

Patron: Dick Johnson

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

President's Report

The recent Queensland Hillclimb Championship, held at our Mt Cotton facility, demonstrated our ability to run competitive events very well at State Championship level, proving the enthusiasm and capabilities of our organising committee yet again. Of course they were assisted by many volunteers who, as always, gave so generously of their time and talents to enable our event to run smoothly.

The Concours, to be held shortly at the Cultural Forecourt at Southbank Parkland, is an opportunity for the MG owners to have their day, by coming along with their cars presented in top condition and displaying them to the public, thus promoting the MG Marque in general, and our club in particular. With the recent, untimely and unfortunate disappearance of the MG name from the market place, it is important to show that the future of the club is as strong as ever.

Thanks to Owen McNeil and his hard working House Committee, the enhancement of our building at Rocklea continues at a steady pace. Be sure to attend the scheduled "Nog n Natter" evenings so as to keep up to date with the progress being made, have a chat to the Committee members as to what extra help is needed, and don't be shy about offering your help as well!

Thanks, too, to those who worked so hard to make our Mt Cotton Hillclimb Circuit so attractive for the Queensland Championship meeting. I have never seen it looking so good and special thanks to the Redland Shire Council and the team of workers who did a fine job on Gramzow Rd. The meeting itself was a particularly exciting one, with close tussles in many classes, records broken, and the tremendous competition between Peter Gumley and Alan McConnell keeping all in suspense to the very end - a credit to all involved.

Just to show how the demographics of MGCC (Qld) have changed over the years, it was particularly rewarding for the Mid Week

Day Run organisers and regular participants to have twenty cars from Brisbane meet up with eight from our Wide Bay Chapter at Noosa Botanical gardens on Wednesday 25th May. A far cry from just over twelve months ago when six or seven cars constituted "a good turnout." From humble beginnings, attendance is now rivalling that of the weekend and breakfast runs! And the traditional "Warwick Weekend" is yet to come!

As I mentioned earlier, the attempt to re-establish MG in the market place has come to an inglorious end. What seemed like a bold attempt with an unprecedented range of MG models failed, it seems, due to the greed of those at the top. Cecil Kimber and his colleagues must be turning in their graves! By all reports the cars themselves are of a high standard, and are an honest, modern interpretation of the MG philosophy, so let's hope that, against all odds, there may appear an eleventh hour reprieve.

And so, with the 2005 year almost mid-way through, the range of activities available to our members continues, to attract more participants, and more members. We already have more members now than at the end of the 2004 record year, and all events and activities are attracting higher levels of participation.

Your committee must be doing something right.

David Miles
(President)

Editorial

The demise of MG Rover in the United Kingdom will throw another spanner in the works. After seeking assistance from the British Government in loans, it looks as if the joint venture with the Chinese Motor Industry has not come to fruition. The proud marque, with its revivals in 1992 with the RV8, in 1995 with the new and redesigned MGF and Z cars, and more recently with the MG TF, has come to a standstill.

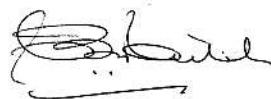
The MG Car Club which is the largest single marque car club in the world will go forward, continuing to revive our cars of the last seventy years. Our hope that the folks who are enjoying their cars which were built over the last decade would increase in numbers within the club has not substantially materialised although the numbers of RV8s and MGFs etc have increased at national meetings.

The club will continue to survive with our refurbished cars and we enjoy using them while enjoying the camaraderie of the members who own these classics.

There is an interesting crossroads for the Club considering the 'sale' offered by one of our key MG Rover dealers in the Octagon as this goes to press.

I am sure that old MGs don't just go away, they are refurbished.

PS Letters to the editor are very welcome; however if a letter is unsigned and has no name and address attached for the editor to hold as requested as 'anon' it will not be published but filed in the round basket. Yours, Editor.



Bruce Mutch
Editor

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NOTICE BOARD

- Friday 17th June - Marque night run - Contact Richard Mattea 3325 0409
- Sunday 26th June - Concours Southbank - Contact Bill Ferguson 3379 1562
- Wednesday 29th June - Midweek run - Contact David Miles 3892 2699
- Sunday 3rd July - Working bee - Mt Cotton - Contact John Davies 3341 6798
- Sunday 10th July - Tighe Cams Hillclimb Series Rd 3
- Sat/Sun 16/17 July - Warwick weekend - Contact Pat Walker 3300 2914
- Wednesday 27th July - Midweek run - Contact David Miles 3892 2699



An important coming event...THE CONCOURS!

This will be held at the Cultural Forecourt at Southbank on Sunday 26th June from 8am until 3 pm and we would like as many members as possible to attend with their MGs, even if they (both the members and the MGs) are not in top concours condition. If you have any queries or concerns, contact the organiser Bill Ferguson on 3379 1562 or by email at billenf@bigpond.net.au.

This is also the final day for bids for the MG Glass plates which will also be on show on the day so please make sure you get your bid in either before then or on the day. If you can't find the form, don't worry, we'll have more forms there on the day or you can simply write your name and the amount/s on a slip of paper.

Many thanks to the Octagon's printer, Alltype Printing, for being the first to support us by being a Gold Sponsor for the event.

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WIDE BAY CHAPTER

Those travelling from Brisbane were:

Steve & Lesley Pyott	MGB
Bruce & Tip Ibbotson	MGC GT
Barry Smith & Adam	MGB GT
Ron & Bev Clydesdale	MGA
John & Pat Walker	MGB GT V8
David & Meryl Miles	MGB GT
John & Glen Boyce	MGF
Paul & Kerry Strange	MGB
Peter & Gillian Smith	Nissan
Owen & Mary McNeil	MGB GT
Alan & Joyce Tebbutt	MGB
Ray Edwards & Sue Somers	Hyundai
Cathy Bartley & Ken Simmons	MG TF (New)
John & Heather Smart	Holden
Cyril & Marie Bennett	MG TF
Peter & Delia Rayment	MGB



WELCOMES FIRST MG CLUB VISIT

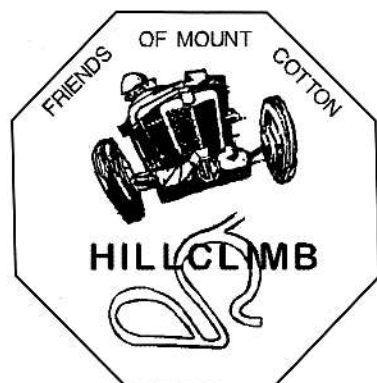
You could hear them coming for a considerable distance actually. The drum of multiple sports car exhausts from finely tuned classic era MG motors heralded the arrival of the MG Car Club of Queensland on their first visit to Hervey Bay to join with the Club's new offspring, the Wide Bay Chapter. Sweeping into the accommodation on the Charlton Esplanade at Pialba, the procession of long polished bonnets and glittering chrome work made an impressive sight. Received by the fellow Club members of the Wide Bay Chapter, new friends were instantly made over home-made biscuits and a refreshing "cuppa". Established and flagged away on Australia Day this year, the very new Wide Bay Chapter hosted over 30 MGs of all ages over the weekend of 16-17 April in a shamelessly tourist oriented series of events. Commencing with a short orientation run to River Heads and area, a walk about the town and a quick change, the barbeque at Apex Park distracted all 26 hosts and the 34 visitor contingent until quite late in the evening!

Early Sunday morning saw these classic sports cars, ranging from a 1947 MG TC, through the later T-types and MG As and Bs to the most modern TFs, line up at Apex Park for the compulsory photo shoot before progressing, once again to the heavy drumbeat of multiple sports car exhausts, to a fine boardwalk breakfast at the Boat Club. The glitter of shined spoked wheels

and knock-on spinners, taken together with the fine paintwork and finish of all these classic era marque cars, caused many heads to turn and much café latte to spill. After breakfast, the car park at the Boat Club at Urangan was a real sight, with the compulsory under-bonnet inspection in full cry. You could just tell that MG maintenance advice and parts sources were being freely exchanged because of the energetic finger pointing, exchanges of personal cards and the prolific note taking.

Under a now threatening sky, the procession departed at a good clip for Burrum Heads and Torbanlea to arrive at Sexie Coffie on the Bruce Highway near Maryborough for morning coffee and a final fuel fill before heading home to Brisbane and locally. Of course, many of the Brisbane contingent decided to stay on, having at long last taken time out to visit, and already many have expressed their intent to repeat the experience next year. Club President David Miles made that plain too, commenting on the enjoyable weekend and the need to embed the Club Run from Brisbane to the Wide Bay in the Club's annual Calendar of Events. He warned of a much larger contingent in 2006! It will be terrific to again welcome them for another "Lost Weekend" in the Wide Bay area next year; in turn, Brisbane will host this Chapter at Warwick in July at the Morgan Park Raceway.





FRIENDS OF MT COTTON UPDATE

Friends of Mt Cotton subscribers reaped their first tangible benefits from their membership when they were given free entry to the Queensland Hillclimb Championships on June 4 and 5.

