

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

As the deadline for this issue approaches, the prayers of many MG enthusiasts appear to have been answered with the announcement that MG Rover has been purchased by China's oldest car manufacturer, Nanjing Automotive, after a three way bidding war. While often the case with answered prayers, this will not, I suspect, be popular with many, but I believe this development has the greatest potential for the continuation and expansion of the Marque. Nanjing plan to keep a research and development centre in the UK, but will shift engine and most body production to China. Let's hope that, distanced from the inept management and militant unionism which has destroyed the British Automotive Industry in the past, the Chinese can produce a quality product at a competitive price, while still perpetuating the traditional MG spirit. Only time will tell.

Elsewhere in this edition is reported the visit by Mt Cotton Hillclimb "architect" Jon McCarthy who was in Brisbane on a rushed business trip. Jon has kept in touch with the club and the progress at Mt Cotton via the Internet, as well as reports from friends, but he expressed an interest in having a look for himself. Some of the earlier members were able to be at Mt Cotton to once again say "Hello" to Jon, and a very enjoyable time was spent reminiscing before a lunch at "Fitzies" from where we bade Jon farewell. It's fair to say that Jon was most impressed with the way "his" Hillclimb has developed, while still preserving the original concept. John Davies and Dino Mattea can feel justly proud!

It seems to have barely started, but 2005 is now more that half way gone. Coming up soon, the Annual General Meeting will provide all members a chance to judge the reports of the current committee, and determine the composition of the Management Committee for our next year. This is a very important night for the club, and it is vital that as many members as possible come along and have a say in its future.

Events continue to attract ever increasing numbers and with our membership at an all time high, it is necessary for more people to become more involved with the wide range of activities that MG Car Club provides. We need more workers at working bees, more timekeepers and officials at hill climbs, and more volunteers to assist with housekeeping duties at our club nights. In addition, we still need more members.

There are still many MG owners out there who do not belong to the club, and soon there will be pamphlets available to all so that each member can distribute these as widely as possible. Considering the number of new "F", "TF" and sedan models on our roads, we need to see more of these joining, and participating in events.

Also coming up is the Official Opening of our building at Rocklea, another not to be missed evening, where we hope to be able to include many of the clubs formative members, as well as local and state government representatives. Patron Dick Johnson has indicated that he should be available to do us the honour of performing the opening ceremony.

Our "winter in July" in Warwick was a most enjoyable weekend. This time, courtesy of Doug and Elizabeth Partington, we toured the excellent TAFE facility for motor sport training. Visitors could not help but be impressed with the facility and the course which is offered, not to mention the enthusiasm with which Doug approaches his task. What a tremendous asset for Warwick, as well as for Queensland as a whole, this facility has become! Doug and Elizabeth were our guests at the Saturday Night dinner and it was most pleasing to also have a number of local country members attend. Sunday saw the "rev heads" participate in some private practice at Morgan Park while numerous others set off on the bus with Pat Walker for some local sightseeing. An excellent weekend, and thanks to Pat Walker for organising the accommodation and bus trip.

In closing, you will notice that Bruce Mutch, who has been Octagon Editor for more than eight years and ushered in the new and much improved magazine, has stepped back from much of the editorial work, this now being handled by Graeme Walker and Elaine Hamilton. Thank you, Bruce, for doing a difficult job so very well. Two National Magazine Awards reflect the standard you attained!

David Miles
 (President)

Editorial

The learned consensus is that the more things change, the more they stay the same and this seems as true of the famous MG marque as it is of our Octagon. The previous issue's Editorial and President's report both sadly acknowledged the passing of the sacred octagon marque without recalling that this itself is nothing new; it happened most dramatically in 1980! Subsequently the marque has been reborn a number of times with varying degrees of success. Badge engineered Metros were possibly the low point (bound to offend somebody out there, although Metro 6R4s are quite interesting!) but the unique MGF/TF series and the more recent crop of Z cars have been rather more inspiring. Further back in time, MG aficionados bemoaned the "streamlined" MGA replacing "proper square-rigged midgets", the loss of overhead cams and the official withdrawal of factory supported racing in 1935! Interest in the marque has not only survived; it has prospered to an extent that Cecil Kimber could scarcely have imagined! And while the interest in the marque survives, so will the Club continue to prosper.

Change in the Octagon? Based on Bruce Mutch's many other "in-retirement" work commitments, he has taken the difficult decision to stand back from his role as "Editor" of our wonderful club's magazine and let me have my way with his baby. Bruce will still be active on the team, albeit in the backroom. As Bruce's editorial understudy over the past few years, it's relatively easy to pick up the reins handed to Elaine Hamilton and me, as by contrast Bruce had little to work with when he first put his hand up!

When Bruce took on the Octagon eight years ago, without wanting to seem ungracious, the incumbent editor struggled to produce a few scant issues per annum which contained little original content, were crudely photocopied and assembled by a chain-gang during Noggin 'n' Natters nights and financed by a tiny amount of advertising. (I can say all of these terrible things about him because he is a good MG friend and by his own admission produced, at best, average magazines.)

How things have changed! Bruce's efforts in convincing the committee to spend a little extra on the publication, sell a little more advertising and pursue an even more professional approach seem to have paid substantial dividends for the club. Bruce's editorship happily coincided with a strong period of growth, positive direction and activity in all aspects of the club and his efforts have significantly contributed to this progress. The extent to which the Octagon led this process or merely fed off the activity is impossible to estimate and really pointless arguing about; the reality is that the magazine now truly represents all that our diverse club is and wants to be and it possibly wouldn't be what it is today without his input.

For my part, I want to thank Bruce, on behalf of the club, for his good work (over 8 years, 40 issues and two National awards for Best Magazine) and promise more of the same, hoping to maintain his high standard and reflecting the strength in our club.

Stand by for the next MG model, coming some time in the next few years or so!

Graeme Walker

Editor

Some PSs: Could you please note that the final date for receipt of material for the next Octagon is the 30th September? Also, we have been blessed with a number of articles submitted by members; while we want you to keep them coming (this diversity of contributors is what we want) we would also like you to realise that, due to space limitations, your contribution may not necessarily make it into the next issue for publication but will be kept until it can be appropriately used. Part 2 of Bruce McMillan's article will appear in the next issue.

And, have you thrown out the inserts that came with this Octagon thinking that they were junk mail? If so, retrieve them as they are of great importance. Two are documents relating to the coming Annual General Meeting and the other is your invitation to the Official Opening of the Clubrooms.

PPS. Since completing this editorial I note that the Nanjing Corporation has expressed a desire to continue the production of MGs. Our President has noted this development in his report.

NOTICE BOARD

- **Friday 12th August** - Noggin 'n' Natter Concours training night - Clubrooms
- **Sunday 14th August** - Day run -
 - Be at Doug Laren Park before Bill Norris Oval in Logan St Beenleigh at 8am for an 8.30 start.
 - Full petrol tank required for a 300km round trip. Route is through Beaudesert then via Lions Rd. to Kyogle, Clarry Hall Dam and home via Numinbah Valley. Contact Errol and Wendy Hoyer Ph 07 3341 4041 Mob. 0404 828 297
- **Wednesday 24th August** - Midweek day run - check website for details
- **Sunday 28th August** - Working bee - Mt Cotton
- **Sunday 4th September** - Hillclimb - Tighe Series Rd 4 and Interclub Challenge Rd 5
- **Friday 9th September** - Noggin 'n' Natter - Clubrooms
- **Friday 16th September** - National meeting 2006 get together 7.30pm - Clubrooms. Contact Ron and Bev Clydesdale 3263 6575 Mob 0409 728 627
- **Sunday 18th September** - Day run to Speed on Tweed - Contact Roger Paltridge 07 5572 4735 or 0418 450 003. Starting point is BP Waterford at 7am for 7.30am departure.
- **Wednesday 21st September** - Annual General Meeting - 7.30 pm at 8/16 Collinsvale St, Rocklea
- **Friday/Saturday/Sunday 23-25th September** - 30th Anniversary Ironman weekend
 - Friday - Night run
 - Saturday - Sprints and Motorkhana - Qld Raceway (Interclub challenge Rd 6)
 - Sunday - Hillclimb - Tighe Cams Series Rd 5
- **Wednesday 28th September** - Midweek run - Contact David Miles 3892 2699
- **Friday 30th September** - Official opening of Clubrooms 8/16 Collinsvale St Rocklea - 7.30pm for 8pm
- **Sunday 2nd October** - Day run - Contact Pat and John Walker 3300 2914
- **Saturday 8th October** - Working bee - Mt Cotton
- **Sunday 16th October** - One-day practice hillclimb

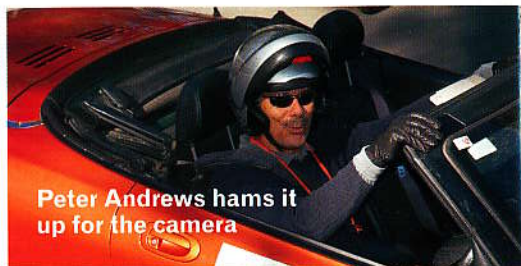


Tighe Series Rd 3

10th July

by Ace "Junior" Scoop Reporter, Mal Spiden

Eighty hearty competitors braved the crisp and brisk conditions and Alan McConnell asked if this was a round of the Victorian Hillclimb Championships as it was so cold. How cold was it? Peter Rayment was seen wearing fur lined slippers but he still had his trade mark shorts on, of course. Clerk of Course, Mary Caplet, advised all at the drivers' briefing that the track was classified as cold and the wind blew.



