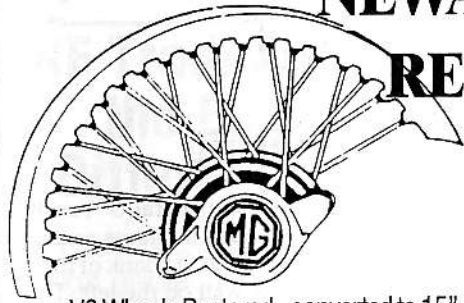
I would like to thank the PRO-SPORT Developments - G.L.S. Engineering and Logan Picture Frames for their assistance in making this car what it is and for also making this weekend successful.

Donn Vidler

Breakfast Run - The Trains 11th March 2001



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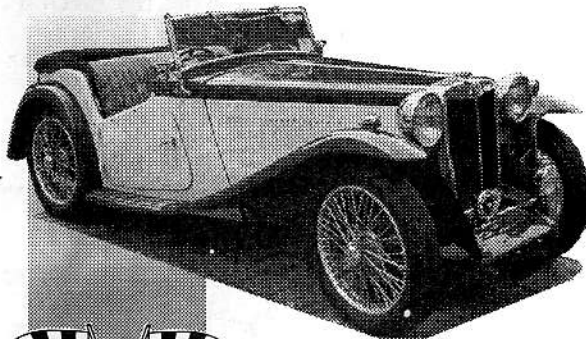
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Canberra National Meeting 2001

Easter 13th - 17th April 2001

Qld were again the victors.

The MG Car Club of Queensland were again successful in winning the John Wratten Trophy, the Nuffield Oceania Trophy and Peter Rayment won the Golden Gudgeon Trophy (best aggregate points for a series).

There were great celebrations by the Queensland Club at the Presentation Dinner at the count down, as with our superb win with those top trophies at Newcastle in 2000. The "Mexicans" vowed they would take it off us in 2001. This was not the case and Qld were again the victors.

The John Wratten Trophy

Qld 1076 points - Victoria 1030 points

The Nuffield Oceania Trophy

Qld 12 points - Hunter 11 points



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Canberra National Meeting 2001

Easter 13th - 17th April 2001

Early on the morning of Tuesday 10th April, the procession of MG's left Shell at Gailes to journey south. The spread of cars was from L type (1933) TC (1940), TD (1948), MGA (1959), Midget, MGB (1962-80), GT and Roadsters, MGC & MGBGTV8 to MGRV8 and the latest MGF.

The convoy was spread out over three hours but with pit stops at the towns down the Newell Highway, the cars concetenered and gained cruising teams. The first night was at Wellington, where we all camped. A few minor problems with the GTC loosing overdrive (that's why he was so slow?) The white Midget loosing most of the oil, due to a loose oil filter and others using a lot of oil on the first leg (which is usual after city driving).

There were a range of fuel saving devices on inspection, with the fuel star (tin), five star (lead) spark booster all absolutely guaranteed to give 50MPG!!!

The next day off to visit caves and gardens en route to Canberra. Our group ventured east to Bathurst and around Mt. Panorama at 60KPM (just imagine Skyline at 200 KPM).

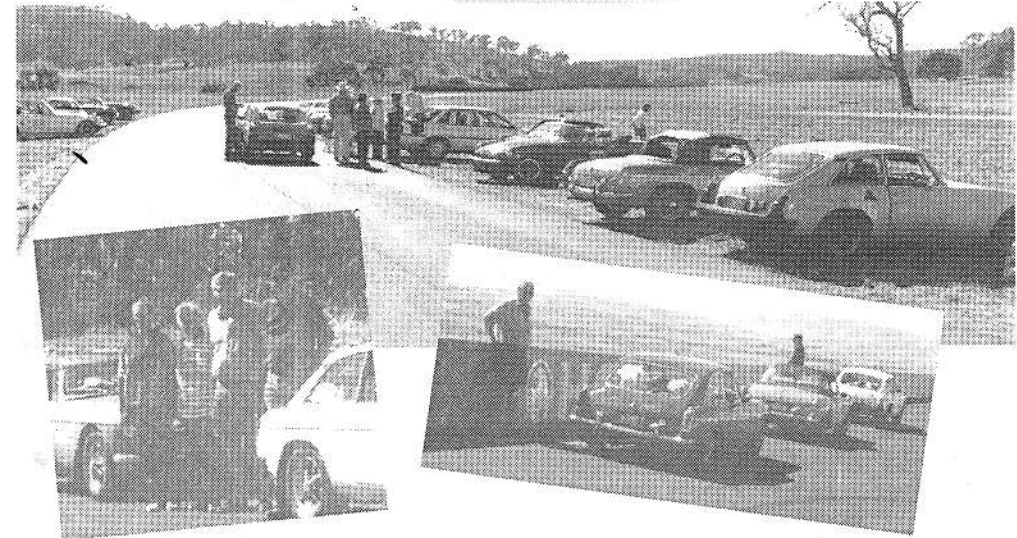
The Motor Museum brought back memories with Chicadee Commodore, Moffat's GT Falcon and others in tow!

The Japanese Gardens at Cowra was spectacular and then on to Canberra and our camp at Queanbeyan.

Thursday was for sight seeing the houses of Parliament, Telstra Tower, Royal Mint where dollar coins cost \$2 (no wonder Canberra is expensive).

Good Friday saw a frenzy of car washing, grooming and polishing for registration and scrutineering and the Noggin 'N' Natter at the Convention Centre that night.

A chance to catch up with old club friends and have a yarn.