Subscribers have now also received their membership certificates and their first newsletter with decal, keyring and cloth patch soon to follow; in fact, members attending the hillclimb were given their decals and keyrings on the day.

If you, or someone you know, have subscribed but has not yet received acknowledgement, please make contact with Dino Mattea on 3263 2625. Of course, if you, or someone you know, want to become a member Dino will be more than happy to hear from you too.

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Queensland Hillclimb Championships

By Mal Spiden

Saturday June 4 was a fine winter's day for those attending practice for the 2005 Queensland Hillclimb Championships. Sixty-eight entries were received including nineteen in the various racing car classes.

The tussles from 2003 and 2004 between Alan McConnell (defending champion) who had just installed his gearbox on the previous Monday (rod damaged the engaging cogs on No 3 gear on the last Sunday of the first 2005 hillclimb while he was exiting the second loop) and Peter Gumley (7 times Australian hillclimb champion and current leader of the NSW series) continued where they left off.

Practice is for practice as Alan was trying new gear change parts and wanting grippier tyres. Peter (with the correct gear ratios already installed) was carrying a new aerofoil wing and new camshaft. Warwick Hutchinson had repaired his gearbox and had commented that the car was a bit loose at the rear. Bill Norris had reverted back to his old settings and now had the Hawk working well.

At the end of practice, Peter Gumley set the pace by being the only one to make it under 40 secs with a 38.75 best. Other practice times were Bill Norris, Hawk Mk2, 40.42; Gary Goulding, RF85, 41.16; Warwick Hutchinson, RPV J4F, 41.97; Simon Lake, Axtell Suzuki, 42.14; Paul Van Wijk, Zip GP, 42.23; Tom Donovan, Megacart, 42.83. Tom was running with dual rear wheels a la the ERAs, Rileys, MG Magnette hillclimb cars of the 1930s.

Other classes also forewarned of close encounters for Sunday. Formula Vees had Matthew Mackelden ahead of Paul Manteit by .23 sec; in Group N, Glen Wesener led Neil Lewis by .22 as well as being under Brad Stratton's 1991 record by .34 sec. In Improved Production, Gary Pitt was ahead of Danny Mischok by only .53 sec while in Sports Sedans, Darren Duffield was .31 sec

from Alex Cowie. There was .24 sec between Alan Hunt and Adam Barnes in the large sports sedans and the Westfield of Des Edwards was .39 from Darryl Searle in the Marque Sports car class up to 1600cc. Other records in danger of being broken were the Group QR to Bill Norton, Brian Ferrabee's 2004 Marque sports to Norm Singleton while Tony Jewels' 1994 record looked like it could fall to Lindsay Hay.

Sunday dawned fine with some cloud cover. Bruce Le Garde found that adjusting his camshafts made him slower so he reverted to near the original settings and rediscovered his talent. Graeme Walker was allotted the second run in John's MGA for not beating John's time on Saturday.

Records tumbled throughout the day. They included Gemini class (54.08 set in 1991) going to Ashley Jarvis in 51.39; Group Q,R (48.04 set in 2003) to Bill Norton in 43.58; Group L,O set last year at 49.48 and reduced to 49.27 by the current record holder, Damian Croston. The battle to break Brad Stratton's 1991 record of 49.32 for Group N was between Neil Lewis and Glen Wesener with Neil finally claiming it at 49.03. Bruce Horey at 45.69 just pipped Peter Hayes 2001 Marque sports cars 2001 and over record of 45.7 while in Marque sports cars up to 2000cc Norm Singleton lowered the 2004 record from 47.56 to 46.81. Alan McConnell lowered his own record in the Racing cars 1301-2000 class from 38.76 to 38.37 while in the 2001cc and over class Peter Gumley, in lowering his 2002 record of 38.59, came tantalisingly close to breaking the 38 sec barrier with a 38.05. Paul Manteit now owns the Formula Vee record lowering the record of 48.99 set last year to 48.30 and, in Sports Sedans 2001cc and over, Alan Hunt lowered the record from 43.31 to 43.18.

Consistent and quick times were set by those contesting the outright lead. Peter Gumley was in the 38 sec bracket for all his

five runs (38.73, 38.70, 38.52, 38.25, 38.05) chased by Alan McConnell who recorded 38 sec times in four of his five runs (38.76, 38.83, 38.63, 38.37).

Many other good class battles occurred throughout the day's competition with Danny Mischok (Escort), Gary Pitt (Escort), Greg Ward (VW Beetle) and Chris Sloane (Datsun 1600) all within 1.2 seconds of each other, with Danny winning. Group N saw Glen Wesener (Torana LJ GTR) and Neil Lewis (Cortina Mk II) swapping the lead all day with Neil finally winning by just .13 sec.

Six Formula Vees chased the class with the lead changing from Paul Manteit (49.81) to Andrew Buzaglo (49.67), then to Matthew Mackelden (49.02 and 48.78) but with Paul Manteit winning on his last run with a 48.30. In the Sports cars up to 2000cc, Richard Mattea shadowed Lindsay Hay all day. Richard was .5 then .1, .8, .6 sec behind whilst recording his personal best time to date. The remaining Tighe rounds should be great. The Subaru WRXs of Scott Sadler, Garry Farlow and Nathaniel Farlow swapped the lead all day. Garry was the first to take the lead with a 49.69 and a 48.17 till Scott recorded 48.21, 48.00 and finally a 47.84.

CLASS WINNERS WERE:

Improved Production

up to 1600cc	Bruce Le Garde	Civic	49.60
1601-2000cc	Danny Mischok	Escort	47.91
2001cc & over	David Homer	Suzuki Swift	47.57

Gemini	Ashley Jarvis		51.39
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Group L,O	Damien Croston	Nota KM200	48.65
N	Neil Lewis	Cortina Mk II	49.03
Q,R	Bill Norton	GRD Ford 72/F3	43.58

Marque sports cars

0-1600cc	Daryl Searle	Amaroo Clubman	46.89
1601-2000cc	Norm Singleton	Fiat X19 Abarth	46.81
2001cc & over	Bruce Horey	Mazda RX7	45.69

All Wheel Drive	Scott Sadler	Subaru WRX	47.84
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Formula Libre

Up to 1300cc	Simon Lake	Axtell Suzuki	40.38
1301-2000cc	Alan McConnell	Van Diemen 87	38.37
2001cc & over	Peter Gumley	SCV	38.05

Formula Ford	Darren Harris	Kookaburra	47.79
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Formula Vee	Paul Manteit	Manta	48.30
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Sports sedans

Up to 2000cc	Darren Duffield	Mini Clubman GT	48.00
2001cc and over	Allan Hunt	Holden LJ Torana	43.18

Road registered

Up to 1600cc	Rod Johns	Suzuki Swift	55.04
1601-2000cc	Neville Newton	Cortina Mk I	56.13
2001cc and over	Darrin Siddins	Escort	48.58

Top Ten

1.	Peter Gumley	SCV	38.05
2.	Alan McConnell	Van Diemen 87	38.37
3.	Simon Lake	Axtell-Suzuki	40.31
3.	Bill Norris	Hawk Mk II	40.31
5.	Warwick Hutchinson	RPV J4F	40.50
6.	Gary Goulding	Van Diemen RF85	40.56
7.	Paul Van Wijk	Zip GP	41.82
8.	Stan Pobjoy	VW Special	41.93
9.	John Boyce	Kaditcha VW	42.91
10.	Chris Lake	Axtell Suzuki	42.92

Awards

Tasman Building Society Perpetual Trophy for FTD	Peter Gumley
Glynn Scott Trophy for fastest time by a sports car	Lindsay Hay
Martin Tighe Trophy for fastest time by a Formula Ford	Darren Harris
Vince Appleby Trophy for fastest time by a sedan	Allan Hunt
Paul Aitken Trophy for best average time by a motor cycle powered car	Alan McConnell

A couple of postscripts:

It was great to see that all award winners were available for the presentation of trophies and we thank both Club Patron, Dick Johnson and local MP/Club member/future competitor, John English for coming to present the trophies.

Thanks, too, to the myriads of people who contributed to the success of the weekend; before the event there are those involved with preparing the venue (especially Bob Haines and his bobcat), with all the paperwork and organisation of entries and with planning for catering. Then, for the event itself, there are people working at the gate, on parking, on pit organisation, scrutineering, starting line, timing, announcing, at flag points, selling raffle tickets, and catering.

The Qld Hillclimb championship meeting usually brings people "out of the woodwork". Among those spotted at Mt Cotton for the QHC were Tim Harlock, Ted Peel, John Lungren, John Broadbent, the Man Himself (Tony Jay), Paul Bishop, John Wynne, Bob Henricks, Ken Wasley, Bob and Gary Cosser and Fred Axtell. Previous QHC winners, Fred Axtell (1988) and John Davies (1993,94 and 95), were both reminiscing about the times when they could fit into their respective hillclimb cars.

The winner of the print of Leo Geoghagen print was Diana Brereton of Jindalee.