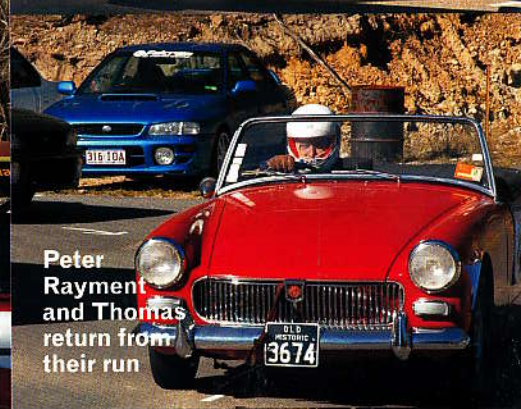
Peter Andrews hams it up for the camera



Barry Smith's new tow car reflects the spirit of the race car



John Boyce and the Kaditcha ready for something!



Peter Rayment and Thomas return from their run



Alan McConnell collecting his trophies for the day



Ace reporter compiling his report

Birthdays boy Paul Van Wijk receives a present from the President

After the first run was completed the top dozen were:

Alan McConnell	Van Diemen 87	39.51
Paul Van Wijk	Zip GP Kart	44.20
Bill Norman	TC2 Clubman	45.63
John Boyce	Kaditcha VW	46.67
Bruce Horey	Mazda RX7	47.14
Warwick Hutchinson	RPV J4F	48.20
Lindsay Hay	Farrell Clubman	49.08
Chris Jensen	JMW 79	49.17
Graeme Meade	Piranna HC1	49.31
Craig Hornibrook	Holden Commodore	49.79
Jeff Daniels	Ford Escort	49.98
Neville Scott	Subaru WRX	50.02

and while the wind blew records fell.

Alan McConnell broke the existing club outright record and the existing class record for Formula Libre 1301 and over to a new mark of 38.59 seconds which means the 1998 record of 39.21 set by Bill Norris is no longer. Bill Norman, in his home built Clubman, lowered his own record to 43.87 seconds and Glen Wesener (Torana) broke the 1998 Group N record of Anthony Beahan to 49.00 seconds.

At the conclusion of the day, Alan lead the top 6, second was Paul Van Wijk on 41.43. Paul said he had a piston ring not sealing and had also broken the gear lever shaft on his third run but still recorded a 44.11 run. He was able to replace the previous hollow tube with a more sturdy shaft. Third fastest was Warwick Hutchinson 41.66 and who, after the championships, had been "playing with the chassis setup - corner weights and shock absorbers". Next quickest was Bill Norman who keeps breaking his own class record which now stands at 43.87. Then followed John Boyce on a 43.91 run. Do you notice how John always seem to go faster when that other pit crew member is otherwise engaged? The top 6 was completed by Lindsay Hay on 46.23 and the wind blew.

Class dices occurred throughout the day. Des Edwards (Westfield SE1) on 47.15 just edged out Daryl Searle (Amaroo Clubman) on 47.59 to be fastest in the Marque Sports Cars up to 1600cc. Both competitors had to undertake some repairs after incidents earlier in the year; Des after the historic meet and Daryl after the championship meet. Des said his new four into one exhaust system has "killed his top end

performance" i.e. over 7500 revs.

Norm Singleton may have been the fastest in the Marque Sports 1601 to 2000 ccs in his Fiat X19 Abarth, but John Walker (MGA) 49.92 seconds was given the big hurry up by Philip Youel (TD2000) who did his fastest time to date on 51.19.

In the LeGarde vs LeGarde vs LeGarde class, Papa Bruce (52.16) won the class from son Vance on 52.63 (Vance's first meeting instead of being baby minder) and daughter-in-law Michelle.

In the All Wheel Drive Turbo class the first leader was Neville Scott 50.02, then Scott Sadler (Subaru WRX) 49.02. Scott was eventually quickest on 48.03,

which was just ahead of David Nicholson (48.09 seconds) in his Toyota Landcruiser Turbo. Many will know this vehicle and the enthusiastic driving style from the Indy Rally section at Mt Cotton. Then Neville Scott (WRX) on 48.36 from Quinton Nicholson (Landcruiser) 51.45, Chris Knight (WRX) 52.21 just ahead of Michael Parker (Lancer GSR) 52.46...and the wind blew.

Neil Lewis and Glen Wesener continued their rivalry in Group N from the championship meeting. Neil set the pace with 50.41 to Glen's 51.00, and 49.61 to Glen's 49.82, but Glen won this day with a 49.00 and a new record run from Neil and Mandy.

Craig Hornibrook looked a likely victor in the Road Registered over 2001cc class with runs at 49.79, 49.01, and 48.18 before the gearbox gremlins interfered. This allowed Graeme Pearce (Toyota Supra) a win on his final climb at 48.06 seconds relegating Craig to next best ahead of Ken Henry (Cooper S) 49.15, Brian Mann (You Grow It We Mow It) Ford Sierra 52.93 seconds, Steve Penfold (Datsun 1200) 53.33, Robert Pidgeon (Volvo - what else would he drive), 55.58 and John Currie (SAAB 900) 57.15 seconds.

Tyson Cowie (Ford Escort - Yellow/Green) was quickest throughout the day and won the Sports Sedan Class up to 2000ccs with a 49.97 second run. The battle was for second place between Ian Michels (52.74, and 51.49) Darren Duffield (54.20, 51.48, 51.24 and 50.49) and Ben Cowie (54.58, 52.21, and 50.86) with Darren Duffield (Mini Clubman GT -Red) getting second with his quickest time of 50.49.

Alex Cowie (Ford Escort - Yellow/Red) 50.53 was third followed by Ben Cowie (Ford Escort - Yellow/red) 50.86, Ian Michels (Corolla KE25) 51.49 and Ron Duffield (Mini Clubman - Yellow/Blue) 58.34 after striking problems on his second run.

In the larger Sports Sedan class first Jeff Daniels (Ford Escort) lead on 49.98 from Geoff Limbert (Toyota Corolla) 50.53 Doug Daniels (Ford Escort) 51.90, Gary Rand (Mini GT) 60.60 and David Homer (Suzuki Swift GTi Turbo) who had some new racing tyres not really suited to hillclimbing and endured a spin) on 77.62. Doug captured the lead on run two (49.40) before Jeff set the fastest time (47.56) whilst David (50.29 and 48.22) and Geoff (50.23, 48.49 and 48.06) swapped places before Geoff claimed second, David third, Doug fourth (49.11) and Gary fifth (55.97).

A very good entry of seven Formula Vee drivers contested their class. Cameron Green (Elfin TT Vee) lead the group 51.94 before Andrew Buzaglo (Spectre) took control for the second (51.05) and third (50.58) runs before Cameron completed a 49.76 final climb from Stephen Riley 50.28 (Hornet) and Andrew (50.58), Gavin Mann (Hornet - 53.22), Noel Buzaglo (Spectre - 53.68), Jon Green (Elfin Bee Cee - 56.31) and Geoff Cohen 64.62 having his first event in the ex-Brian Hunter Mako.

The top six run off:-

Alan McConnell	40.04
John Boyce	43.79
Bill Norman	43.99
Lindsay Hay	45.73
Paul Van Wijk	DNF
Warwick Hutchinson	DNF

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Class winners:

Holden Gemini	Glenn Sullivan	56.08
Road Registered up to 1600	Andrew MacLeod	51.62
1601 to 2000ccs	Alex Toomey	52.34
2001 ccs and over	Graeme Pearce	48.06
All Wheel Drive Turbocharged	Scott Sadler	48.03
Improved Production up to 1600ccs	Bruce Le Garde	52.16
1601 to 2000ccs	Gary Pitt	49.01
2000ccs and over	Ken Graham	48.74
Sports Sedans up to 2000ccs	Tyson Cowie	49.97
2000ccs and over	Jeff Daniels	47.56
Group K Ford V8 Special	Barry Smith	59.01
Group N Torana	Glen Wesener	49.00
Group O Elfin Mallala Replica	Ross Devencorn	53.32
Group Q Elfin 623 Holbay	Vern Hamilton	48.57
Marque Sports Cars up to 1600ccs	Des Edwards	47.15
1601 to 2000ccs	Norm Singleton	47.35
2001ccs and over	Bruce Horey	46.61
Formula Vee	Cameron Green	49.76
Formula Libre up to 1300ccs	Paul Van Wijk	41.43
1301 and over	Alan McConnell	38.59
Sports Cars up to 2000ccs	Lindsay Hay	46.23
2001ccs and over	Bill Norman	43.87

So we all wished Paul Van Wijk a happy birthday (and drank the drinks and ate the food supplied by his family) and then went home as it was too cold; you see it was too windy.

Don't forget that the results, split times for each run, and photos from the meet can be viewed on the web site. Next round is the 4th in the Tighe Cams series as well as our round (Round 5) for the Sherrin Hire Queensland Interclub Challenge. As President David Miles wrote in his welcome message for this event programme "enjoy the competition, the venue and its unique atmosphere and tell your friends about one of the few FREE days of motor sport still open to the public".

ANNUAL GENERAL MEETING

Included in this mailing are the Notice of meeting for this year's Annual General Meeting and the Nomination and Proxy forms.

Please note that nomination forms must be received by the Secretary at least 14 days prior to the meeting.

NEW MEMBERS

The following new members have joined the Club in the past two months. We welcome them to the Club and hope that they enjoy their membership to the full!