MOUNTAIN MOTOR BOOKS

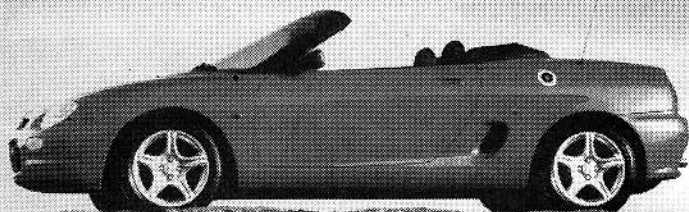
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Canberra National Meeting 2001

Easter 13th - 17th April 2001

Concours D'Elegance

Saturday was the Concours. This was held in the parklands in front of Old Parliament House under absolutely ideal weather conditions. There would have been 350 MG's in all their splendour presented and well viewed by the Canberra public.

The overall winners were:

Pre. Ron Smith (SA) 1938 Cream MGTA

Post. Margaret Norman (NSW)

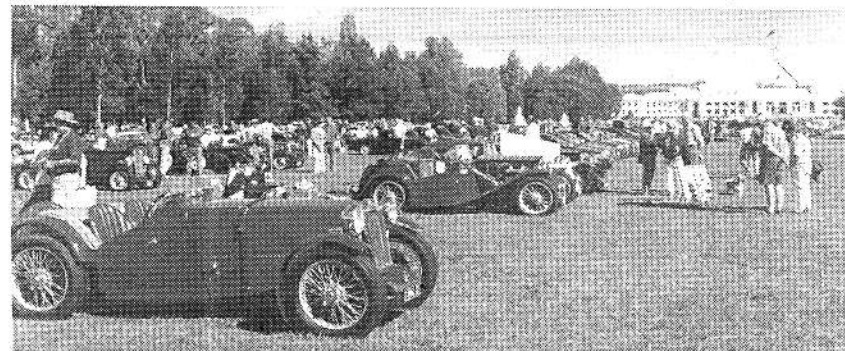
1980 Bronze MGB (Rubber Bumper)

The Queensland Club had some worthy winners.

Class B Pre-war Sports	U/1000	
	A Clarke	(3)
Class C Pre-war Sports	O/1000	
	MG L2 1933	Dino Mattea (3)
Class G MGA Roadster		
	Rodney Lapworth	(1)
	Carley Mattea	(2)
Class 1 MGA Coupe	Roland Mattea	(4)
Class K MGB Mk1 (PB)	Gary Lawrence	(5)
Class M MGB BL	Bruce Mutch	(4)
Class O MGB GT	Peter Smith	(3)
	Neil Mills	(4)
Class Q MGB GT (RB)	David Miles	(4)
Class S MGC GT	David West	(1)
	Dee Anderson	(2)
Class T MG Midget	Ron Clydesdale	(1)
	Gwenneth Holman	(3)
Class U MGY Saloon	Owen McNeil	(2)
Class V MG Magnette	Paul Lipton	(4)
Class W MG FWD	John Davies	(5)
Class Y MG Specials	Julie Evans	(3)
Class Z MG Super Specials		
	Brant Rayment	(2)
Class Z MG RV8	Guy West	(4)

As usual, some brickbats and bouquets to the Judges, but as one member commented ... how could I have been docked 30 points for originality when our brand new car has not had its first service yet?

A bit more spit and polish next time.



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Round	Dates	Circuit
1	24/25 FEB	QLD RACEWAY
2	17/18 MAR	LAKESIDE
3	21/22 APR	QLD RACEWAY
4	26/27 MAY	LAKESIDE
5	16/17 JUNE	QLD RACEWAY
6	28/29 JULY	LAKESIDE (HISTORICS)
7	13/14 OCT	QLD RACEWAY

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John Carson, General Manager of Greens Mitre 10, Leyburn, 2000

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Canberra National Meeting 2001

Easter 13th - 17th April 2001

Observation Run

This was carried out over two days. Our group on Sunday and the second on Monday.

The run finished at Wakefield Park Raceway at Goulburn and meandered through the country, good and bad around Bungendore. Its amazing to see the "alternative lifestyle" farms set amongst the best "goanna country in South NSW".

The afternoon after the run was spent at Wakefield Park Raceway, where we watched our "go fast" members strut their stuff.

We had quite a few winners.

Class G	MGA Roadster	Rodney Lapworth (2)
		Carley Mattea (3)
Class J	MGB Mk1 (PO)	Jim Armstrong (6)
Class K	MGB Mk1 (PB)	Gary Lawrence (3)
Class O	MGB GT	Neil Mills (1)
		Peter Smith (3)
Class S	MGC GT	David West (1)
		Chris Carswell (3)
Class T	MG Midget	Ron Clydesdale (1)
Class V	MG Magnette	Paul Lupton (1)
Class ZA	MGF	Michael Harrison (2)
Class ZB	MGR V8	Guy West (2)



A Pyjama Party

The Theme Night of Saturday at the Convention Centre had our "fashion experts" from the Qld Club again lead their field.

The Qld members of which there were 78, including 8 children were dressed up as "Bananas in Pyjamas" with a blue and white striped shirt and a banana hat. Again Qld made its mark as usual.

The Farewell Breakfast at the Convention Centre was again well attended and by mid morning, the members were making their way home. It took two days through Dubbo (a quick visit to the Zoo) and then up the Newell to arrive home on Wednesday night.

The National Meeting at Canberra was a grand affair, even more grand for us with our President JD bringing home the two "big" ones under each arm.