COLOUR Photos from this event - see page 23

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MG F 1.8i

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Bits & Pieces

Important message for anyone who takes part in CAMS events. CAMS have advised that if a new rule or a change of rule appears on their website then that information is deemed to have been distributed. Therefore, it is wise that everyone check the CAMS website often.

We would like to pay tribute to one of the unsung Office Bearers of the Club, the Chaplain. When Ken becomes aware of someone having problems ill-health, the loss of a family member, an accident etc he quietly goes about making contact through a phone call or a visit or both and somehow manages to make your burdens lighter.

Thanks, Ken.

The House Committee has been busy at the Clubrooms and the building has now got a distinctly "this is ours" feel to it. This has come about by their painting of the downstairs room; remodelling the upstairs room by removing the internal partition and the sink; opening up the kitchen area and revamping an ex-McConnell shop fitting into a bar. They have also decorated the walls with car posters. All of their hard work resulting in these improvements is much appreciated and also, hopefully, very rewarding for them.

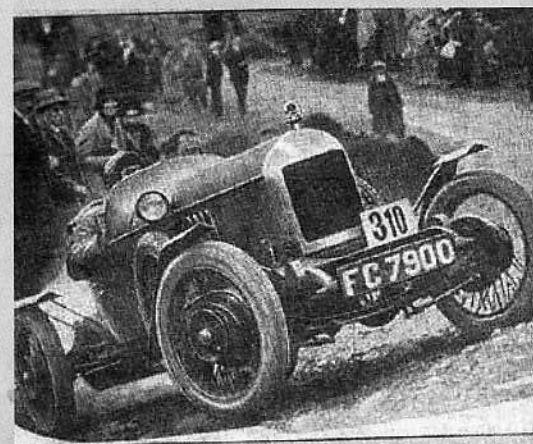
Night run May 20th

This night run was part of the Interclub Challenge and we were successful in coming joint second on the night with our best competitors being Rodney and Peta Lapworth.

We are now lying 5th on the overall points table on 18 points, just 7 points behind the leader.

On 20/21 August, a Sports car festival, racing and regularity, all marques invited, will be held at Wakefield Park. For further information, go to www.mgracing.com.au

MGs No I pride and joy



The car that gave British maker MG its maiden race victory nearly 80 years ago returned to the place of that success last Sunday. Old Number One, as the car became known, sped over the Blue Hills mine course in Cornwall, where MG founder Cecil Kimber drove it to victory in the Lands End Trial on April 11, 1925. Said Rob Oldaker, MG director of product development: "Seeing Old Number One back at the Lands End Trial is a great reminder of MG's motorsport success over the 80 years."

(From the "New Zealand Herald" Wed March 30 2005)

The following article is reproduced, with permission, from 'Safety Fast' and is reproduced in this edition as Dino's L Type is on the cover.

The M.G. Magna 'L' type

In our issue of October last we described how the 'M.G. Light Six', or 'F' type Magna, was developed from the original 'M' type Midget. Having established that there was a market for a car like this, the M.G. Car Company then proceeded to effect some much-needed improvements to its design, making use of other components in the usual way. Thus, the Magna was provided with 'J' type axles, the 12-inch brakes of the 'J4' racing Midget instead of the inadequate 8-inch drums of the 'F', the 'J2' gearbox, a vastly improved six-cylinder engine based on that of the 'K' series, and a two-plate clutch. The result was a car that resembled the original Magna in general appearance and name only. Although in standard form it offered very little more performance, the specification was such that it responded in the most gratifying manner to the mildest of tuning. Essentially a production car, it was seldom used for competition work by the Company, but its few outings in that field were attended by considerable success.

Four body styles were offered to the public: the usual open two-seater (£285) and four-seater (£299); a four-seater, two-door saloon or Salonette (£345), and a new venture in the shape of the Continental Coupé. This provided seats for two, ample tankage, and a fair amount of luggage space behind the seats, together with such refinements as a

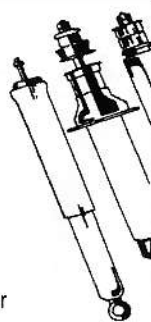
built-in radio aerial. One gathers that, at £350, the Continental Coupé was not as popular as the Company had hoped, although the performance was quite good for its day; 26 m.p.g., a 0 to 50 m.p.h. acceleration figure of 19 secs., and a maximum speed of just under 75 m.p.h., according to contemporary road tests.

But the 'L' type Magna, as we have said, responded magnificently to tuning -and, moreover, it made its appearance at a time when the M.G. Car Company were seeking a possible unsupercharged alternative to the 'K3' Magnette in Class G (1100 c.c.). The experiments that were made brought gratifying results. A team of two-seater 'L' types, with minor modifications, won the 1933 Brooklands Relay Race at an average of 88.62 m.p.h. The same three cars, in touring trim, were entered for the International Alpine Trial (one was driven by Mr. and Mrs. Tommy Wisdom, parents of Ann Wisdom); they won their class and collected the Manufacturers' Team Prize. In the Brooklands 500 Miles, one of the three cars finished second to E. R. Hall's 'K3' at a remarkable 92.24 m.p.h. average. Another, prepared for record-breaking, was taken to Montlhéry and completed 24 hours at 80.56 m.p.h., and 2,000 miles at 80.49 m.p.h. Such achievements by an unsupercharged 1100 c.c. car would be impressive even today, 29 years later.

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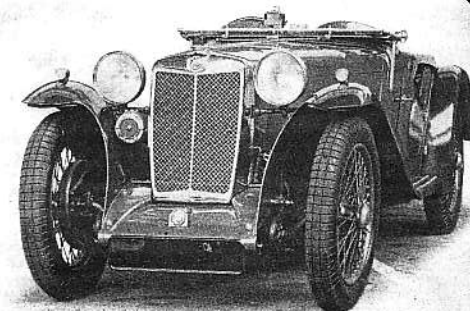
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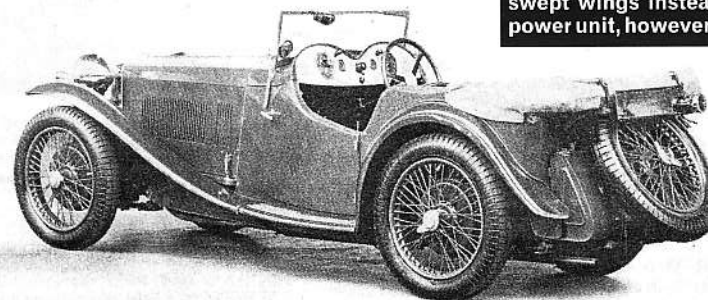
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As we all know, it was a supercharged 'K3' Magnette that won the 1933 Tourist Trophy, but superchargers were banned for the 1934 event. Had it not been for their successful experiments with the 'L' type, the M.G. Car Company would not have had the knowledge of inlet manifold design that enabled them to produce the unsupercharged 'NE' and thus win the T.T. in 1934 as well.



The 'L' type 2-seater closely resembled the 'F' type in appearance, although it usually had swept wings instead of the 'cycle' type. The power unit, however, was greatly improved.



The 4-seater L type was a very much more businesslike machine than its 'F' type predecessor, for the body was developed from the smart little 'J' series instead of the rather homely 'D' type.

SPECIFICATION

Production period: January 1933 to January 1934. **Engine:** 1087 c.c. six-cylinder with overhead camshaft operating valves through adjustable rockers. Coil ignition. Twin 1½" semi-downdraught S.U. carburettors. Opposed port cylinder head. **Transmission:** Two-plate dry clutch. Four speed, non-synchromesh manual gearbox. Open propeller shaft with Hardy Spicer universal joints. Spiral bevel final drive. **Chassis:** Steel channel with tubular cross-members. **Suspension:** Non-independent all round by semi-elliptic leaf springs, pivoted at forward ends and sliding in bronze trunnions at rear. Hartford friction shock absorbers. **Brakes:** Cable-operated with 12" drums and fly-off handbrake. **Body Types:** Open two-seater and four-seater, four-seater-Salonette and two-seater Continental Coupé.

VITAL STATISTICS

Wheels: Centre-lock wire spoke, 19" dia. **Wheelbase:** 7' 10 3/16" **Track:** 3' 6". **Weight:** 15¾ cwt. (two-seater); 16¼ cwt. (four-seater); 17¼ cwt. (Salonette); 17 cwt. (Continental Coupé). **Bore and Stroke:** 57 x 71 mm. **Power output (quoted):** 41 b.h.p. at 5,500 r.p.m. **Compression ratio:** 6.4 to 1. **Tappet clearances:** 0.006", inlet and exhaust. **Valve timing:** Inlet opens 15 deg. BTDC, closes 55 deg. ABDC. Exhaust opens 50 deg. BBDC, closes 20 deg. ATDC. **Ignition timing:** At TDC (retarded). **Tyre size and pressures:** 450 x 19 in. **Rear axle ratio:** 3.58 to 1. **M.p.h. per 1000 r.p.m.:** 15.2. **Castor angle:** 7 deg. **Toe-in:** 3/16"

Carburettor needle: 07 (weak) ; L (standard) ; R 3 (rich). **Capacities:** Fuel, 9 gall. plus 3 res. (two-seater); 8 gall. plus 2 res. (four-seater); 7 gal. plus 2 res. (Salonette); 10 gall. plus 3 res. (Coupé). Water, 2¾ gall. Oil, 1½ gall. (engine); 1½ pts. (gearbox); 1½ pts. (rear axle).