Ben Cain	Louise Copping	Tony Foster	David Godwin	Gregory Hannan
Ian Fettes	Phillip Seeley	Kevin Deland	Tristan Hughes	Russell Brothers
Lee Turner	Douglas Smith	Ronald Byrnes	David Hammill	John Weatherley
Tony Vercoe	Andrew Turpin	David Whiting	Leanne Stotcher	William Yarwood
Paul Trevor	Martin Turpin	Peter Robinson	Jeffrey Williams	Tom McCormack

This brings our current membership to 489. The 500th member will be given one of the new Club keyrings to acknowledge the occasion.

Winter Weekend in Warwick for Christmas in July

The large group which made its way to Warwick for the weekend of 16/17 July were blessed with beautiful blue skies, a "fresh" breeze and, consequently, a landscape swept clean and clear as it made its way through Ma Ma Creek and on to Warwick. Twenty five cars including 19 MGs were in the contingent that travelled in convoy from Gales and they were joined by others who had made their ways separately to the Downs.

After the run up to Warwick the first activity was a trip to meet up with early MG Car Club member, Doug Partington, at the South Queensland Institute of TAFE at which he runs a Motorsport 'apprenticeship' course. All who attended were envious of his obvious delight in being employed in an area in which he is passionate and in an environment rich in both

manmade and natural resources and with a clientele of strongly motivated students! Thank you, Doug, for your hospitality!

He and his wife, Elizabeth, were part of the group of eighty at the motel for dinner at which most paraded in their Christmas hats with a couple going even a bit further to bring the spirit of Christmas alive in July! There were some wonderful creations and prizes for best hats went to Dawn Lawrence, Ray Edwards and Susanne Sommer, Ken Simmons, Cyril Bennett and Pam West. The children who attended looked terrific in their hats and really seemed to enjoy the party atmosphere.

Sunday dawned bright, clear and crisp and those with covers on their cars heard and felt the ice and frost crack as they were removed;

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this was really Winter in Warwick!

There was a choice of activity on Sunday morning with a busload of 31 opting for a tour of the nearby homestead Glengallen and the Railway Museum. The remainder indulged in a few laps of the Morgan Park circuit along with five others who were able to join the group for the morning. Not all who had intended to run were able to make the most of the morning as some encountered bad luck on the day. Mick Holman blew welsh plugs in his MGB but managed to get some track time thanks to Greg Newey. Ross Devencorn got no laps at all as his oil pump drive broke when he tried to start the motor in his Elfin Mallala Replica. A faulty electronic distributor caused a long delay in Barry and Julie Evans making it to the circuit but Julie made the most of it once the car was finally running. Some of those who weren't running (or couldn't run because of mechanical problems) assisted with marshalling and flagging and Cathie Curlie and Adam Smith had their introduction to timing. Thanks to all who enabled so many people to have so much track time and fun!

After a great morning's activity for all, the sightseers and the circuitlappers were reunited at Morgan Park for a casual lunch before heading home happy with their weekend away and grateful to Pat Walker for her organisation of the weekend.

It was good to see that people who could not come for the whole weekend still made the effort to join us for part of the time. It was also great that Jim Armstrong from Moura was able to be there and that West Australia MG Car Club members, Ray and Judy Bowden from Kununurra, had taken the initiative to see what the Club had on while they were in the area and joined us for the weekend. There were also a number of new members having their first Club outing and we hope that they truly enjoyed the weekend.

Participants for the whole weekend were

Jim and Sandra Armstrong	MGB (Red)
Cathy Bartley and Ken Simmons	MG TF (Black)
Ray and Judy Bowden	Borrowed Mazda
Cyril and Marie Bennett	MG TF (BRG)
Robert and Fern Callow	MGB GT (Red)
Ron and Bev Clydesdale	Midget (White)
Joy Compaan and Jean	MGF
John and Cathie Curlie	Saab
Geoff and Debbie Cohen	Formula V (Blue)
Ross Devencorn and Geoff	Elfin Mallala Replica
Ray Edwards and Susanne Somers	MGB Turbo (Orange)
Paul Gray	MGB (Auto) (Red)
Barry and Julie Evans +3	MGB GT V8 (Green)
Vern and Elaine Hamilton	Elfin 623 (Red)
Wayne and Donna Henman	MGF (Gold)
Errol and Wendy Hoger	MGB (Gold)
Jon Holman, Amanda and Max	Toyota Prado
Mick and Gwynneth Holman	MGB (Red)
Mal Kelson	Mazda MX5 (Silver)
Gary and Dawn Lawrence	MGB (Red)
Dino and Margaret Mattea	MGA Coupe (White)
Richard and Carly Mattea and family	Bulant (Red)
Owen and Mary McNeil	MGB GT (Red)
David and Meryl Miles	MGB GT (White)
Greg and Beth Newey	MGB (Red)
Roger and Anne Paltridge	MGA (BRG)
Steve and Lesley Pyott	MGB (Auto) (Blue)
Brant and Selena Rayment	MGB Turbo (Orange)
Peter and Delia Rayment	MGB (Black)
Michael and Liz Simmiars	MGB (Red)
John and Heather Smart	MG TD (Red)
Peter and Gillian Smith	Toyota Landcruiser
Barry Smith and Adam	MGB GT (White)
Paul and Kerry Strange	MGB (White)
Alan and Joyce Tebbutt	MGB (Blue)
Peter and Norma Upham	MGA (BRG)
John and Pat Walker	MGB GT V8 (Red)
Sandra Walker	MGB (Blue)
David West	
Guy and Pam West	

Those who joined us at Morgan Park were

Michael Higgins, Tony Jones, Scott Rayment, Boyd Rayment and Malcolm Spiden.

Colour photographs from this event are displayed on Page 20 - 21

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MG F 1.8i

2001, Platinum Silver, update model 93,000 km.
At last an update well under \$30k at only \$25,990

MG F 1.8i

1997, BRG, with removable hard top 89,000 km.
Was \$25,990...now reduced to clear at \$22,990

MG TF 120

2003, Anthracite, 'hamburger w/the lot', director's wife car
1,000 km only. Over \$55,000 new...reduced to \$42,990

MG TF 160

2003, Trophy Blue, high performance 116kW engine
8,500 km only, Cheapest TF 160 left...was \$49,990 now \$39,990

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Bits & Pieces

SALE SALE SALE!!! The following 2004 National meeting regalia is now being offered at discounted prices!

Shirts now \$25. There are 1 Ladies (Small) and 28 Mens (6 Small, 1 Large, 6 X Large, 13 XX Large and 2 XXX Large) available. Original cost was \$34.

Polar fleece jackets now \$25. There are 7 Large, 9 X Large and 2 XX Large available. Original cost was \$38.

Groove jackets now \$40. Only 8 available (2 X Large, 6 XX Large)

Coffee cups now \$5 and Lapel pins now \$6.50.

Post your order, with payment, to GPO Box 1847 Brisbane 4001 and include an extra \$6 for postage and handling.

The supply of 50th anniversary car **badges** is running low. Remember, this was a limited edition run of only 100 so once they are sold there will be no more! The sooner you get your order in, the better chance you have of getting your choice of number. A picture of the badge is in the Regalia section on page 38.

A new item soon to be added to the Regalia is a **Club keyring**. These will sell for \$15. Orders can be placed now.

There is a move underway to form a **Darling Downs Chapter of the Club**. If you live in that area and are interested, please contact **Ben Cain** (4696 6167), **Rick Neville** (4696 9776), or **Trevor Watkins** (4635 8682).

The Club has been invited to be part of the display at the Royal Qld Yacht Squadron's Classic Boat and Car Day on Sunday November 20th. The **display** will be held from around 10 am until 2.30pm. If you are interested or wish to know more information please contact Keith Anderson on 3396 1191 or 0409 785 022 or Lynne Jackson at the Squadron Office on 3396 8666.

Club Captain, Peter Rayment, has provided a reminder (below) of rules for some of the Club's **Perpetual Trophies** to ensure that all of you know the requirements for eligibility. A full copy of the Rules is available for downloading from the NEWS page of the website as are up-to-date (as at end of July) pointscores.

SPEED TROPHY and MARQUE SPEED TROPHY

To be eligible for these trophies competitors must have actively participated at a minimum of two (2) Working Bees. It is the competitor's responsibility to ensure that they have signed the Working Bee Register to ensure there is no confusion over their eligibility for these trophies.

Points for Working Bees are 3 points per working bee to a maximum of 12 points. These will only be added to your Speed and Marque Speed Trophy points (where applicable) but not carried to Best All Round, etc.

BEST ALL ROUNDER

To gain the award competitors must have competed in at least 2 Closed Touring Assemblies, 2 Motorkhanas and 2 Speed Events. If there are insufficient events in each category then points will be awarded on those events conducted.

LADIES AWARD.

To gain this award, the competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana and 1 Speed Event throughout the year.

Successful bidders for the **MG plates** were David Robinson (1 plate), Peter May (1 plate) and Meryl Miles (4 plates). Thank you once again to Pauline Graham who made the kiln-fired plates and donated them to the Club.

Our participation and success in the **Interclub Challenge** started off so well that maybe people have become a bit complacent but sadly the Club was unable to field a full team for the interesting Queensland Challenge on July 30 (see report of this event elsewhere). These Interclub Challenge events offer members a chance to take part in activities which our Club does not necessarily organise. For more information, please contact Dave Homer on 3341 9323; he'd love to hear from you!

This year's Ironman is the 30th Anniversary of the event. Doesn't time fly when you are having fun!