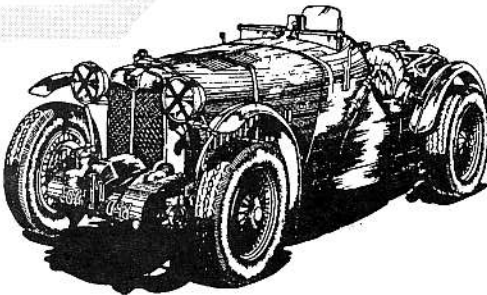
There were 350 cars but there must have been well over 800 at the functions ... a good "do". Next year we are off to Adelaide for 2002 where we can fight for the trophies all over again.



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

**Don't forget to attend the Noggin 'N' Natter
 Nights during 2001
 Donkin St. Clubrooms, West End.**

Bring some nibbles
 and enjoy an informal,
 fun evening.



Friday - May 11th	Friday - June 8th
Friday - July 14th	Friday - August 10th
Friday - Sept 14th	Friday - October 12th
Friday - November 9th	Friday - December 14th

Contact David Miles 3892 2699



Canberra National Meeting 2001

Easter 13th - 17th April 2001

Speed Event - Wakefield Park

This event was also held over two days at an excellent venue. A fast track with good facilities and all that is necessary at a provincial raceway.

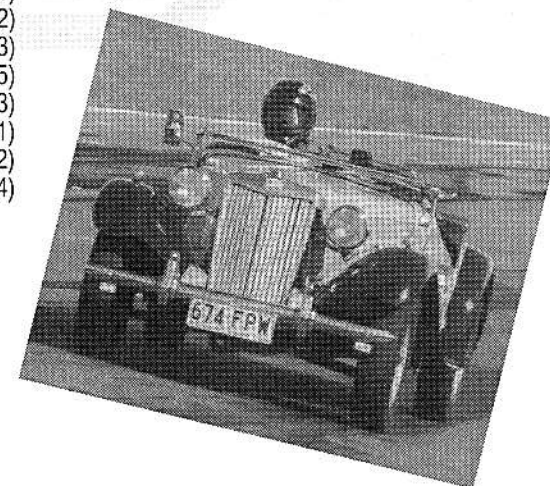
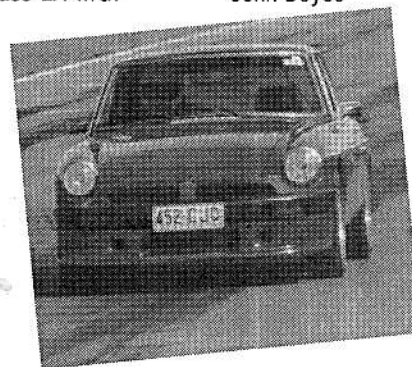
Our successes were:

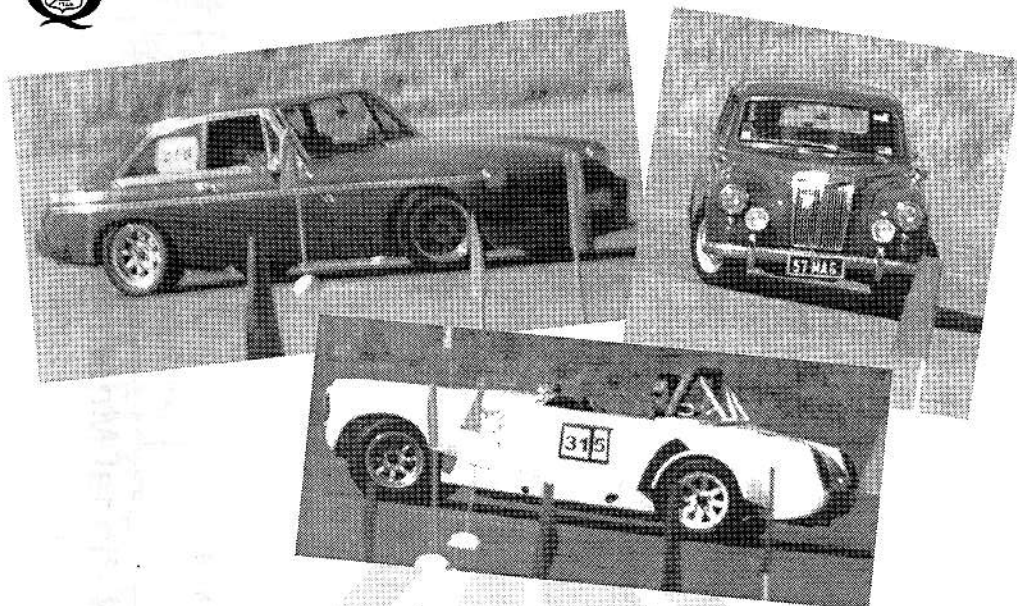
Class C	Pre-war Sports o/1000cc		
		Dino Mattea	(4)
Class D	MG TC	Peter Rayment	(1)
		Delia Rayment	(4)
Class E	MG TD	Ross Letten	(3)
Class I	MGA Coupe	Richard Mattea	(1)
Class J	MGB Mk1 (PO)	Nick Holman	(2)
		Rebecca Holman	(3)
Class K	MGB Mk1 (PB)	Graeme Walker	(3)
Class L	MGB Mk11	Paul Strange	(4)
Class M	MGB BL	Leonard Melrose	(2)
		Errol Hoger	(6)
Class Q	MGB GT (RB)	David Miles	(2)
Class R	MGB GTV8	John Walker	(3)
Class T	MG Midget	Gwenneth Holman	(5)
Class V	MG Magnette	David Robinson	(3)
Class W	MG FWD	John Davies	(1)
Class Z	MG S/Special	Brant Rayment	(2)
Class ZA	MGF	John Boyce	(4)

There were some very close times:

1.	Fastest time of the day (FTD)	MGB Super Special	Bob Bazazica (SA)	1.13.91
2.	MGB (4 cyl) Super Special	Paul Bower (NSW)		1.14.26
3.	MG Midget Super Special	Brant Rayment (QLD)		1.14.72
The battle of the GTC's v. GTV8				
	MGC GT	John Knight (ACT)		1.17.01
	MG GTV8	John Kemp (SA)		1.18.80

Not kidding, there is some salt being rubbed in.