MG only hillclimb

15th May 24, 2005

Report by Mal Spiden

On 15 May 2005 our club promoted an MG and Invited sports cars hill climb at the club's circuit, Mt Cotton. The Autumn day was sunny, warm and fine. With a field of 30 plus 5 relief drivers, competitors could anticipate many attempts and a short time between runs. Competition classes were the same as those held at any National Meeting so as to group the models of MGs, plus a general class for the invited Sports cars. Thus it was a safe bet that a sports car would secure FTD, and this did occur.

Class C (Pre War Supercharged racing and sports cars up to 1000 cc) was first away and Dino Mattea (back from his overseas trip) spiritedly drove his MGL2 Magna as son Richard watched his inheritance go faster throughout the day. Class D had Peter Rayment doing what he does best, driving his beloved TC quickly. Then the T type battle was between the MGTfs of Cyril Bennett (who competed in the 2004 Ironman weekend in his green TF) and Concours coordinator Bill Ferguson (Ivory MGTf). Bill lowered his times by some 6 seconds over the day. (P.S. Don't forget the Concours on June 26.)

The MGA Roadster (Single Cam) saw relief driver Richard Mattea allowed a run by driver, wife, mother, and sponsor Carly. Rodney Lapworth and Roger Paltridge were also in Class G. Nick Holman and Jon Holman competed in the Pull Door Handles MGB Mk1 (Class J) whilst Len Don, Alan Don (separated by .01 second) and Graeme Walker (who must have have saved his \$5.00 weekly allowance from wife Helen so he could enter) competed in Class K. Graeme secured the class and the fastest MG up to 2000 cc.

In Class L (MGB Mk II) Allan Tebbutt, Nathan Tebbutt (dual entry) and Steven Pyott in his automatic B were competing, whilst Malcolm Spiden recorded his best time ever in a sports car in the Class M (MGB L and later). Jim Haines in his Rubber Bumper Roadster MGB (Class N) enjoyed his runs as well as showing an interest in the club's timing equipment (which also provides split times). The battle of the V8's took place in Class R between the MGB GT V8s of Barry Evans and John Walker. Barry was the first to break the 50 second barrier which forced John to do likewise. In the end Barry was the quicker of the two by .02 second. John has competition number 20; should it now be 02? Clive Mulder drove his grey Midget quite quickly in Class T with Gwyn Holman and Jon Holman sharing their midget and separated by only .68 second.

In Class W (Front wheel drive MGs) John Davies was literally in a class by himself as was Brant Rayment in his class, possibly giving the Midget Special (Class Z) its last run before the new owner accepts delivery. He also was the quickest MG up to 1500cc. Tony Gould in his MGRV8 was the Class ZA winner. Peter Andrews turned a shade of white or was it grey as the MGF (Class ZB) did not want to stop on its second run, the culprit being unfriendly shoes pressing both accelerator and brake at the same time. No such dramas for Glen Boyce or relief driver John; however they put their car to bed as the front ride height rose.

Fastest time was recorded by Bill Norman (TC Clubman Sports) ahead of Norm Singleton (Fiat X19 Abarth) with a right rear shock absorber not operating correctly and Daryll Searle (Amaroo Clubman) who had to retire, the early prognosis being a suspect gearbox input shaft.

It was a good day where competitors were able to have 8 runs and it was pleasing to see many new competitors on the day. The Committee should be congratulated for promoting this event as an extra hillclimb to the Tighe Cams rounds scheduled. For those contemplating competing next year there are plenty of classes in which your MG can be eligible. For those who may wish to run more often at Mt Cotton this year, there will be rounds of the Tighe series on July 10, September 4, September 25 and December 4.

Results were as follows:

Class C	Dino Mattea	65.47
Class D	Peter Rayment	65.16
Class F	Cyril Bennett	72.01
	Bill Ferguson	74.21
Class G	Richard Mattea	62.09
	Rodney Lapworth	64.81
	Roger Paltridge	66.59
	Carly Mattea	66.85
Class J	Nick Holman	58.43
	Jon Holman	59.21
Class K	Graeme Walker	54.57
	Len Don	58.77
	Alan Don	58.78
Class L	Nathan Tebbutt	59.62
	Allan Tebbutt	61.57
	Steve Pyott	71.19
Class M	Malcolm Spiden	56.09
Class N	Jim Haines	61.27
Class P	Barry Smith	DNR
Class R	Barry Evans	49.76
	John Walker	49.78
Class T	Clive Mulder	56.13
	Gwyn Holman	58.07
	Jon Holman	58.75
Class W	John Davies	63.21
Class Z	Brant Rayment	50.34
Class ZA	Tony Gould	55.42
Class ZB	Peter Andrews	56.52
	John Boyce	60.24
	Glen Boyce	66.10
Invited sports cars		
	Bill Norman	46.03
	Norm Singleton	48.24
	Daryll Searle	DNF

We then left Diane Davies literally holding the baby as all retired to home after the presentation.

Don't forget that the results are posted on the Club website (www.mgccq.org.au) where the split times for each run are also displayed.



- (1) Cars of the Pre-MGA era
- (2) Dino's doorhandle
- (3) The modern era was also represented
- (4) Two of the fastest on the day Brant's Midget and Barry's MGB GT V8
- (5) 'Mainly Midgets'

Mid-Week Run, 25th May

Participants were:-

Ken & Marge Cooke
Eric & Robyn Sheehan
Peter & Lynne Curtain
Bruce Mutch & Ross Brunkhorst
Peter May
Tony Slattery & Bill Spall
Barry Smith
Owen & Mary McNeil
Steve & Anna Pyott
Ian & Kay Wells
Bruce & Tip Ibbotson
George & Lynne Cook
John & Glenn Boyce
Peter & Norma Upham
John Walker
David Miles
Vern & Elaine Hamilton
Alan & Gail Tomlinson
Peter & Delia Rayment
John & Clitie Laarkamp

MGB
MGB
MGF
MGB
MGB
MG ZR
MGB GT
MGB GT
MGB
Jensen-Healey
MGC GT
MGB
MGF
MGA
MGB GT V8
MGB GT
Honda
MGB
MG TC

On a sensational Autumn morning the biggest gathering yet for a mid-week run met up at Nudgee. Their numbers were augmented when joined soon after the start by Bruce Mutch and Ross Brunkhorst then further up the road by Peter May and at Australia Zoo by Ian and Kay Wells.

It was quite a long but very scenic run to Kenilworth where the parking space outside the morning tea venue provided a veritable feast for the eyes as, apart from the large number of cars, there was a wide range of models and colours of MGs on show including Tony Slattery's MG ZR which is probably the newest MG on Qld's roads.

We then made our way to Lake McDonald near Cooroy where the ever-enthusiastic group from the Wide Bay Chapter was waiting to welcome us along with John and Clitie LeCamp and also Peter and Delia Rayment who, by contrast, had had only a very short drive from their Timberwah home.

Peter and Delia offered to show everyone the way to, and up, the Noosa hillclimb course and also invited everyone back to their home for a look around and afternoon tea. A big number accepted their invitation and, after enjoying the drive up the hill, arrived in procession at the Rayment property where, for some time, the number of MGs in their yard increased substantially. Thank you, Peter and Delia, for your hospitality and the opportunity to see why you made the move!