A get together for those attending the 2006 National Meeting in Launceston will be held on September 16th at 7.30pm in the Clubrooms. The MGCC Tasmania has advised the Theme Night will be 'Convicts and Colonials'. Contact Ron & Bev Clydesdale for more information on 3263 6575 Mob 0409 728 627.

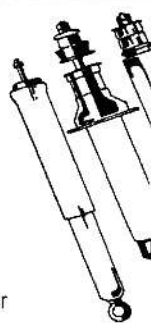
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Richard Croston has donated a book press to the Club for use in repairing **library** books. All we need now is someone who knows how to use it! Is there anyone with that knowledge and willing to either share it or use it?

As you may have seen on the Noticeboard on page 5, Roger Paltridge is organising a day run on Sunday 18th September to **Speed on Tweed**. One aim is to support Club members who are competing; however, it is also an opportunity to display the Club and its cars at this major Event. Participants in the Club run get their entry fee to Speed on Tweed discounted to \$10. Contact Roger on 07 5572 4735 or 0418 450 003.

Winner of the **raffle** of the Geoghagen print donated by John Holmes was Peter Brereton, one of our hard working scrutineers. Peter has been a Geoghagen fan since Geoghagen was competing in the Black '53 Holden and was at the 1958 Bathurst with Ian Geoghagen and John French and the streamlined Holden. Peter moved to Melbourne with the RAAF and met Geoghagen again when he was running the openwheelers in the early 60's. When Peter moved back to Brisbane in 1966 he became involved with powerboats. He currently owns a Mustang and a Valiant and came in contact with Geoghagens again through the Falcon GT Club Nationals at Bathurst. His other memorabilia includes having his Mustang glovebox and his Valiant's sun visor signed by Geoghagen. What an appropriate winner of the print!

FOOD FOR THOUGHT! Or HAVE I BEEN DRINKING?

By Richard Croston

I am fascinated by the times recorded by the open class [Formula Libre] cars at Mt Cotton. The small engined cars are always on the pace with the big engined cars - 500cc - 39.5sec, 2000cc - 39.26sec, over 2000cc - 38.59 sec. Why? The track suits the small engined cars? Maybe it does. Or may be small and clever can beat big and brutal! What ever! These cars turn up at Mt Cotton every meeting, create an exciting spectacle on the circuit and much technical interest in the pits. There is another important thing going on here as well. Mount Cotton and other places like it create the atmosphere for spawning the innovative ideas which will be required to be put into practice if our world is going to continue to burn hydro carbons to propel our land transport vehicles. Does this all sound a bit profound? Am I getting too old? Has the Castrol R finally got to the grey matter? Will all of us need to change?

The motoring world has progressed. If you had a choice of an XR6 Turbo or a T model Ford for your work car which would it be? Would you decide on a Hyundai XL instead of your flash XR6? Ooh!

What has this got to do with motor sport, in particular our grass roots level hill climbs, night runs, motorhans, treasure hunts? Is this the nursery where the clever people and ideas start, where the land transport solutions for the future begin as "Let's try this and see what happens." A study of the personalities who created all the milestone motor cars show they had an extensive involvement in motor sport, in particular racing. Henry Ford's company would not have happened without his direct involvement in motor racing. He earned sufficient exposure and money to start his second auto company which went on to build the famous model "T" by racing the established Alexander Winton, manufacturer of Winton motor vehicles. Henry won.

Cecil Kimber was the man who started MG in 1922. Well, sort of; he and his wife Rene started designing smart bodies for Morris products. Read the book "MG by McComb", it's all in there. Kimber started playing around with old motor bikes in 1906 developing his engineering skills.

H.N. Charles, the head of the MG racing car design department which was responsible for those fantastic MG competition cars including

the independent suspension R type of 1935, learned about the advantages of independent suspension way back in the Edwardian era when he learned to drive on an independent front suspension car. So could a modern version of one of the fore-mentioned be inspired by messing about with cars at Mt Cotton? I don't know, I'd like to think so. Anyhow I'm off to the hill climb to blow the cobwebs out!

QUEENSLAND CHALLENGE

This event, held on July 30, was Round 4 of the Sherrin Hire Interclub Challenge and took the format of a road touring event, rather like a minor Tour de France pour Auto. This year there were five road sections and six special driving tests. The road sections were in four basic formats; a map trace, a route chart, a herringbone and mapping.

Of the seventy crews entered, three were from our Club. They were David Homer and Nancy D'Arcy (Suzuki Swift), Mal Spiden and Carly Mattea (MGB GT) and Clive and Anne Mulder (MG Midget), the latter running with only basic navigational equipment. All three MG crews did successfully complete the event and came in 24th (Dave & Nancy), 36th (Mal & Carly) and 64th (The Mulders).

The event started at the Ipswich and West Moreton Autocourse track at Willowbank followed by a manoeuvring test at the dragstrip. A map trace exercise took the competitors from Willowbank, past Amberley, through Marburg, Minden and Plainlands and on to the University of Qld Research farm at Gatton for a special stage. This was followed by a route chart exercise to Toowoomba for a special stage at Prince Henry Drive. A herringbone exercise then led the group to Lake Perseverance for lunch. After lunch there was a mapping exercise to Ravensbourne National Park, Esk, Mt Hallen and Coominya before arriving at Wivenhoe Dam spillyard for another special stage comprising two sprints.

Thank you to our MG Club competitors for representing us in this diverse and interesting day's motorsport.

Concours 2005

Despite the threat of showers, Sunday 26 June turned out a bright and sunny day.

Officially 57 vehicles lined up on the lovely green grass in the Cultural Forecourt at South Bank Parklands. This spectacular display of the MG Marque covered 26 of the 31 available Concours' Classes. They ranged from Dino Mattea's 1933 L2 to Tony and Debbie Slattery's 2005 ZR Hatchback.

The South Bank Parklands provided an excellent venue for the Concours. Its prominent and central location generated a large amount of interest from the general public. Elaine and Vern Hamilton's 1974 Elfin 623 and Stewart Armstrong's Super Special not only added another aspect to the Club's activities but also were the backdrop for numerous photos.

Outright Concours Winner

Glen & John Boyce 1997 MGF

Class C Pre War Supercharged Racing and Sports over 1000cc

Class D	MGTC
Class F	MGTF
Class G	MGA Roadster (Single Cam)
Class H	MGA Twin Cam
Class I	MGA Coupe (Single Cam)
Class J	MGB Mk 1 (Pull Handles)
Class K	MGB Mk 1 (Push Button Handles)
Class L	MGB Mk 11 Roadster
Class M	MGB BL and Later Roadster
Class N	MGB Rubber Bumper
Class O	MGB GT Mk 1 and Mk 11
Class P	MGB GT BL and Later
Class Q	MGB GT Rubber Bumper
Class R	MGB GT V8 and Costellos
Class S	MGC GT and Roadster
Class T	MG Midget
Class U	MG Y Saloon and Tourer
Class V	MG Magnette ZA to Mk IV
Class X	MG Specials (Pre MGA)
Class Y	MG Specials (Post TF)
Class Z	MG Super Specials
Class ZA	MG RV8
Class ZB	MGF All Models Including TF
Class ZC	MG Saloons and Derivatives Post 2000
Class NM	Non-MG Marque

Dino Mattea
Peter Kerr
Cyril Bennett
Rodney Lapworth
Steve Foster
Dino Mattea
Donna Hardy
Gary Lawrence
Ben Cain
Bruce Mutch
Zel Woolf
Neil Mills
Barry Smith
David Miles
Anne Mulder
Chris Carswell
Ron Clydesdale
David Robinson
Ken Middleton
George Diggles
Greg Huges
Stewart Armstrong
Tony Gould
John & Glen Boyce
Tony & Debbie Slattery
Elaine & Vern Hamilton

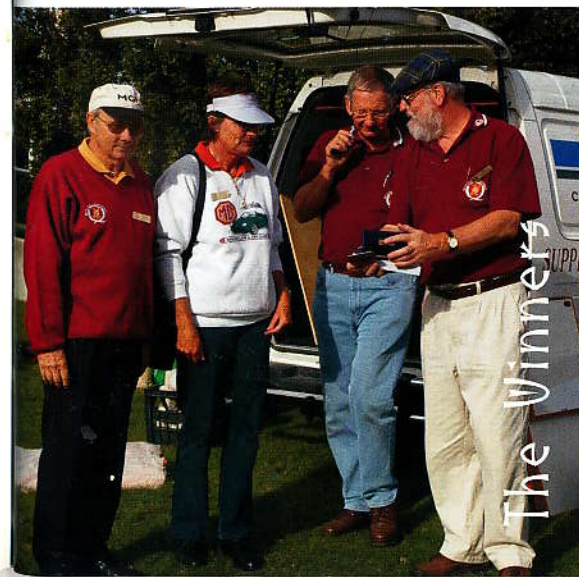
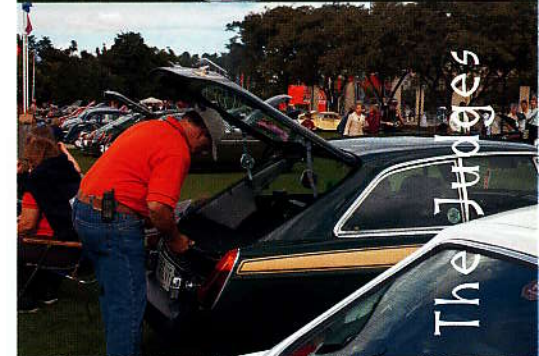
Some of the interest from the general public resulted in nine new members with a large number of membership applications being taken away. It was also a good result for the sale of Club regalia and for resources for the Club library.