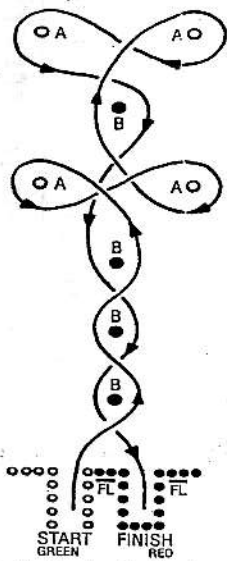




TEST 41 HOPSCOTCH

Finish timing line (0.5 - 1m) FL
Length 78m
Width 20m
Similar test layout - 42

| 9 | 9 |

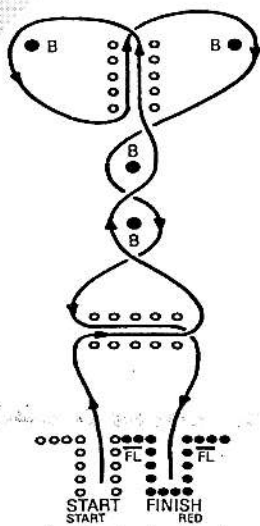


| 4 | 4 | 4 | 4 | 4 |

TEST 20 TEE GARAGE

Field corridor (O) shall be colour A.
Finish timing line (0.5 - 1m) FL
Length 70m
Width 24m

10 | 10 |
2 2
| 5 | 5 |



| 4 | 4 | 4 | 4 | 4 |



Canberra National Meeting 2001

Easter 13th - 17th April 2001

Motorkhana

This event was held at Majura, a first class but now unused driver training facility.

There were four tests laid out.

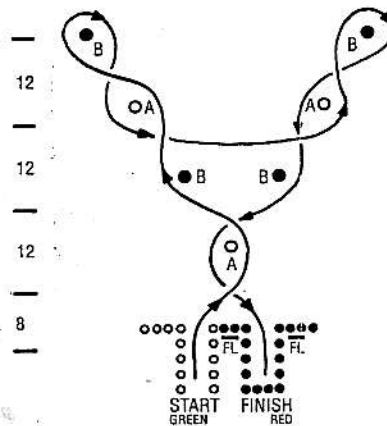
1. Tee Garage
2. Hopscotch
3. Corridor
4. Tiger Moth

Some excellent times recorded with the usual amount of tyre burning/squealing and donuts from the faster cars.

TEST 36 TIGER MOTH

Finish timing line (0.5 - 1m) FL
Length 50m
Width 36m
Similar test layouts - B8, B9, B10

| 6 | 6 | 6 | 6 | 6 | 6 |

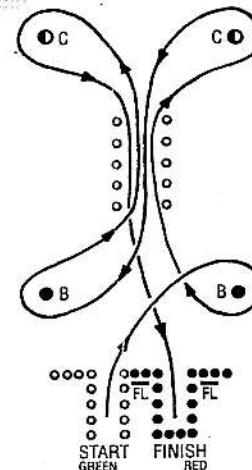


| 4 | 4 | 4 | 4 | 4 |

TEST 33 CORRIDOR

Field corridor (O) shall be colour A.
Finish timing line (0.5 - 1m) FL
Length 56m
Width 24m
Similar test layouts - 45, B5

| 9 | 3 | 3 | 9 |



| 4 | 4 | 4 | 4 | 4 |

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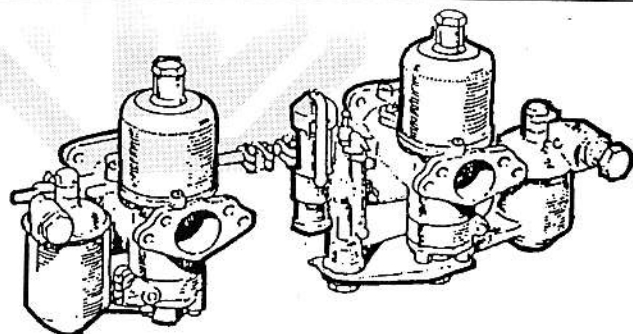
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Canberra

National Meeting 2001

Easter 13th - 17th April 2001

Motorkhana (Cont)

Our successes were:

Class B	MGC Type	Alistair Clarke	(1)
Class C	MG L2	Dino Mattea	(5)
Class D	MGTC	Peter Rayment	(1)
		Delia Rayment	(6)
Class E	MGTD	Ross Letten	(3)
Class I	MGA Coupe	Richard Mattea	(3)
Class J	MGB Mk1	Nick Holman	(3)
		Rebecca Holman	(4)
Class K	MGB Mk1	Graeme Walker	(5)
Class L	MGB Mk11	Paul Strange	(4)
Class M	MGB BL	Leonard Melrose	(4)
Class O	MGB GT	Peter Smith	(2)
Class Q	MGB RB	David Miles	(1)
Class R	MGB GTV8	John Walker	(4)
Class T	MG Midget	Ron Clydesdale	(6)
Class V	MG Magnette	Paul Lupton	(1)
		David Robinson	(2)
Class W	MG FWD	John Davies	(2)
Class Y	MG Specials	Ray Edwards	(6)
Class Z	MG Super Specials	Brant Rayment	(1)
		Melinda Both	(2)
Class ZA	MGF	John Boyce	(4)
		Glen Boyce	(5)
Class ZB	MG RV8	Guy West	(4)

Don Harris in his Red MG Midget may not win a lot of Concours prizes but he is one of the fastest Motorkhana exponents in the MG Car Club.