MGB GT
Monaro Coupe
MGB
MG TF (Modern)
MG TF (Modern)
Mercedes SL
MG TF (Modern)
Jaguar E-Type

From Wide Bay Chapter came:-

Ian & Helen Bryant
Peter & Jean Boxall
Bob & Jan Bruce
Tony & Layne Piepers
Graham & Chris Scott
Bob & Lyn Emslie
Colin Lloyd
George & Del Bezant
and Visitors Roger & Ruth Goodall



Top - A mix of old and very new in Kenilworth

Second row (left)

Peter and Delia feed the ducks

Second row (right)

Part of the assembly at lunch time

Third row - Just some of the line-up of cars

Bottom row (left)

Another group at Lake McDonald for lunch

Bottom row (right)

One of the good views from the Rayment's verandah



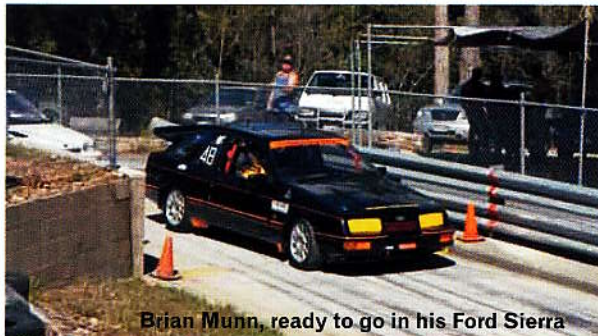
A colourful line-up in the pits



The Smiths enjoy a quiet break between runs



Chris Lake gets his just reward



Brian Munn, ready to go in his Ford Sierra

Tighe Cams Series Round 2: 24th April 2005

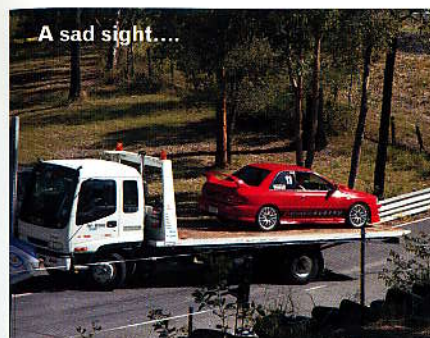
Before many competitors had completed their first run of the day the tow-truck had already done three! In an amazing and unusual start to the day there were a number of first-run retirements with mechanical failure including the engine failure of the Subaru of last year's joint Series winner, Michael Collins. Thus the day got off to a slower start than usual. Fortunately for everyone, that didn't become the pattern of the day and all runners got five runs.

Fastest time of day went to Alan McConnell with another sub-40 run. Star of the day was Ashley Jarvis who, having won the award for most improved driver in the previous hillclimb, graduated with honours by breaking the record for his class this time. Bill Norman continued his record-breaking feast by once again breaking the record for his class.

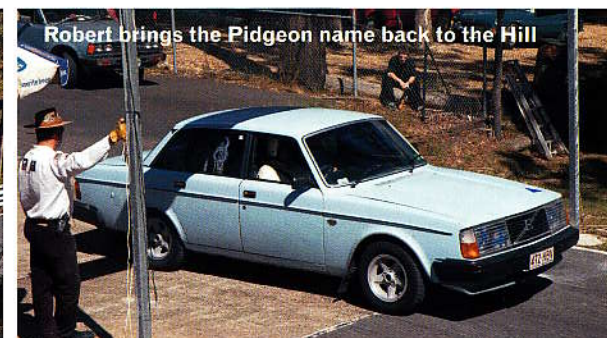
The sports cars up to 2000cc provided exciting close competition with Lindsay Hay finally coming out on top with a 46.26 ahead of Chris Jensen (46.45) and Richard Mattea close behind on 46.64.

There were other close battles in Group N where Glen Wesener has the record within his sight and in Formula Libre up to 1300cc where Paul Van Wijk, despite his problems and lack of runs, almost pipped Chris Lake for the class win. In Formula Libre 1301cc and over, Alan McConnell was class winner but had Bill Norris, Gary Goulding and Warwick Hutchinson snapping at his heels.

Norm Singleton in the Marque Sports cars 1601-2000cc took his Fiat X19 Abarth close to his class record. Norm has had plenty of experience at the hill having first driven there in a Fiat



A sad sight....



Robert brings the Pidgeon name back to the Hill



the Duffield Duo



Norm Singleton's fierce Fiat

1500 in May 1968!

In other classes there were interesting battles not just for class win but for family pride. In Road registered up to 1600cc, Andrew and Don McLeod tussled for first place with Andrew taking the win by just .24sec from Don. In Sports Sedans up to 2000cc the Duffields and the Cowies were joined by Ian Michels in the fight for class honours which ultimately went to Alex Cowie (48.49) from Darren Duffield (49.19). In Formula Vee, Andrew Buzaglo at 50.04 came in ahead of Noel Buzaglo (53.56) and Brian Hunter (57.84).

The Improved Production up to 1600cc class was a tussle between Bruce Le Garde (50.02) and daughter-in-law, Michelle, close behind on 51.21. In the Improved Production 2001cc and over it was a husband and wife competition with Ken Graham (48.56) edging out Pauline (49.69) with Ron King in third.

In the Historic classes, Barry Smith (Group J,K and L) did four fast and steady runs in the 58secs but on the other run had the Ford Special execute a pirouette in the hairpin giving the watchers the bit of spectacle they have come to expect from him. In Group O,S Richard Croston (Nota KM200) triumphed over Ross Devencorn (Efin Mallala Replica) with 50.38 to Ross's 53.54. Both drivers could be classed as historic too with Ross's first run at the hill being in 1969 in a Mk1 Sprite and Richard's in 1973 in a Centaur.

Many thanks to all who helped on the day including a wonderful turn-out of flaggies. Special thanks to Joan Michels who, not content with just donating the raffle prize, once again took on the arduous and thankless task of selling the tickets.

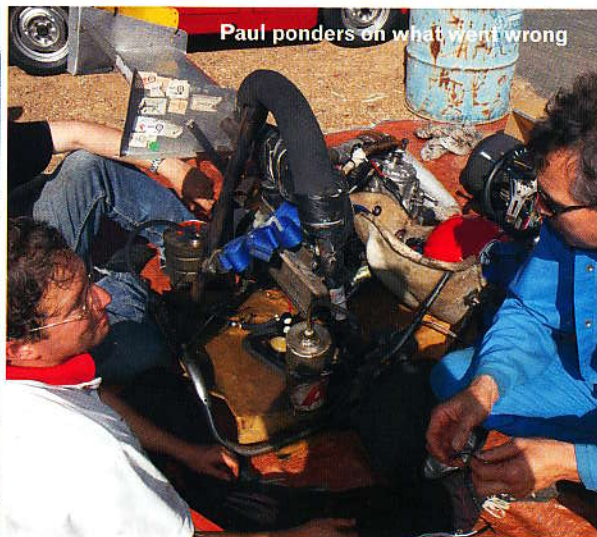
Class winners were:

Sports cars up to 2000cc	Lindsay Hay	Farrell L	46.26
Sports cars 2000cc and over	Bill Norman	TC2 Clubman Sports	45.30*
Road reg. 1601-2000cc	Alex Toomey	Datsun 1600	53.90
Road reg. 2001cc and over	Ken Henry	Mini JCW Cooper S	49.79
Road reg. up to 1600cc	Andrew MacLeod	Suzuki Swift GTi	52.61
Sports sedans up to 2000cc	Alex Cowie	Ford Escort	48.49
Sports sedans 2001cc and over	Jeff Daniels	Ford Escort	47.11
Formula Vee	Andrew Buzaglo	Spectre	50.04
Improv Prod up to 1600cc	Bruce Le Garde	Honda Civic	50.02
Improv Prod 2001cc and over	Ken Graham	Datsun 1600	48.56
All Wheel Drive Turbocharged	Shane Topping	Subaru WRX	46.75
Group N	Glen Wesener	Torana LJ GTR	49.40
Formula Libre up to 1300cc	Chris Lake	Axtell Suzuki	43.22
Formula Libre 1301cc and over	Alan McConnell	Van Diemen 87	39.90
Gemini	Ashley Jarvis	Holden Gemini	52.36*
Group J,K and L	Barry Smith	Ford V8 Special	58.31
Group O, S	Richard Croston	Nota KM 200	50.38
Marque Sports up to 1600cc	Daryl Searle	Amaroo Clubman	47.27
Marque Sports 1601-2000cc	Norm Singleton	Fiat X19 Abarth	47.41
Marque Sports 3001cc and over	Barry Evans	MGB GT V8	50.68
Best MG up to 1600cc	Peter Rayment	MG Midget	60.70
1601-2000cc	John Walker	MGA	49.50
2001cc and over	Barry Evans	MGB GT V8	50.68
Most improved driver	Alex Toomey		
FTD	Alan McConnell	Van Diemen 87	39.90

a powerful line-up

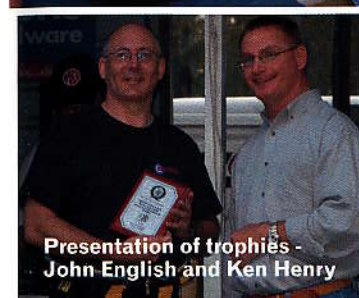


Paul ponders on what went wrong



Two driver constructors - Fred Axtell and John Wynne

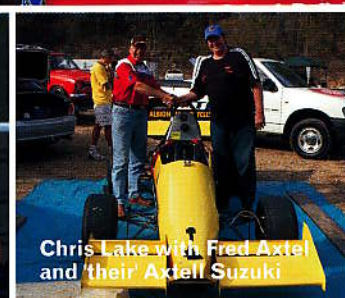
The big machines prepare for their run



Presentation of trophies - John English and Ken Henry



Presentation of trophies - Damian Croston and Dick Johnson



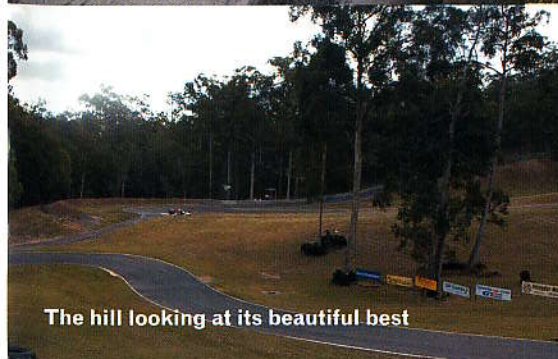
Chris Lake with Fred Axtell and 'their' Axtell Suzuki



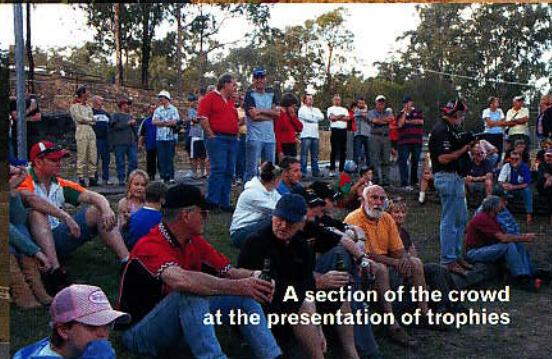
Signs of a good day



David Homer making his contribution



The hill looking at its beautiful best



A section of the crowd at the presentation of trophies

Members & Their Cars...