It was very difficult for the Concours Judges to finally come up with a line of 26 Class winners and it was an even harder task for the three Judges who had the unenviable task of awarding the outright Concours Award which went to Glen and John Boyce's 1997 MGF.

They were not the only winners of the day. Real winners of the day were the Club members who put in the effort to participate and the Club for the positive exposure to the public that the location for the Concours provided.

My thanks go to the participants, our Sponsors, and the Club members who offered their assistance to me prior to the event and on the day.

Bill Ferguson
Concours Convenor





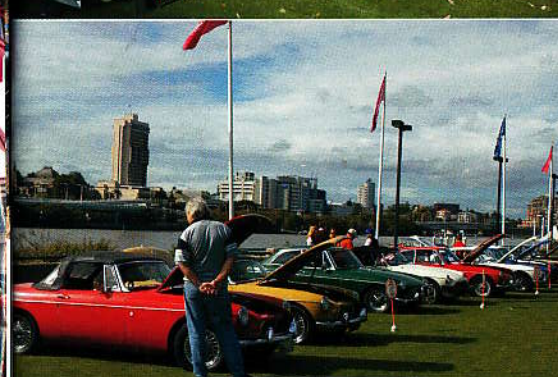
Organiser extraordinaire, Bill Ferguson.



No, Richard, you can't buy this one.



The People



The Cars


The Cars




Doug
Partington
welcomes the
group to the
SQIT



Part of the
non-MG
contingent



A group ready for their run




A welcome lunch in the
warm sunshine



Winter Weekend

Christmas

Alan Tebbutt on track



Another award-winning hat gets admired

A little beauty

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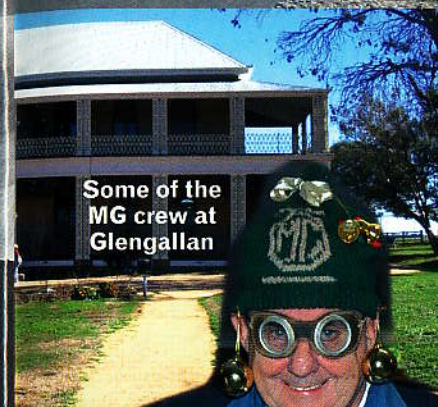
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Some of the
MG crew at
Glengallan

in Warwick for

s in July

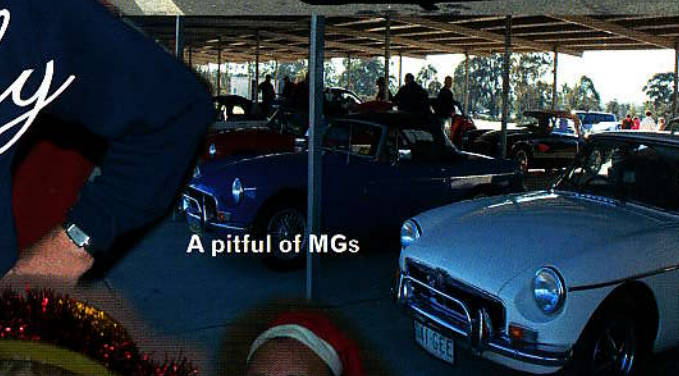
Cyril Bennett
hams it up



Early morning
in the motel
carpark



Ready for
the green



A pitful of MGs



Alex Mattea
personifies
the spirit of
the weekend

What's this!
Santa without
his shorts!

Dawn
Lawrence and
her award
winning hat

Midweek run

With the day dawning dull and wet it was not surprising that numbers for the midweek run were somewhat smaller than previously. Nevertheless eight cars and crews braved the elements to take part in the Bruce Ibbotson-planned run to Mt Glorious and Wivenhoe Dam.

Six of the eight cars were MGs and one of these was the MG F of Glen and John Boyce who had won the Concours outright just three days earlier! It looked just as much at home in its coating of raindrops as it had basking in the sunshine of Southbank.

David Miles's car was determined not to be outdone for attention and tried to outshine every other car by refusing to allow David to turn its light off. Consequently, at the end of the morning tea break held in a very welcome, if somewhat wet, shelter at Mt Glorious, the battery decided it was its turn for attention and refused to start the car. It chose a time when the rain was at its heaviest so it was a bit of a wet and weary group who arrived late for lunch at Wivenhoe after warming themselves up pushing the reluctant car through the carpark in the rain. Thanks should be expressed to the poor unsuspecting motorist who happened into the carpark at the wrong moment and got coerced into helping with the pushing.

The rain had eased to a comfortable drizzle by the time the mountains were crossed and the group was reunited at the lunch venue at Cormorant Point at Wivenhoe Dam. After lunch there was time for discussion, car inspections and photo opportunities. Unfortunately, Chez Letton and Chris Carswell were missing from these as they had decided very sensibly after morning tea to get Chris home and out of the wet weather for the sake of his health.

Those who braved the weather were:

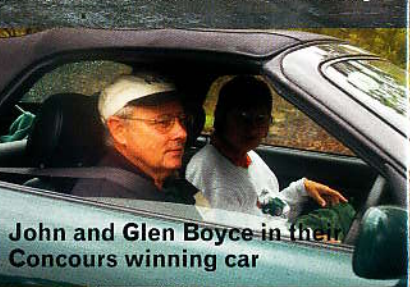
David Miles and Malcolm Campbell	MGB GT
Glen and John Boyce	MG F
Bruce and Tip Ibbotson	MGC GT
Paul Wilson	Mazda
Don and Vernie Boyle	MGB
Ken and Marjorie Cooke	MGB
Chris Carswell and Chez Letton	MGB
Vern and Elaine Hamilton	Honda CRV

Wed 29th June

Tropical Qld sometimes means rainy Qld



A splash of colour on a dark day



John and Glen Boyce in their Concours winning car



The MGs and their 'crews'



Warming the inner men



A happy group at morning tea

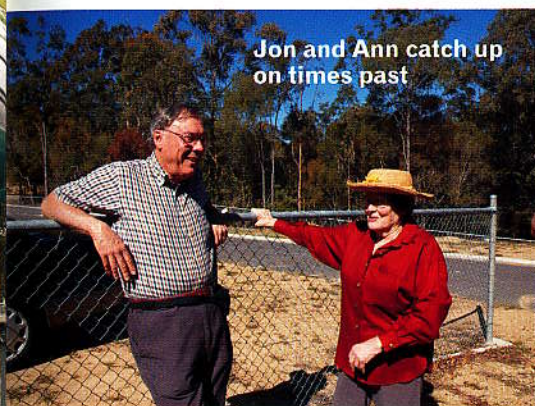
BACK TO THE PAST!

When news came through that Hillclimb designer and early Club member, Jon McCarthy, was making a flying visit to Brisbane a quick phone-around was made to get a few people together at the hillclimb to show him its development. A group of 15 managed to make it there and enjoyed 'chewing the fat' on times past.

Jon was delighted with the presentation of the hillclimb and the sight of the gumtrees and the sound of the kookaburras surely would have had his Aussie blood stirring again as would his tourist trip around the track with John Campbell.

His visit also presented the opportunity to press John Campbell back into action for the Octagon producing a cartoon similar to those he was noted for in the 70s. The cartoon produced for this occasion draws on a series on Jon McCarthy which was based on Jon's hallmark one-liner "HA it won't work!" which Jon would come out with whenever he thought a fellow racer's ideas were destined to failure. Quite often he was right but Club members just loved it when he was wrong!

Those who made it to the Hill were:

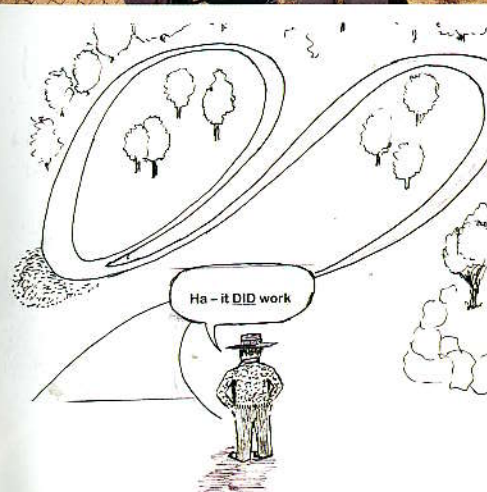


Jon and Ann catch up on times past



Front row: Val Horgan, Tim Harlock, Kerry Horgan, Ann Thomson
Behind: Dino Mattea, John Muller (partly obscured), Vern Hamilton, David Miles, John Campbell, Elaine Hamilton, Jon McCarthy, Mal Spiden, Delia Rayment, Peter Rayment.

John Davies was the photographer.



Ready to go!



Mid week run 27th July

Alan Tebbutt must have known that Wednesday 27th July was going to be a magical winter's day as he organised a run up through the Sunshine Coast hinterland so that we could enjoy the wonderful views out over the Glass House mountains.

Twelve cars and their crews gathered at Nudgee and headed north before taking the turnoff to Woodford. The route then went through Woodford and towards Kilcoy before heading off onto the scenic Stanley River Rd. There was a quick stop at McCarthy's lookout before moving on to Mary Cairncross Park for a leisurely morning tea at which we were joined by Peter Kerr.