All eyes were on Brant and Melinda when they were doing their runs. As Brant says, "don't reverse if you overstep a flag, just do another donut".

The MGTC had a V8 as a MG Special.

Hospitality Plus!

Our Motel at Queanbeyan was one of the best we have had so far. The hospitality was excellent and whilst a short drive in to Canberra saved all and Sunday a great deal of money which Motels closer in would have been. We had the Motel to ourselves and everything we needed.

A big vote of thanks to Bev & Ron Clydesdale for their untiring efforts to assist during the way to Canberra and at the Nat Meet.

As usual Well done !!

The fastest times of the day:

1.	Don Harris (Vic)	
	MG Midget (Spec)	111.74 secs
2.	Frank Hiscock (ACT)	
	MG (Spec) TC	111.82 secs
3.	John Hastie (Vict)	
	MGB (PB)	111.87 secs
3.	Graeme Adams (Vict)	
	MGB Mk11	111.87 secs
	Brant Rayment MG Midget	113.90 secs



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OLDTIMER GARAGE

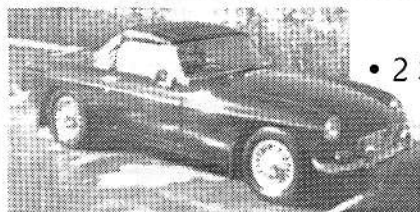
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The Hill

MG Car Club of Queensland - Qld Hillclimb Championships

The MG Car Club of Qld is pleased to be able to invite all competitors to compete in the Queensland Hillclimb Championships for the year 2001.

The Event / Qld

The 2001 Hillclimb Championship will be held over 3 days from 1st - 3rd June.

Practice runs will be on Friday 1st June 2001.

Official competition runs will be held on 2nd & 3rd June 2001.

The Course

The 2001 Australian Hillclimb Championship will be held at the Mt Cotton circuit situated on Gramzow Rd, Mt. Cotton, Brisbane later in September 2001.

The Mt. Cotton facility is situated

approximately 40kms south of Brisbane CBD.

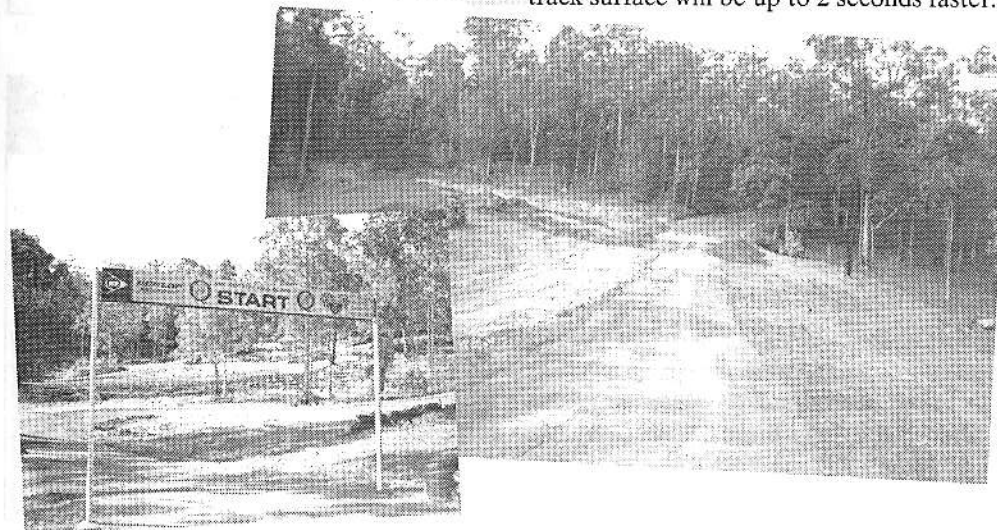
The track at Mt. Cotton is a hotmix sealed surface and is 946 metres long and the current outright record is 39.12 sec held by Peter Gumley (SCV).

Track Resurfacing

New outright and class records are expected to be set at the two major Open Hillclimb events to be held this year at Mt. Cotton.

The new records are expected to be the result of the extensive resurfacing work to be carried out to the Hillclimb track and environs.

The track will be resurfaced with high-grade hotmix and more run off areas will be made at the infamous LOVERS LEAP and NUT CORNER. Indications are that the new track surface will be up to 2 seconds faster.



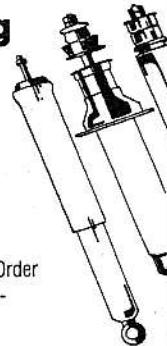


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PROGRESS REPORT ON THE WORKS AT MT COTTON HILLCLIMB

Stage 1 of the works at Mt Cotton Hillclimb has been completed with the removal of the 'tongue', and the bank, between the first and second loops. The area has been covered with a layer of topsoil which will be seeded to become a grassed run-off area.

The soil from the tongue has been used to widen the bank on the left of the track between 'Lovers Leap' and the 'Nuts ' Hairpin. This area was notorious for roll-overs as drivers who lost control of their cars would over compensate in an effort to stay away from the bank on the right hand side, and then slide down the steep left-hand side bank. The bank is now a more shallow angle and the flat area at the top of the bank is a minimum of 6 metres wide. Drivers will no doubt now become a little more adventurous over Lovers Leap.