A Lucky "break"

This is the tale of our recent acquisition of the TD. It really was a case of one being in the correct situation at the very appropriate time. Is that politically correct?

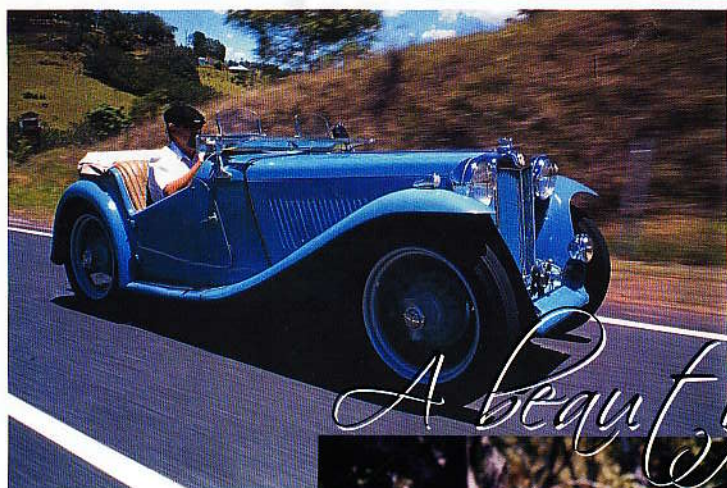
Due to my own carelessness our B rolled backwards as I was garaging it- after I had got out. The driver's door made a loving entanglement with the garage door-frame and shattered the window and rather realigned the door.

I found Brian Darke had a second-hand window, so we went down to collect it. Brian was cleaning his TD and I happened

to ask if he knew of any such beasts that were surplus to requirements. He said he had one in the other shed. We did a demo. run, paid a deposit and collected it the following-week. I did enjoy the drive up the M1 - real motoring. It is a well kept car, having been Brian's personal transport for many years. He said that the "B" window was the dearest one he had sold.

Incidentally, putting the window mechanism back in the door was like wrestling with a drunken octopus.

Alan Robinson



Peter Kerr's Cars

A beautiful pair!

Above:
Peter's TC which he had at the Nats at Warwick (TC9525) and which he has owned for 30 years.

Right:
Peter Kerr driving his 1935 NA Magnette at Leyburn Sprints 2004.



PROGRESS REPORT ON POINTSCORES 2005

Listed below are the leaders for some of the 2005 Trophies as at the end of May.

There are two things to note about these; firstly, these are only the leaders at the top of the table, there are too many to list in full here so full listings will soon be available on the website. Secondly, the points for the May night run have not yet been included.

Best MG

1.	John Walker	30
2.	Graeme Walker	24
3.	Mal Spiden	22
4.	Barry Evans	20
5.	Brant Rayment	18
6.	John Boyce	12
6.	Glen Boyce	12
6.	David Miles	12
6.	Cyril Bennett	12
6.	Ken Cooke	12
6.	Steve Pyott	12

4.	Peter Rayment	16
5.	Philip Youel	14
6.	Mal Spiden	10
6.	Daryll Searle	10
6.	Norm Singleton	10

MG Motorkhana

1.	Graeme Walker	MGB	22
2.	Brant Rayment	Midget	20
3.	Mal Spiden	MGB	10
4.	Rodney Lapworth	MGA	8
5.	Richard Mattea	Midget	6

Speed (Hill)

1.	Alan McConnell	24
1.	Bill Norman	24
1.	Don MacLeod	24
2.	Barry Smith	23
3.	Ken Graham	22
4.	John Walker	21
5.	Barry Evans	20
5.	Andrew Buzaglio	20
5.	Gary Pitt	20
5.	Brian Munn	20
5.	Neil Lewis	20
6.	Richard Mattea	19
6.	Chris Sloane	19

Motorkhana

1.	Ken Graham	24
2.	Brant Rayment	18
2.	Graeme Walker	18
3.	Pauline Graham	16
4.	Kimberley Robinson	10
4.	David Homer	10
5.	Mal Spiden	9
6.	David Robinson	8

Race

1.	Greg Fahey	30
1.	Guy Bedington	30
1.	Sharne Andree	30
2.	Darren Harris	24
2.	Henri Van Roden	24
3.	Don Lake	18
4.	Kevin Heffernan	10

Marque speed

1.	John Walker	21
2.	Barry Evans	20
3.	Des Edwards	18

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*The following was sent to us by **Bruce McMillan**, Member 142. It makes interesting reading particularly now that some of us are more familiar with some of the people mentioned. Bruce also sent the Club a very old, interesting and most probably valuable book 'Complete MG Workshop and Tuning Manual' which will take pride of place in the Club Library.*

Part I People

(Part II will appear in the next issue)

Some notes about myself. I was Secretary during Miles Hunter's Presidency. My cars were an Austin Healy, a TF, a rebuilt TC, and MG B, Alfa Guilietta (married and had a family), Cortina wagon (2 litre), Mazda 626, and Mazda SP20. Before I could afford 4 wheels, I had an Ariel de Luxe 500 cc, and a Triumph 650 Thunderbird. At racing, the MG Car Club always provided timing and lap scoring teams for Lowood.

Club identities - as far as I can remember. **Sam and Peter Pollard.** Peter, a pharmaceutical chemist, raced a modified Austin Healy, a distinctive red in colour, until he beat the local constabulary home one night, got into his pyjamas and answered the front door when they called ten minutes later. He sold his car next day, being a Saturday, and the new owner was harassed by the constabulary until they found out that the car had changed hands. Sam, the elder brother, was a vehicular accident insurance assessor. He would take some piece of TC machinery into the kitchen at night and work on it there much to his wife's consternation. The Roots supercharger was a favorite for this treatment.

Tom Ross, a quiet unassuming chap, drove and raced a TR2 consistently. Lowood was his venue, great guy and a natural mechanic.

Miles Hunter, a Mexican - he came from south of the border - involved with cars pre-war in NSW, one of the original gentlemen-squire -, his wife "Nessie" known affectionately to the membership as "Mrs. Pres" and their daughter Nan "Dooey".

Greg Newton, who was immaculate in the preparation of his TF for concours events.

John Muller - a sales rep for Howards and later BMC; he could sell fridges to Eskimos and was a staunch supporter of the MG car club

Bill Gearing with pedigree bulldog mascot "Chummily". It was crowded in the TC at times.

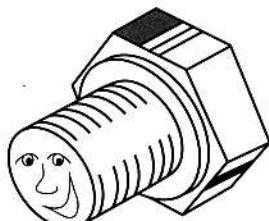
"Charlie" McNicol, Michelin tyre distributor/businessman, drove a TF with a straight through exhaust system but disguised it for road use by putting a fish-tail attachment on the pipe until the gymkhana venue was reached where it was removed.

Ian Hamilton, who introduced me to this famous marque, MG, had a TF when we first met. Eventually he found an Alfa straight 8, twin supercharged, that was believed to have been raced pre 1939 by Prince Biers of Thailand. He found it in a farmyard near Brisbane. He married and sold it. Some years later, a similar vehicle sold in the USA for 1+ million. When Ian fired up that motor it sounded like a great big bucket of well-oiled nuts and bolts.

Many others were fans of the "Goons" which was the popular radio programme during those pre TV times, Ralph "Little Jim" Davis (deceased), Bill Thomas (deceased) Brian Tebble (deceased).

Others who were around at the time but not Club members, included **Lionel Ayres** who raced a TC successfully at Club events. His mechanic Dudley Anderson had a passion and magic touch with MG engines. David Stewart's "Whitney Special" rebuilt from a crashed Mark V Jag sported a Ferrari body he fashioned with the help of club members, Ian Hamilton, Bob Richards and myself along

Sump Plug



Just when you all thought that Sump Plug had lost his bite in the last issue, the dirty, oily plug-of-old returns with the whole truth and nothing but the truth (mostly at least).

