

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 3

June 2008



Pictured at the hillclimb in May 2008 is Peter Rayment and his MSTC in which he first competed at Mt Cotton in April 1968.

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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

Should it ever be necessary to remind ourselves that things could be much worse, one only needs to reflect on the Queensland Hillclimb Championship weekend. While the weather over the three days of the meeting was certainly uncomfortable and unpleasant for all concerned, just imagine how things would have been had the weather system that struck on the following Monday arrived on Sunday! Officials and competitors generally accepted the conditions, made worse by unprecedented oil spills on the wet and variable track, and simply got on with the job of doing what was humanly possible and driving according to the conditions. Blessed with improving circumstances as Sunday progressed, those who had coped with earlier conditions simply continued to adapt, with Michael Collins breaking his own record twice and Bill Norman once. Allan McConnell proved the basic integrity of the track by recording a sub 40 second time to regain the Queensland Title, all this supporting the adage that "when the going gets tough, the tough get going."

So it is with most aspects of life, and it applies very much to individuals in our club. Office bearers and committee members, as well as those who accept any position of authority, are very quickly made aware that taking on such positions is an open invitation for all sorts of unsolicited advice and suggestions, generally from those unwilling to accept similar positions of office, or offer practical help. The QHC weekend certainly gave our "advisors" plenty of opportunities to "strut their stuff", but the officials' dedication, hard work and resolve ensured that the event was, in fact, very successful. Thanks for this must go to those who worked so hard during the preceding weeks and during the event, from canteen workers, flaggies, scrutineers, timekeepers, parking marshalls and senior CAMS officials.

The weekend preceding the QHC saw another very important step forward with the creation of our third Chapter, The Capricorn Chapter, based around Rockhampton, Yeppoon, Biloela and other centres in Central Queensland. It was extremely pleasing to be

accompanied by representatives from both Wide Bay and Darling Downs as we met Gurney Clamp, the coordinator and the twenty or so prospective members. A very amicable and constructive meeting with folk from all chapters on the Saturday evening produced discussion of various ways and means of ensuring some standard guidelines and procedures for the current and future chapters to follow. With the overall aim being to provide added value for our country members throughout the state, I believe the concept has a very bright future indeed.

As this publication of "The Octagon" reaches you, our annual Weekend Away and our inaugural Noosa Hillclimb event will have taken place. The Cherrabah Weekend is one of the highlights of our social calendar, providing the opportunity for all members to get together for what is a weekend of fun and fellowship, while the Noosa Hillclimb will, it is hoped, be the forerunner of an expanded Tighe Cams Hillclimb Series from 2009.

Look, also, for more progress to be made during June with our clubroom enhancements, while the Hillclimb improvements continue to surprise. There are opportunities for all members to help and participate in all these activities, so don't be shy, step forward and help your club; unprecedented expansion.

Last, but not least, is a reminder that the Annual General meeting is not too far away, so it's time to consider the composition of your management committee. This year might well see numerous changes, so please consider just how you might be able to help guide the club through the years ahead.



David Miles
(President)



Some words from Elaine...

The cover photo of last issue was very much of the 'present'. This cover photo links the past with the present through Club Membership Secretary, Peter Rayment, who first competed at Mt Cotton in his TC in 1968. Forty years on, Peter, the TC, his shorts and thongs (probably, and hopefully, both now later models!) have become regular features at the hillclimb, even on a chilly April morning.

It was good to see a couple of people reacting to Graeme Walker's Opinion in the last edition. Please keep these coming in. It was also good to receive photographs of events taken by the Johnsons. Although these events have been covered elsewhere, some of these photographs have been included because they give a different perspective on the events.

Included with this Octagon is the entry form for the Concours. Please try to get these in early to assist the organizers with their task.

There are many reports in this issue showing just how busy the past couple of months have been. There have been a number of day runs and three hillclimbs including the Qld Championships. Ace Reporter has been kept very busy! Hopefully, there will be room in the next issue to include some general interest articles.

Closing date for material for the next Octagon is 31st July.

Opinion...

It seems that I just submitted my last opinion and Elaine has requested another!

This is what happens when everyone's calendar is so full of MG events and opportunities; one could never want for a greater choice of chances to exercise your favourite MG when you're a member of the MGCCQ Inc.