One of the consequences of the tongue removal is that spectators are afforded a much better view of more parts of the track. The previously hidden section of the track from the Hairpin up to the entry to the second loop, can now clearly be seen by spectators from the top of the pits.

Another consequence is the necessary relocation of the Hairpin flag point. This flag point is now around the corner between the uphill and downhill parts of the second loop. Dino Mattea has our grateful thanks for all the hard work in effecting the works. Dino is

also responsible for the excellent idea of having a timber Pagoda as a flag point to provide an element of style to our facilities. This building type will set the style for other facilities construction. In addition to the increase in safety, the tongue removal has also greatly improved the drainage of the tongue area.

There may be some ' incidents' as drivers will have to reorient themselves with the new earthworks and resurfacing of the track as all of the previous visual indicators, e.g. marks on the track for brake markers etc., will be gone.

The Stage 1 works also included the repair and upgrade of all of the existing drains with proper pits and grids.

Our thanks are extended to our Mt Cotton Road neighbour, Peter Meszaros of Crankshaft Constructions, and also to drainage expert, John Senior, for carrying out these works

Stage 2 of the works, which will commence after the April 29th Hillclimb, include the resurfacing of the track. Part of the works may also be the relocation of the return road depending on a cost-benefit analysis of a new return road versus the upgrade of the existing return road. Spectator safety aspects of the present return road location are also a consideration.

The Editor Needs Your HELP!

WANTED

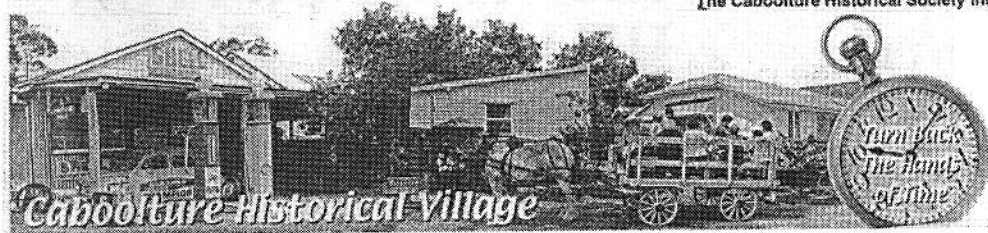
We need your support to keep this publication full of interesting reports and points of interest, so any ideas or thoughts would be most appreciated!

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



Day Run to the Caboolture Historical Village Sunday 12th August

The Caboolture Historical Society Inc.



Departs Woolworth's car park at Chermside (cnr. Gympie and Webster Rds) at 8am, for a wonderful day of reminiscing and relaxing at the Village, 2 and a half kms north along Beerburum Road out of Caboolture. The village is open from 9.30am until 3.30pm. The village, set upon 12 acres, is made up of 60 buildings of historical significance all tastefully furnished with thousands of items donated by the wider community.

Our cars will be allowed into the grounds. Car details on a card, for static display, appreciated.

* **Special catering is available** for our group and these are our choices:- (pre-ordered)

1. Entrance and Morning Tea (2 scones, cream, tea or coffee) \$8.75
 2. Entrance & Light Lunch (Quiche served with side salads, carrot cake, tea or coffee) \$14.80
- Group booking meals are served in the 'Bush Pub' (licensed) with its wide cool verandah.

Morning Tea is at the 'Boiling Billy' Tearoom.

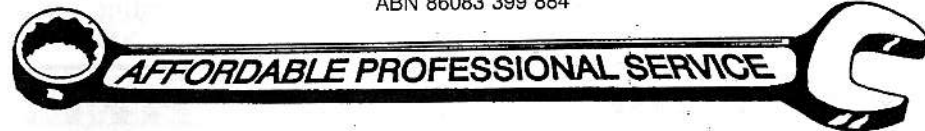
Alternatively:- (but still on a group concession rate of \$6)

3. People are welcome to bring their own Morning Tea or Lunch and use the village Gazebos.

For catering purposes, and/or more information, contact Delia Rayment (3300 3148) or Pat Walker (3300 2914) before 5th August with your choice number.

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National Meeting at Easter 2002.

The MG Car Club of South Australia extends a warm and friendly invitation to all MG enthusiasts, to join us in Adelaide for the MG National Meeting at Easter 2002.

South Australia is known as the "Festival State" and like most of us here in South Australia, we all love a good time – and this is what we plan for you next year.

Registrations, scrutineering and most of the social activities are planned at the Adelaide Entertainment Centre – just a few minutes out of the City.

Negotiations are underway to hold the Concours near the inner City of Adelaide surrounded by Parklands and with many sidewalk cafes nearby, within walking distance to the City Centre, Cinemas, Botanical Gardens, Conservatory, Adelaide Zoo, Museum and Art Gallery – which should make it a great day for everyone.

We have had expressions of interest from many overseas enthusiasts and we look forward to seeing everyone in Adelaide in 2001.

The Qld Club has 50+ starters for Adelaide 2002. Those interested contact Ron & Bev Clydesdale on (07) 3863 3375.