Let's return to the beginning of the year, when a certain member inherited an old Jaguar XJS (nobody I know can afford to actually buy one and still pay for their voracious appetite for petrol and oil) and decided that entering the poor old girl at the Morgan Park regularity trails was appropriate behaviour. Needless to say, the many spectators were excited by the Jag's stately progress as well as the spectacular clouds of smoke being emitted! It looked like an accelerated brake destruction test and according to our intrepid driver the 21/2 tonne monster's rate of retardation was somewhat tardy... Now, is that any way to treat a graceful old lady?

It may be of interest to note that Owen McNeill has had the honour of being the first member to actually drive to and park his MGB GT in the new clubrooms. As our president noted last year on directing members to our Christmas party at Orleigh Park West End, "you will recognise the MGCCQ contingent by seeing all of our Fords, Holdens and Mazdas parked adjacent to the picnic area". Seriously, Owen has been instrumental in progress to date with improving the clubrooms and commutes there in his MG.

Regular Hillclimbers and Motorkhana competitors might note that Malcolm Spiden always disappears after lunch, as he often is rostered to attend work on a Sunday afternoon (somewhat better pay, I suppose). During the last motorkhana lunch break, Clerk of Course Mary Caplet arranged for Mal to complete the

remaining 4 tests so he would enjoy an equal opportunity in the overall result. Unfortunately, as the event ran ahead of schedule and as Sporting Holden members wanted a reversing test included, a vote was held to add such a test to the competition. Of course the test was run and Malcolm was back to the rear of the field, which only goes to show that no matter how good you are, somebody, somewhere is probably conspiring against you, even if inadvertently.

Driving interstate for National Meetings in our MGs is a great pleasure for many of our members and a really good opportunity to sort out problems which really should have been prior to leaving home (just thinking about David Robinson again, I don't know why...) The long haul on the open road is even more fun if you start swapping cars and drivers, that is until the souvenir picture of your trip courtesy of the NSW Police beats you home and you can't remember who was driving at the time!

The MG only hillclimb was a great success and was thoroughly enjoyed by all competitors. Mind you the competition is getting a bit serious in some classes. I noticed Cyril Bennett's TF 1250 had its windscreen removed and replaced by aero-screens and a very special light-weight front bumper bar. Cyril was obviously trying to "add lightness" by elimination, in an effort to compensate for his great TF rival Bill Ferguson's TF 1500, who enjoys a massive 350cc power advantage. In any case, I asked Cyril about the bumper bar, which looked suspiciously like an aluminium slat from his wife's fold-up picnic table. It was of course just that and Cyril went on to describe in detail the process of removing them under cover of darkness and then inquired if I knew of anybody who might be interested in purchasing the other

7" light-weight bumper bars he now has...

That normally quiet gentleman, John Walker, was spotted on the Saturday of the QHC helping to close down the "lid" on our catering trailer. This operation is not as straight-forward as it appears and three adult males are usually required to complete the task. In the event the lid went down skew-if and one of the other males asked JW to take his end out. Our candid JW replies that he has been asked many things in his life, but never to take it out! O! sump plug must not be old enough, because he doesn't understand.

Pauline Graham joined the sub-50 sec group with two runs sub-50 at 49.71 and 49.21 secs. She then recorded a sub-49 sec run at 48.96. Well done! Husband Ken is still smiling as he is still faster, by about .8 sec. Personal best times were also recorded by John Walker (49.03) and Richard Mattea (46.13).

One upmanship. Elaine Hamilton and Malcolm Spiden showing their "depth of knowledge" about who was the slowest around the old Nurburgring. Malcolm first claimed it with a time of 29 mins for the 14 miles for his one lap in the VW Kombi while being lapped twice by the same Audi. Elaine won, though, as she and Vern had to engage 1st gear several times to make it around the circuit in their clapped out Minivan in 1967. We understand that Kerry Horgan has been around it much more recently at a much quicker pace.

Heard at the hillclimb recently. One of our young people asked why ladies put the toilet seat down. Some wag suggested that it was so the possums couldn't come down to drink when the hillclimb wasn't being used. Don't think the child was convinced.

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PRE-WAR GROUP NEWS

The Pre-War group have been active although few in number have been participating. The lack of numbers has been of concern to Alan Robinson who has made commendable efforts to cater for the older cars and to promote their regular use.

On the 17th April, Alan in his SA, Peter Kerr TC, Scott Ramsay TF and Paul Reed TC joined with the members of the Veteran Car Club on the "Mayne Rally". Commencing at Captain Burke Park, it covered the areas of the infamous Mayne murder scene, the original Church Cemetery near Suncorp Stadium (where Patrick Mayne was originally interred), then to U.Q. Mayne Hall and finally to St Stephens Cathedral, the latter two locations exhibiting the generosity of the Mayne family. A most interesting, unusual and enjoyable day.

On the 18th May the event was an early morning run. The venue was Slaughter Falls which was gifted by beautiful weather, with lunch in the sunshine enjoyed by Alan Robinson SA, Paul Reed TC, Dino Mattea L2 and Cyril Bennett TF. Again a disappointing roll up, but nevertheless a work out for the old cars, a chin-wag for the drivers/passengers and a source of entertainment for the local wildlife. Alan had to vie for his barbequed sausages with an overfriendly purlioning Kookaburra.

The next planned event is scheduled for the 19th June. The originally planned Garage Tour to Rod Hiley's has had to be postponed and replaced by a visit to Wolston House. Please call Alan to confirm your attendance 3201 1986.

It is planned to meet at the south east corner of Mount Ommaney Shopping Centre Car Park for a 10.00am departure. Enter from Dandenong Road. Route sheets will be supplied at the start.

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Alan's SA at Mt Coot-tha



TF, LR and TC at Slaughter Falls, Mt Coot-tha



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2005 National Meeting

Some postscripts

1. Magazine competition - John Brown, a journalist with THE NEWCASTLE HERALD NEWSPAPER, judged this competition and said... for its outstanding content, I believe the top magazine award should go to Queensland. (Full comments are available on the website.)

2. Definition of classes - At the delegates' meeting it was decided to modify some of the classes. The changes are too long to reproduce here but a copy can be downloaded from the MG National Meeting page of our Club's website. Alternatively a copy will be posted to you if you contact the Secretary.

3. The results published in the last Octagon were, as stated, provisional. There have been a couple of changes in the final results. Bruce Jackson has now won the Golden Gudgeon Trophy, not the New Zealand Plate.

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The Octagon was registered as a periodical with the PMG (*Australia Post to those not age challenged*) as early as March 1957.

A report in the Octagon dated 7th May 1957 - 'The good news is, of course, the club rooms. This acquisition, with the facilities they can provide, will be the vital link between members. Successive committees have searched in vain, but thanks to the perseverance of Ernie Ansell, the Centre has a place to hang the 'charter' and to call its own - our sincere thanks, Ernie.'

Gymkhana 18th August 1957 - 'The Centre

has acquired a new ground at Aspley the experts consider this to be one of the best grounds in the Brisbane area organiser (John Muller) has, in his own words, 'cooked up the best gymkhana yet.' The assembly point is the Chermiside Tram Terminus (you know this new 'Drive-in Shopping Area' place). (*We now know it as the oldest Drive In shopping centre!*)

In the Jan 1958 Octagon it was reported that the first edition of the CAMS' Year Book "Motor sport in Australia 1958" will be available next month in limited quantities only.

June 1959 the first photographs appear in the Octagon.

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CHAPTER CHATTER

Musings from the Wide Bay Chapter of the MG Car Club of Queensland

It all started with a bunch of friends in Hervey Bay who believed that there were sufficient MG motor vehicles in the region to support the formation of such a club. Everywhere you looked in Hervey Bay, there was an MG parked outside a coffee shop, next to the beach, or driven by some local idling home after a hard day at the RSL Club. So, we said, why don't we ask for a volunteer grandfather to help us crawl and then stand! So, on Australia Day 2005 and after a feed of burnt BBQ sausages, President David Miles flagged away the first country chapter of the MGCCQ and we haven't looked back since. Our Chapter region is the Wide Bay, which includes the cities of Hervey Bay, Maryborough, Bundaberg and Gympie, all of which boast many MGs.

With unstinting support from David and his Committee, we have put together a good core of car buffs, the majority of whom are MG owner-drivers. The Wide Bay Chapter now has some 17 Club members (34 counting brides and partners) and musters 15 MGs and nine other eclectic 1950s - 60s classics. We really hope that a sound pattern has been set for other Queensland country regions to consider forming a Chapter of the MGCCQ. It is not a hard thing to do, and the benefits of belonging to a larger single marque club are only now becoming apparent as the depth of MG experience living in Brisbane is slowly revealed on the Club outings. The last run to Lake McDonald near Noosa was an eye-opener, and especially afterwards when we explored Peter Rayment's seven bay MG workshop/storage with attached small cottage, the complex reached only after completing the Noosa hill-climb course!