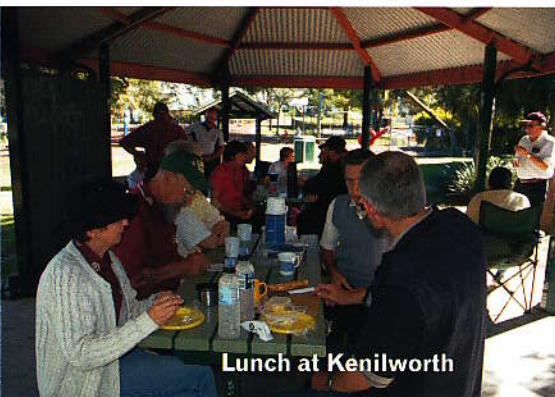
Lunch was at Kenilworth and it was reached via Mountain View Rd and Maleny-Kenilworth Rd. There was an opportunity to visit the cheese factory, sample some of their wares and make some purchases before lunch in the nearby park.

People made their own way home from there but one group of seven cars drove in convoy along the Obi Obi Rd and along the 3M drive (Mapleton, Montville and Maleny) giving some a chance to stretch the legs of their cars for a little longer.

Thank you, Alan, for an interesting and scenic run and for the good weather!

Participants were:

David Miles & Val Horgan	MGB GT
Bruce & Tip Ibbotson	MGC GT
Peter Kerr	MG TF
Michael Greene & Sharon Klowss	MGB
Vern & Elaine Hamilton	Honda
John Walker	MGB GT V8
Allan & Joyce Tebutt	MGB
Cathy Bartley & Jo Graham	MGF (TF)
Ken & Marjorie Cooke	MGB
Dennis Thomas	MGB
Steve & Anna Pyott	MGB
Bob & Janice Walker	MGA Coupe
Paul & Gay Wilson	Mazda



Lunch at Kenilworth



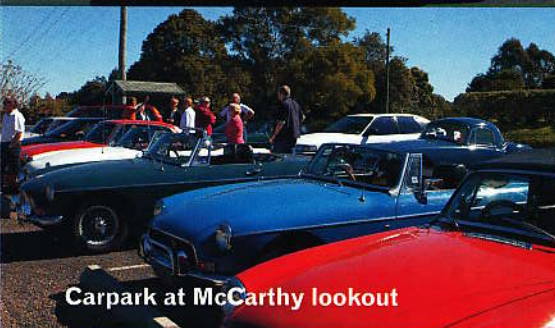
A powerful pair



Not over the hill yet



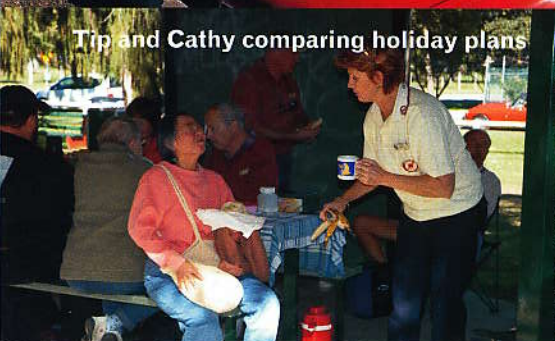
Morning tea



Carpark at McCarthy lookout



Picnic time at Kenilworth



Tip and Cathy comparing holiday plans



Alan and Joyce Tebbutt enjoying the run they organised

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MY 1957/58 BUCHANAN SPORTS CAR

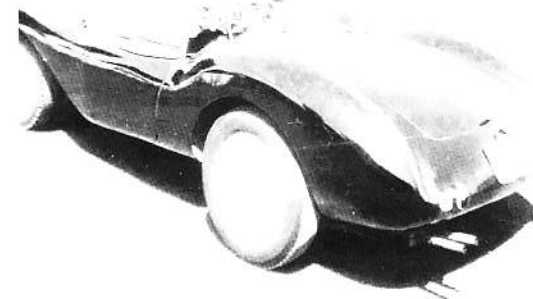
by Adrian Daniel

The Buchanan was not my first car which was a second hand 1952 10 hp Ford Anglia Tourer which used 1 gallon of oil in a 180 mile trip. I sold the Ford in June 1957. Having always tongued for a sports car which I couldn't then afford I saw these advertisements for the first fibre glass sports car bodies. These bodies were a direct copy of the Aston Martin DB3S of the competition car of Tom Sulman. Following some enquiries, on 2/11/1957 I placed my order direct with N.H.Buchanan Motor Company Pty. Ltd., at 6 Nelson St., Annandale, N.S.W., for a body to suit a 1949/50 Austin A40 sedan, paying a deposit of £25 (\$50) plus £7 ten shillings (\$15) for a pair of softer coil springs for the front suspension. Actually there was a Queensland Agent who was Swift Service Station, 753 Wynnum Rd., Morningside, Brisbane.

On 20 November 1957 I received the following telegram "Body ready awaiting forms advise Swift Service Station". The forms and the balance of payment of two hundred and thirty pounds (\$460) were forwarded on 21 November 1957. The Buchanan Body purchased by me was No.6 and I received it in mid December 1957. Following a suggestion from Buchanan my front spring saddles were forwarded to him for modification.

An article in Modern Motor of May 1957 said "You can convert your M.G. in 28 hours". Using an Austin A 40 takes a little longer so I found. There were many modifications necessary before the car was ready for registration. If today's regulations were in force then there is no way the car could have been registered. Then there were no engineering requirements. The "Buchanan Austin Special" was eventually registered on 15/5/1958 with a Tare weight of 13 cwt. 3 quarters. The weight reduction from the original sedan was 5 cwt. 2 quarters. It was registered without a windscreen or hood, which were ordered by me on 3/7/58 at a price of 100 pounds and 9 pence (\$200.10).

At the time the Buchanan was registered I was working as a junior clerk in the Court House where all registrations of motor vehicles were handled. So, armed with my knowledge of the procedure required and a weigh bridge certificate it was, I thought, duly registered. Then a letter dated 22/5/58 arrived from the Main Roads Department (now Queensland Transport) saying that an Austin A40 weighed 18.5 cwt., therefore I owed another 1 pound 16 shillings (\$3.60) before the certificate of registration



would be issued. On 27/5/1958 I replied, pointing out "that this Austin had been fitted with a Buchanan Fibre Glass sports body and the total weight is 13 cwt.3 qrs. as shown on the weighbridge certificate." At that time the formula used to calculate the amount payable for registration was the rated horsepower plus the weight, i.e. 10.6 hp plus 13.5 cwt which equalled 24.1 units which in fact was then taken as 25 units @ 6 shillings (60cents) per unit therefore I still owed 6 shillings (60cents) which I paid.

The Buchanan was painted by a professional painter, a Mr. Doug. Miller then of Salt Water Creek Rd., Maryborough, with some assistance by yours truly in the rubbingback between coats. There was something like 13 coats. The main colour was black with gold (copper) air intake in the bonnet and gold on the hardtop. Between the black and gold on the bonnet was a white line with a narrower red line through the centre of the white. The under section of the front guards which was very open was initially painted gold however this was later painted black. The golf (copper) colour was made personally by Doug Miller and was unique to him. The car was very distinctive.

The upholstery (which also involved a complete new design for the seats) was done by a Mr. Roy Rickards then of Maryborough and later of

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Hervey Bay. Roy also upholstered, in 2000, a 1937 Dodge 4 door Tourer which I restored from the ground up. It was only last year (2004) that Roy retired at the age of 78.

An advert. in Modern Motor of December 1957 stated inter alia "within the first eight weeks of delivery, Buchanan M.G's gained 11 first places and many major placings. NSW Sprint Championship Buchanan bodied T.D., standing quarter mile 17.07 seconds NEW RECORD under 1500cc sports car class." This appears to have been Nat. Buchanan's own car which was claimed to be the lightest and fastest T.D. then racing.

More than 100 bodies were built and sold by 1958 when the moulds were sold to Jennens & Simmonds of Croydon. N.H.Buchanan Motor Co. was moved to Silverwater Rd., Lidcombe with a new vehicle, the Cobra model which had the mechanicals of the then Standard Ten, thus pre-empting Standard Triumph's Spitfire by several years and the Sprite by a few months.

Some of the modifications necessary for the conversion of the Austin were:

1.The purchase of an MG steering column universal joint, a second Austin steering column as the original column had to be cut and lengthened with the universal joint fitted otherwise the steering wheel would have been at

lowered the front suspension by allowing the springs to sit lower in the saddles. Once the car was on the road I found that the Austin wishbone shockers were not good enough so a second hand pair of Customline telescopic shocks were bought and fitted externally with the welding done by my apprentice boilermaker friend. These worked very well - again very scientific.

3.The rear suspension - all but 5 leaves were discarded and the spring reset with a 2"(50.8mm) camber and a 2" spacer made and fitted between the springs and axle housing. No modifications were made to the shocks.

4. A completely new re-designed and reshaped radiator was necessary. This was designed and made by a Mr. Kev. Worth who conducted a radiator workshop in Maryborough. This radiator worked well and gave no trouble. Now this bit was scientific.

5. The Austin used was 7 years old and a wreck - it had been rolled, but the chassis was straight. Basically it had to be completely stripped. Initially I had hoped to use the steel floor pan and after cutting it away from the body with a cold chisel (I hadn't learnt to use a welding torch) I found the floor would not work as planned. Back to the drawing board. Also because of the age of the Austin there were lots of repairs to be done - e.g. recondition the complete steering including

the box and kingpins; strip check and repair gearbox and diff. - the planetary gears in the diff. had worn into the casing. Being a teenager short of funds, washers were used as packing or shims behind these gears. All the years I had the Buchanan there was no problem with the diff. other than a broken axle and a broken centre pin in a rear spring.