The following events are being planned:

Friday 29th March Registration- Adelaide Entertainment Centre

Scrutineering - Adelaide Entertainment Centre

Noggin 'N'Natter - Adelaide Entertainment Centre

Saturday 30th March Concours - Adelaide City Centre

"Claytons" Circus - Adelaide Entertainment Centre

Sunday 31st March Motorkana - Noarlunga Centre – to be confirmed

Touring Assembly Social Run

Evening Free Time

Monday 1st April

Speed Event - Mallala Racing Circuit

Navigation Run Alternative to Speed Event

Presentation Dinner

Adelaide Entertainment Centre

Tuesday 2nd April Farewell Breakfast - Adelaide Sailing Club Adelaide

Delegates Meeting - Adelaide Sailing Club

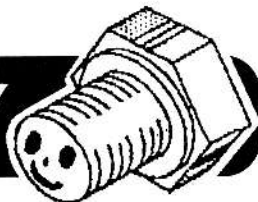


2002 National Meeting

Adelaide



Sump Plug



Taipan was travelling slowly due to the lead parting on his O/D. We think he had the flaps down and the handbrake on.

Lapdog had a measure of trouble going to the Natmeet in his new toy. Someone had filled the fuel pipe with moths, spiders and bits of grass. It finally got there to win the MGA Roadster Class - Whew!!!

Ron Clydesdale and Errol Hoger kept the coffers of the Oil Companies topped up. All OK Now.

Maggie had an eventful trip on 3 pots. The motor was rebuilt over Thurs/Friday with new cam followers. Consistency is the name of the game and she did compete on Sunday. Over-exuberance at the Motorkana split a

wheel or two.

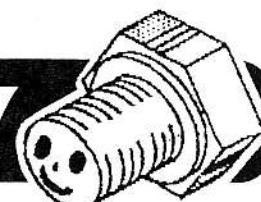
At long last, the President JD has a MG - looks good at 10 paces, revs to 7000 and sounds superb at 100 paces. Had a lot of fun.

The white Rocket Midget (Special) must have done too many donuts as the gearbox sounds a bit "ratley". "Blue" had a very fast time at the Sprints/Motorkana but was a little too much for the gearbox, so it had to come home on a truck.

Wayne had a MGF race car to go but it wouldn't, then he had a Turbo Montego to go but it wouldn't, so he went to Canberra with Donna in a Magna. Oh that Andy hadn't been sick.



Sump Plug



Old Stalwart Joan Appleby was heard to say in Canberra that in 2000 in Newcastle, she knew that she had done some damage to herself. Wasn't the story that she told in 2000? Tch! Tch!

That old red Magnette just keeps on going in spite of David Robinson trying to break Peter Tighe's home grown powerful engine and tearing the front wheel off. Seems David was told that he should carry more spares. Now what should David take to Adelaide?

Our illustrious Editor now has been renamed by confusion of persons as Brian Mulch (Brian not Bazza). Sorry Bruce !!

Once upon a time, Wendy was known as "The Weather Girl". Now Errol says that she is just an "old dead spark plug". How rude !! Goes with the Victorian that said he used to be a dumb Queenslander but I left. Wendy replied that all the dumb ones leave and the smart ones are left.

"Blue" did itself some damage at Canberra and with only top gear left, had to come home on a truck. Heard it has a new lightweight Mk11 over-drive box (without O/D) and eleventy two : 1 Morris Major thing-a-me's to go a pooftenth faster at the hill.

Heard Pat Walker has been waking up at 4am but John & Pat always seem to be running late. Turns out that the Motel clock was an hour slow.

Seems Melinda Both got cranky with changing gears in the Midget and ripped the gear knob off and threw it away into the passenger compartment. It promptly rolled out of the old exhaust hole at Wakefield Park. Some WAG suggested that Brant should buy one with a spider moulded inside so that Melinda wouldn't touch it.

When asked if Carol (Meryl Mile's sister) was older, Meryl replied that she only looked that way. There's sisterly love for you.

Seems that riding in a TD is not exciting enough, so to save herself from going to sleep, Shez, one of our new members, manufacturers bears. New empire in the making. "Teddis on the Run".

Richard Mattea's drive in the A Coupe wasn't a rent-a-drive as suggested, but rather a "slave drive" for working on Dad's "L" type until all hours in the morning.





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CLIMBLINE

2000 AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

MT PANORAMA - BATHURST

Over the NSW October long weekend (old Bathurst race weekend) six MGCC members competed in the 2000 Australian Hillclimb Championship held at "The Esses" Mt Panorama, Bathurst.

Bathurst is such a special place that a total of 135 drivers from all over the country came to the mountain and put it on the line to win there own personal battle or the championship outright.

The Championship was a very close fought

battle with only .03 of a sec separating the top three after Saturdays competition runs.

The Australian Champion for 2000 after the end of three days of competition was NSW driver Peter Gumley (supercharged / fuel injected / methanol powered VW SCV open wheeler).

Eric Barnes (supercharged / fuel injected Toyota Farrell F2) just pipped Peter Finlay (supercharged / fuel injected cosworth March 77B) for second place by only 06 of a second



CLIMBLINE

(Cont)

to make it a NSW trifecta for the major placings.

Another NSW driver Neil Farr (V8 Bowin Hay P6) ran well to finish fourth outright, and amazingly, driving only a 1428cc Suzuki motorcycle engined Hawke MK2 open wheeler, QLD's Bill Norris finished in fifth place.

Bill had to come from behind after the Saturday runs, as the ever reliable Suzuki had a gremlin, and the hi-powered engine was just not cracking as Bill would have liked it. A quick strip of the carburettors, a look at the rev limiter on Saturday evening and a dose of courage for breakfast had Bill back in front of his class and a personal best time in the bag after the final competition run on Sunday.

Another QLD driver to impress and finish eight outright was Warwick Hutchinson driving his RPV rotary powered openwheeler. It was Warwicks first visit to the superfast hill and the rotary engined showed it was not lacking in power to finish only .42 of a sec behind Bill. It was a fantastic effort, as Warwick was able to improve with every run and to be in the top ten at the end of the competition runs of such a prestigious event and amongst such great drivers was most pleasing to himself and his support crew.