To those Club members living in country Queensland who might be thinking of forming a country Chapter of the MGCCQ, the following Wide Bay experiences might assist:

- * Start with friends, base the Chapter on the strength of those friends, and then focus on building the MG membership from that firm base.
- * Don't worry about growing big quickly. Start small, stay social and stop any tendency to over-organise. Let everyone plan, play and participate.
- * Build the Chapter core in one city, because the word will spread and those out-of-town MG owners who want to participate will soon make themselves known.
- * Don't you worry about that matter of size. It is sufficient to muster ten friends and their MGs (more if non-MG classics) to form the core of the regional chapter.

The tempo of activity of the Wide Bay Chapter of the MGCCQ at the time of its inauguration could best be described as "frantic". After some six weeks experience of this, members were able to decide the future frequency and timings of the planned runs, and so construct the Chapter's calendar for the later approval of the Club's Management and publication. Planning meetings are held usually over coffee somewhere! Our Chapter programme is published on the Club website which is accessible to all. Otherwise, paper copy is posted to members at regular intervals.

We will venture further afield as Chapter members continue to meet at both Chapter and Club events, and as confidence in cars, accommodation and the weather (for new arrivals anyway) climbs and those grandchildren and freezing southerners disguised as old mates don't clog our freedom of action by arriving unannounced and looking for accommodation, free meals and guided tours!)

Ian Bryant

Mid Week Run Wednesday 27th April

The rain that had been forecast for the previous few days eventually came in the form of showers on Wednesday morning, the heaviest waiting until the procession of eight cars left Shell Gables and this, along with a mistake in the route instructions, caused the group to split, some re-grouping at Rosewood, while others caught up at Apex Park, Gatton for morning tea.

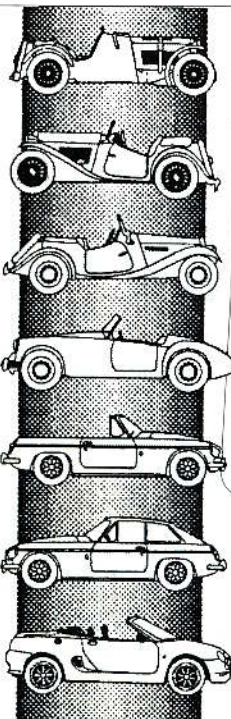
After apologies from the President and an enjoyable tea break shared with some hungry geese, it was away again for the trip up through Stockyard Creek to Toowoomba. Again, the inclement weather and an easily missed turnoff had the group separated for a while, before heading for Allora for lunch, except for Bruce and Tip who somehow managed to miss the group waiting for them! The selected lunch spot was occupied by a Road Tec crew having lunch, so, with the weather being somewhat ominous, a quick decision was made to adjourn to the local hotel for our lunch.

Time passed quickly as we set about the hearty country pub fare before setting off on our separate ways for home.

Great to see newcomers Peter & Lynne Curtain in their Porsche Carrera convertible having a much more relaxing day after the dramas encountered by Peter and Ryan at the Hillclimb on Sunday, as well as Barry Smith and Ursula out for the day. It was also great to have Elizabeth Partington drop in to say 'hello' at lunch time.

Participants were:-

Peter & Lynne Curtain	Porsche Carrera
Bruce Mutch	MG B
John & Glen Boyce	MG F
Bruce & Tip Ibbotson	MG C GT
Allan & Dawn Shephard	MG B GT
Barry Smith & Ursula	MG B GT
Steve Pyott & Mum Anna	MG B
David Miles	MG B GT



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MGs at McLeans Bridge gathering

An overcast morning with occasional drizzle kept the less hardy sports car enthusiasts at home on Mothers Day, 2005, but there were still many interesting vehicles (and owners) who made the pilgrimage along traffic light infested Beaudesert Road to the park alongside the Logan River for this annual event.

As usual, the Triumph Car Club had everything well organized for the day, with signs and markings designating the numerous marques. MG was well represented with members old and new, providing the opportunity to catch up on old friends, and to make new ones. MG Car Club of Queensland turned out in large numbers, and it was particularly pleasing for us when Bruce Jackson's National Meeting Concours class winning TD (pictured above right) was judged "most desirable car" on the day. Needless to say, Bruce was also very pleased!

Thanks again to the Triumph Club for continuing to organize this day.



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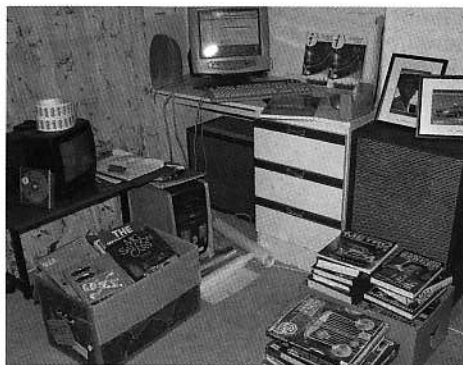
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LIBRARY UPDATE by David Robinson



A very small part of the collection in the process of being processed!

As many of our members are aware, the Club has had a library in progress for many years. In the not too distant future, you, the member, will be able to see and borrow from our library. Because the actual presentation of the library to the members is becoming

closer to being a reality, we felt that you needed to be aware of the how this has all come about.

Back in late 2000, it was suggested by David Robinson that the club could/should look at developing a Club library as do several other Interstate Australian Clubs. Discussion ensued and with all good plans by committees, the suggestee became the unofficial organiser/caretaker. The Library had now become a project and it was left as the small stone to roll and gather as time went forward. The end room in Donkin Street Clubrooms was to be future home of our collection. Little did we know that we would have two more moves, one to a temporary home and now to our permanent home at Collinsvale Street at Rocklea.

The aim was to develop a library which had books which would help us to identify, repair and restore our beloved MGs as well as read about their manufacture, development and history. The library was to have a lending

section and a reference (non-lending) section of the rarer and older books. The magazine collection was to help fellow enthusiasts find records and the history of their competition cars, as well as articles on specific MGs of significant interest.

After a very slow start, the purchase of MG books became a reality. However, secondhand MG books were rare and new ones expensive. Raffles were organised at both competition and social events and this has helped to subsidize the costs involved in this project. As time passed, the library expanded its range of sections and categories to include Grand Prix and Australian motor racing history, biographies, restoration and repair, manuals, other marque books, fiction and a children's collection (for a growing group of younger future members). Videos and CDs have also been added. We hope that you will all be pleased with your library.

Dee Anderson, Paul Lupton and Elaine Hamilton came together to look at the growing collection after a year or so to decide if the "hunter and gatherer" was indeed going in the correct direction. Categories for this narrow section compared to a full library were decided. A computer, bar code reader and printer were sourced.

It was always a concern that the books should be well looked after and always find their way back home for the next member to borrow. More discussion by the committee followed and the club purchased a full school library programme called "Alice" to catalogue our stock, record all borrowings and maintain a record of purchases and donations. Donors can be confident that their books are properly and suitably managed by the MGCCQ Inc. All books donated have an appreciation plaque with the name of the donor inserted. The club also keeps an ongoing Excel spreadsheet of stock, costs and donors.

Over the last few years, a small campaign has been continued to ask for donations of books and magazines. The club has been most fortunate to have received many donations not only from our Patron Dick Johnson, but also from well known members such as Ann Thomson, Joan Appleby, Kay Austin (on behalf of the late Steve Austin), Bruce Gilmore (late), Ivan Tighe, Owen McNeil,

Malcom Spiden, John Davies, Bruce Jackson, David Hatchmann, Ron Clydesdale, John and Glen Boyce, Bruce Mutch and overseas members Joe and Pheona Kaiser. Also donations were received from spectators at the hillclimb who had read the advertisements in our Event Programmes, motoring racing officials and many other persons who have heard that their books would have a good home and be appreciated. Do you have something the library could use? Then contact David or Elaine or any of your committee members to arrange collection.

Meanwhile, behind the scenes David has been sourcing and collecting and Elaine has had the arduous task of cataloguing, bar coding, labeling and covering our 750 plus volumes. This job is going well and should be completed in the near future. Many of our members have been involved in cleaning our collection before the books go to Elaine and we thank them for their help. The book section will be operational first and the magazine collection will come together later with a fair degree of work by the members to sort, catalogue and keep the best of what the club has collected.

A few books are in need of repair. If you have skills in repairing books and are willing to help us, could you please let us know?

Our Club rooms are developing and shortly the committee will decide where the library will be housed. As you can all appreciate, the committee would like to set the library up as soon as possible in its final home. I am sure that many of our members may never before have seen much of the information that is now in the library. I would hope that as the library grows, information on each model will increase with the help of our members with the aim that all members in future may find the library a useful and important asset of the Club.

Footnote from Elaine: In an effort to find a way to adapt the Dewey cataloguing system to such a specialist library as ours I contacted other Car Clubs to see how they managed their libraries. Most managed them by carrying them around in a couple of plastic boxes - a far cry from our collection which is currently 750 and increasing!

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