6. As the driving position in the Buchanan was going to be much further back and lower than in the Austin it was necessary to design

and make a lower and remote gearshift lever and linkage. The gearbox was a 4 speed floor change with reverse being engaged by lifting the gear lever. Whilst the box was stripped down I filed the top of the reverse selector shaft to allow reverse to be engaged simply by moving the lever sideways. One had to be careful though not to accidentally move the lever too far across while changing gears otherwise there was a terrible noise. The remote gearlever etc. was home made by me, fairly crude, but worked quite well as long as you were careful.

about the top of the windscreen of the Buchanan. As the MG uni. joint was made for a larger diameter column the cut ends of the Austin columns had to be expanded which was done by heating the end and driving a rod up the centre. Once the desired diameter was achieved then with the ends hot the universal was driven onto the ends to cut a matching spline - very scientific.

2.The centre sections of the front suspension saddles were removed followed by the welding of an extension piece into the saddles which



7. The motor appeared to run fairly well, however I decided to remove the head and do a de-coke and valve grind and check for wear. Lucky I did. Even though the inlet and exhaust valves were of different sizes in one cylinder they were reversed, so I don't know how the engine ran so well. I had the head shaved - I don't remember by how much - Austin 7 valve springs were inserted inside the original ones - in effect dual springs. This I believe was a great help to the performance of the Buchanan and never once experience valve bounce.

8. The floor was made from flat steel. The gearbox and tail shaft tunnel had to be stepped and had to accommodate the crude remote gear shift mechanism. It all took time. The floor of the boot was designed different to the one suggested by Buchanan. With my design the fuel tank was lowered and this gave room for the spare tyre and a couple of suit cases. The Buchanan design was more suited for a racing car.

9. All the lights, gauges, windscreen wipers steering wheel and road wheels were taken from the Austin and used. Plus the door locks which were made to operate internally within the doors by a wire therefore there were no external or internal handles.

10. Initially I used the car with the original carby and no air cleaner which was still too high and wouldn't allow the bonnet to close fully. Again due to the lack of finance I couldn't afford SU carbies so therefore I opted for motor bike ones. About this time Amal had just introduced its monoblock carby. Two monoblocks were purchased. My mate the apprentice boilermaker made up the new inlet manifolds which were two separate brass tubes with a flange at each end - one to bolt the carby to and the other to bolt to the motor. Subsequently I found that a balance tube was necessary between the two inlet tubes. Without expert advice I again called on my apprentice mate and he brazed in between the

inlet tubes a slightly smaller tube than the inlet tubes to act as a balance tube. Again not very scientific, but appeared to work quite well.

As the Amals were cable operated it was necessary to design and make a rocker type fitting above the carbies to operate the cables and then connect to the original steel rods which were activated by the accelerator pedal. This was a fairly crude mechanism but worked. The only problem was (as it was not perfect) that every so often a cable would fray and break. This would become obvious whilst driving as performance would fall off considerably as it would be operating on one carby only. The bonnet could now be fully closed and locked.

11. In July 1958 the windscreen and hardtop were received and after painting in the gold colour by Doug Miller were fitted, plus side curtains by Roy Rickards.

I have no idea of how many hours I worked on the car except to say that I worked on it every night and every weekend until it was registered. Actually there were a couple of weekends I didn't. A couple of mates of mine were going to Hervey Bay one Sunday so being a bit fed up I went with them and this was when I met a very attractive and wonderful girl named Joy to whom I have been very happily married for the last 42 years. So after meeting Joy I took off a few more Sundays.

I retained the car until 1964 when our first child arrived necessitating a larger vehicle.

I really enjoyed this car and believe its top speed increased to possibly 100 mph (161 kph). If not, it was not far short of that. No doubt the improved performance was as a result of the aerodynamics of the body and the weight reduction of over 5.5 cwt.

The body was very tough and must have been well attached to the chassis as both were tested on two occasions - both occasions in the main

street of Bundaberg where I was living at the time. One was when a motor bike ran into a door - the only damage was crazed or cracked paint. The fibre glass had flexed in and back out again. The other was when a VW in front changed lanes suddenly and then stopped suddenly immediately in front of me. The left front guard of the Buchanan speared into the right rear guard to the VW immobilising the VW with only a couple of small cracks in the wheel arch of the guard of the Buchanan.

There was one time when I had this "brilliant idea" for better traction by fitting a couple of winter tread tyres to the rear. Didn't that make the back end skittish. Had to shift them to the front. Another time on a trip to the Lowood Motor Racing Circuit outside Brisbane the motor blew up so I had to leave the car at the very small community of Marberg for repairs. No doubt the higher compression and the higher revving caused the standard Austin bearings to eventually fail. On another occasion the only way I could forde a flooded creek was to have 3 guys sit on the boot so the rear end wouldn't float. The Buchanan got through alright, however my rear end got very wet as the water was higher than the driver's seat. A spot light was mounted behind the grill. This spot light came from a Rolls Royce of the 30's vintage. The grill was fashioned from expanded metal.

I have a copy of a brochure about the Buchanan which details the various components available and their respective costs. I still have, if not all, most of the correspondence relating to the purchase including letters signed personally by "N.H.Buchanan".

I just remembered an occasion where I was hauled before the local Magistrate, not the Court but the Magistrate personally. The Court House in Maryborough where I was then working was situated beside another government building and for shade I parked the Buchanan between these two buildings. On this particular occasion I forgot Court was still in session on the upper floor when I went for lunch. Without thinking I gave the accelerator pedal a couple of good tickles and the exhaust note must have gone loudly into the Court Room. When I returned from lunch I was told the Magistrate (our Boss) wanted to see me asap. I didn't then realise why, however as soon as I fronted him I found out why, and was given a good talking to. I didn't make that mistake again.

I hope that the members find the above informative because it has brought back a lot of memories both good and otherwise to reflect on the Buchanan.



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CHAPTER CHATTER

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

June and July have been very busy driving months for the Wide Bay Chapter, the newest offspring of the MGCCQ that is now six months young. While we are still developing our local programme of Planned Events, it is clear that members are presently satisfied with the emphasis remaining on the "social" side for the time being. Nevertheless, and with the help of our parent Club, we will take a look at the requirements to develop the other facets of MG club work, such as sports competition and, perhaps, concours events. More about these matters later.

Our planned early morning and mid-week runs are proving most popular and average out at some eight cars per run. Members plan their runs to move further afield and explore the out-of-the-way pubs and byways in the Burnett region. Bob Bruce's

run to the Dickabram Bridge and lunch at the Theebine Hotel proved a great day, as did the Mary River picnic lunch and Bob Emslie's Cordalba Pub diversion run. The Rainbow Beach lunch after the tea stop at Tin Can Bay blew everyone away, although it was still much too early to buy the local prawns. The Gin Gin run via Childers and a Bundaberg lunch rounded off the July programme. We will soon firm up our August - October programme over local coffee. An overnighter at Bargara is on the schedule, following a good fast run through Mt Perry. Of course, the key Club dates of 21 September (the AGM) and 30 September (official opening of the new Club Rooms) will be included in the Chapter Programme to encourage attendance.

The Wide Bay Chapter keeps attracting interest from those MG buffs who have

recently arrived/retired in the area, and also from some of the local "natives". Intending new members have been assisted to forward their applications to the Club for endorsement, and those "probables" with MGs have been encouraged to join us for a local run. The social nature of the Chapter is proving popular, with members (sometimes quite unsuccessfully) juggling their MG runs with and between visiting relatives and southern visitors. The local jazz club does very well from members' patronage also! On the mechanical front, club member George Leceij's local corner MG Workshop seems to attract the MG fraternity, on the weekend particularly, and this helps to keep track of members' cars under repair. Patrick Mulholland's MGA is undergoing surgery at present; Helen Bryant's MGB is having a nip and tuck; and Graham Scott's MGB is

getting the Lazarus treatment. Colin Lloyd's new MG TF now has a set of lovely deep pockets!

With a driver training complex nearby in Gympie and some local sports/competition contacts available to us, it would seem a logical step to start to parallel our social programme with some form of basic motor sports competition education programme. This would enable those with such an interest to more fully participate in the Club's future events, such as the Mt Cotton course and the Warwick weekend. Perhaps we could plan to take our first tentative steps along this course early in 2006. Equally, our future participation in Club and wider MG fraternity concourse events and displays warrants a good look and discussion too. However, we are still quite young, so we must walk first.



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At the Theebine Pub after exploring the Dickabram Bridge

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PROGRAMME OF PLANNED EVENTS: MGCCQ WIDE BAY CHAPTER

Legend: EMR = Early Morning Run: Sundays (0830 hrs start). SD = Static Display
MWR = Mid Week Run: Wednesdays (0900 hrs start)
LWE = Long Weekend: Date & timings TBAL.

Date:	Run Type:	Responsibility By:	Remarks:
<u>Aug 05</u>			
13	SD ###	Ian Bryant	With Mini Owners Club at Kondari. BBQ lunch at SD. MGCCQ (WBC) table at Kondari Dinner @ \$26 ph.
20/21	EMR/LWE	Ian Bryant	Bargara overnighter. Mt Perry recce.
31	MWR	Ian Bryant	Local run. TBAL

Standing Assembly Point: APEX Park, The Esplanade, Pialba.

[09 JUNE 05]

URGENT: ##### NUMBERS REQUIRED: RING IAN BRYANT 41 249 771

PRE-WAR AND T-TYPE ACTIVITIES

This august little group is gathering momentum and giving the over 50 year old examples of the MG marque some moderated exercise.

PRE-WAR OUTING 19th JUNE, 2005.