Just outside the top10 was Gary Goulding in the converted Formula Ford RF85 now with Toyota MR2 16V power. He was able to finish fourth in class and was well pleased to bag thirteenth outright after a long and mixed week-end of gear selection dramas / clutch dramas and throw in a carburettor hiccup just to keep the support crew on his toes. The car definitely showed potential and an aero kit is rumoured to be on the way to control the front to rear balance.

John Boyce (Kaditcha VW) and his wife Glen were also flying the QLD flag. John was none too pleased with his cars grip but still managed seventh in class and was inside the top twenty finishing nineteenth outright. The temptation was almost too great for John with the Avon tyre truck on site, but he stood firm and elected to purchase new rubber next year to take full advantage of the home track advantage in the 2001 Australian Championship.

The father & son team of Michael and Chris Lake driving the Axtell Suzuki benefited from new tyres being fitted on Sunday morning. Michael was able to slot into third place in class to be the only other Queenslander along with Bill Norris to pick up a trophy at the end of the day. Chris who parted with the cash to help his son win the trophy ran solidly and had an absolute ball behind the wheel of the fast but sometimes nervous machine.

It has to be said that even though not many records were broken during the championship all drivers in all classes did an excellent job as it was bitterly cold weather conditions in Bathurst for this event. On Sunday it was long johns and parkas all day as the westerly winds were howling up and across the McPhillamy Park pit area.

I hope next years 2001 Australian Championship to be held at our own Mt Cotton track is blessed with fine and warm conditions.

Now is the time to start preparing and tuning yourself and your car for this event. Being a three day event it represents good value for money to compete and the time spent in the car will have you pushing the best from yourself and your car by Sunday afternoon.

MAKE SURE YOU ARE READY FOR 2001.

Gary Goulding

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This little fellow has been a great little car and will definitely be missed, but a change in career and a desire to do some off-road camping has forced my hand.

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5 Morris 1300 Wheels, hubs and retread tyres \$30
1 Datsun 240K Steel Wheel 14" x Standard \$5
1 Datsun 1600 13" x Standard Wheel \$5
6 Michelin ZX Tyres 165x14" mounted on MGB Wheels part worn (I want the wheels back) \$100

2 MGB 14 x 41/2" Chrome Wire Wheel (One needs some spokes) \$25
1 Canadian 270 Chainsaw 2' Bar - Good goer \$100
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Contact Delia Rayment on (07) 3300 3148

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• **Midget 1500 engine & gearbox.**
Contact Ron Clydesdale A/H: 3863 3375.

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• **Baby Amaranth (Purple/Blue Pearl) - Amanda Mugridge (07) 5564 8864.**



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• **Emerson red & yellow race suit.** Suit 5'11". As new. FIA approved - \$250
Fastman blue race suit. Suit 5'11". Good condition, triple layer nomex. - \$100

Three sets of racing gloves. Two blue and one red. Excellent condition - \$20 per pair. Suit medium to small.

Momo yellow race shoes. Size 7.5. FIA approved. As new \$50

RPM race boots - blue. Size 7.5. Good condition. - \$30
Nomex socks. As new - \$10
Nomex balaclava. As new - \$10.

Please contact Lex Greenhalgh - 0410 566 067.

WANTED

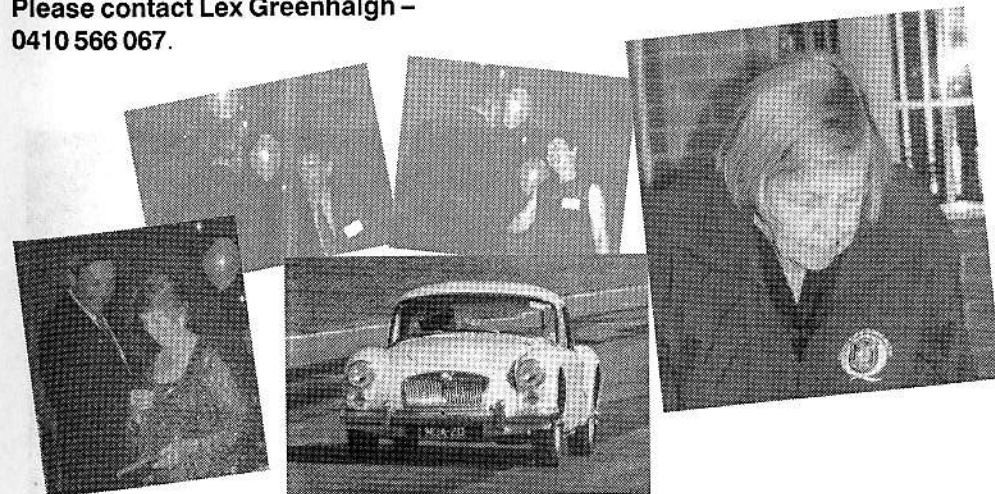
• **MGB Mk1 Banjo Diff Housing** to suit Steel Wheel -
Don Lake 3217 9950 (A/H)

• **Need at Home for ZA-ZB Magnette parts or car.** **Contact David Robinson B/H: 07-3255 9037**

• **Wanted 2x11/2" SA Carburettor.**
Contact David Robinson B/H: 07-3255 9037

• **Wanted 3.9; 4.1; 4.5 diff centre to suit Magnette ZA/ZB MGA / Early MGB.**
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• **Wanted 3.7 diff centre to suit Midget.**
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