At last, in a far corner of Mt Ommaney Shopping Centre car park, the distinctive face of Alan Robinson's SA saloon rewarded our search. But where were the other expected pre war MGs? The Holden parked alongside turned out to be occupied by Dino and Margaret Mattea, together with granddaughters Monica and Nicola. "We're expecting more," announced Alan, as Meryl and David Miles emerged from their Rover. And here come Ross and Chez Letton now." A concerted scan of any vehicle which moved across the rain sodden car park failed to locate anything resembling a pre war MG, but Ross and Chez emerged from their new Mini Cooper

S of BMW origin! To prove that it could, indeed, become worse, Cyril and Marie Bennett arrived in a Toyota, the situation relieved somewhat by the MG Magnette warhorse of George Diggles, with Peter Kerr in the passenger's seat.

The decision to depart was eventually made, and the decidedly post war collection followed Alan's beautiful SA for the short journey to Wolston House, the chosen venue for morning tea and lunch. Amazed by the number of wallabies and kangaroos sighted so close to Brisbane, we were greeted by the National Trust caretaker who, in something of a "loaves and fishes" act, provided a most enjoyable Devonshire tea before her fascinating history of the house and the farm which once surrounded it.

Glen O'Brien and Ann Da had joined along the way and Lloyd Muller emerged from an

Audi as our tour of the house began. Furnished with period items, Wolston House gave all an insight into farm life around the beginning of the last century, with many recollections of childhood experiences forthcoming. The cool, damp weather began to take its toll, however, and, thankful for their modern cars with effective heaters and protection from the elements, participants began heading homewards. The day proved that it was the fellowship experienced between club members, regardless of the elements, that made the day so enjoyable, not the cars, and we all look forward to the next pre war outing.

PRE-WAR AND T TYPE OUTING Sunday July 24

Sunday July 24 saw 10 cars gather at Slaughter Falls for morning tea. Those attending were:

Alan and Carolyn Robinson
Dino and Margaret Mattea
Ross and Georgia Kelly
John Bowen
Gloria, Matthew and Bill French
Scott and Eathen Ramsay
Cyril and Marie Bennett
Lloyd and Lee Muller
George Diggles and Marieanne
Peter Kerr

MG SA
MGL2
VW
MGTC
2 ½ litre Riley
MGTF
MGTF
MGTC
MGTC
MGNA

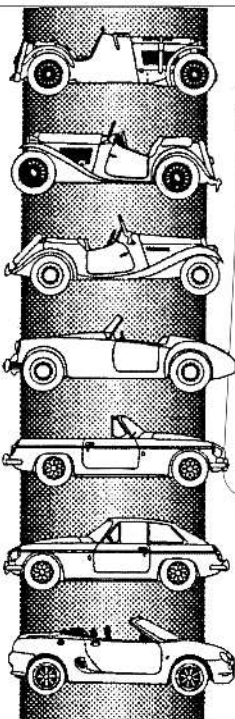
Following coffee and a natter the participants took the cars on an observation run around Mt Coot-tha armed with a map and list of 12 questions. The sounds of the exhausts reverberating in the brisk morning air was exhilarating. The serious participants did two laps to ensure they had answers to all questions!

The winners (equal first were the Frenchs and the Matteas) and the consolation recipient (George Diggles) were awarded a very nice red wine (compliments of the Robinsons).

Most took advantage of the Bar-B-Q for lunch and this capped off a very nice day, spiced up with some incidentals. Firstly there was the thievish kookaburra who stole one of Ross Kelly's sausages from the hot plate; there was the drama of the retrieval of Peter Kerr's NA which slipped off a ramp whilst being unloaded from its trailer and finally there was the sight of Alan Robinson standing/helping Cyril Bennet who was under the TF adjusting the clutch.

Needless to say, the gathering attracted the interest of passers-by who were exercising in the park and the local constabulary who were negotiating with Margaret to buy Dino's "TD"!

The next meeting is scheduled for Sunday 21st August which is a Noggin'n'Natter at the VCC Clubrooms at Carindale.



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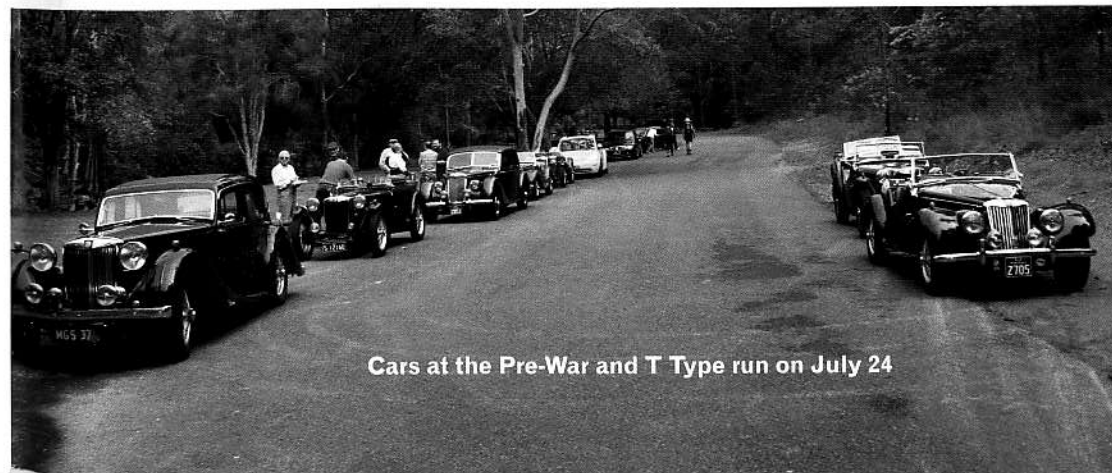


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Cars at the Pre-War and T Type run on July 24



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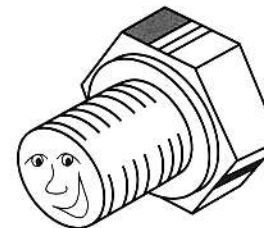
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GT RADIAL

Sump Plug



Welcome to a new hillclimb competitor, Graeme Meade in his beautiful Piranna HC1 (powered by a GSX Suzuki 1100). The car was purchased in Melbourne and Graeme has been sorting the car at Morgan Park. His best run at his first event was a 47.21 on his third climb.

Two competitors who were unfortunate to strike gearbox trouble were Craig Hornibrook and Alan Telfer. Craig was leading his class all day until the last run when the trailer was required. Alan found he could not change from first to second, then tried starting in second which was not a great success. Finally Alan was able to do a reasonable start in his Super 7, using 2nd gear only for a 55.10 run. Alan said he knew the motor was good and will rev to infinity, it was just the gearbox. Ah the advantages of being able to trailer the competitive car to the event.

Barry Smith has acquired some new Dunlop tyres for his Group K Ford V8 Special. These are to replace the American cement tyres he previously used. Barry also has a new tender vehicle to complement the group K vehicle, a very beautiful 1940 Ford Pickup/utility with more modern timber canopy to keep the wind out.

Pauline Graham once again recorded sub 50 second times with 49.48 and 49.72 runs. This is the third meeting in a row Pauline was below the 50 second bracket.

New owner of Brian Hunter's Formula V, Geoff Cohen, had his first lesson in open-wheeler driving when he discovered, much to his inconvenience, that, after he had seated himself and belted up, it was not possible to reach a crash helmet 'conveniently' placed on the nosecone of the car.

Weekend in Warwick revellers, Susanne Sommer and Ray Edwards, got completely into the spirit of the dinner theme by dressing up as 'his and her' Santas.

Other hats such as those of Dawn Lawrence and Pam West were spectacularly beautiful while Cyril Bennett came up with a most unusual and slightly fearsome variation on the theme.

More babies! Girls must be the 'flavour' of the month with Graeme and Helen Walker becoming proud parents for the second time with the safe arrival of Alessandra Louise. Another baby girl joined the family of Vern and Elaine Hamilton when their younger daughter presented them with a tiny new grand-daughter on 22nd June.

A certain well-known Hill-climber and Committee-man has, over time, gained the reputation of being a little untidy at Mount Cotton and frequently using all of the black stuff plus some additional real estate off the circuit. Nothing major, just a wheel here and there, pulling a few stones onto the circuit. This behaviour has annoyed a few following competitors as well as the officials who have to sweep the track after Gary has finished. The driver may have denied it in the past, however I (and a few others) noticed that photographic evidence is now available on-line (Wayne Reed's Osella Photographics) as Gary goes back over Lover's Leap, inside rear wheel scattering stones near and far!

Recent Courier Mail articles have produced wry smiles in a Sump Plug household. One was on the purchase of MG by the Chinese which was headlined "Chins' gets MG remains"! Good fodder for a cartoon there?? The other was a photo of Michael Schumacher getting congratulated by his mechanic after gaining pole for the Hungarian GP. The 'mechanic' bore a startling resemblance to Jean Todt!

Which car club member was it trying to sell real estate to the locals on Prince Henry Drive on the recent Queensland Challenge?

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MG Information

	Name	Home		Name	Home
Pre-War	Dino Mattea	3263 2625	MGB	Graeme Walker	3511 0206
T-Type	Peter Rayment (Delia)	0407 693 947	MGC	Chris Carswell	3378 4140
MGA	Richard Mattea	3325 0409		Bruce Ibbotson	3366 1889
MGY	Owen McNeill	3261 7043	MG V8 RV8	Barry Evans	3425 1695
Magnette Saloon	David Robinson	3255 9037(w)	Midget	Ron Clydesdale	3263 6575
			MGF	John Boyce	3345 2530

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