On Sunday 18th May, many MG-driving members and some invited others (mainly sports cars) enjoyed the fantastic club-owned Mt Cotton Hillclimb facility. This now annual event is a perfect opportunity for those members wishing to participate in a speed event dominated by somewhat less serious hillclimbers and is conducted in a very friendly, informal fashion. That said, some of the competition was relatively serious...

I feel like I harp on a bit about just how good this facility is and how important it is for the overall wellbeing of our club. This is on many levels, but significantly on the financial health of the club. The success of the venue is highlighted by the on-going support both our club members and the wider motorsport club membership give the hillclimb. Fully subscribed entries and more recently over-subscription of the fantastic Tighe Cams Series has

resulted in some entries being moved into other events (like the above mentioned MG & Sports Car only Hillclimb).

Of course, this support is not without its own problems; additional load on our already over-worked volunteers is one issue. There are also minor issues with keeping the local authorities satisfied that we are not contravening any local by-laws (the Noise-police and their monitoring equipment is now a fixture in the second loop) and we are committed to not increasing the number of events promoted at the venue per annum.

What this means is that the club has created a demand for suitable, well-run speed events, which nobody else seems to be able or willing to provide. A new initiative is being conducted as a joint effort with the Noosa Classic Car Club to counter this deficit. Sponsored by Tighe Cams (again, thanks to the Tighe family) the first MGCCQ event will be held at the now famous Noosa Hillclimb on the 14/15th June this year. Hopefully, this will remove some pressure from our traditional venue, while still providing an income stream for the club and an opportunity to promote our wonderful club.

The only down side is the further increased load on our volunteers, so if you've never assisted before, now is as good a time as any to get involved!

Graeme Walker 2787

Notice Board

The Clubrooms are open every Friday night with hot food starting at 6.30 pm with prices starting as low as \$2.50.

Wed 25th June	Midweek run Contact David Miles 3892 2699
Sun 6th July	Tighe Cams Mt Cotton hillclimb series Rd 3 and Interclub challenge hillclimb round
Sun 20th July	There will be a Club run to the hillclimb starting from the Clubrooms at 9 am. Open Day and Swap Meet at the Hillclimb
Wed 23rd July	Midweek run contact David Miles 3892 2699
1st-3rd August	Ironman weekend
Sun 10th August	Concourse at Sinomet as part of the Cavalcade of Classic cars
Sun 17th August	Day run: Meet at Underwood Park for Breakfast at 7am to 9.00am before traveling to Christmas Creek via Beenleigh, Tambourine and Beaudesert for lunch. Contact Enrol & Wendy contact details, Home 07.33414041 Enrol Mob.0408 703 220.

Membership

Welcome to the following new members! May they have a long and happy association with the Club.

Kaye Coates
Trevor Connolly
Richard Hill
John Loth
Edwin Pickcock
Dale Volling

Philip White
Toni Christopher
Gurney T Clamp
Cliff Leader
Steve Reddock
Patrick Sullivan

Lester Broskan
John Carlson
Colin Fox
Chris Hurling
Darrell Martin
Bruce Simpson

William Boswenger
Michael Ciccotelli
Steven Lee-Jones
Michael Norman
Andrew Smith
Maxwell Stephenson

MG YA Saloon 1949 Chassis \$490

This is a British Racing Green car with only two owners since new. It is fitted with a 1500cc XPEG engine with twin Solex downdraft carbs, but the original 1250cc XPAG engine is available by negotiation. The brakes were reconditioned two years ago. The paintwork is in good condition, but some window rubbers need replacement. The trim is very good condition, but the sunroof has been sealed up completely. The car is located in Brisbane, but spent the last 26 years in Inverell. Tyres are near new and the car requires very little work for reliable club use.

Price \$10,000 ono. Contact Julie or Lincoln Hopper on 07 3206 3740

1 set of personalised number plates. Suitable for a 1964 MGB mark 1, "MKI * 64". White letters on red background. They are in excellent condition (only up-graded last year) and are enclosed in plate covers. Sell for \$515 ono.

Phone Harry 0438 303 699

For Sale...



LOST...

Engine cover for a Milano sports car, top side primed, underside red. Came off trailered car along Mount Cotton Road, somewhere between Sinomet Winery and Hillclimb.

Please phone Keith Collins (3207 4529)

Letters to the Editor

Like 2787 Graeme Walker, I too attended the 2008 National Meeting at Tamworth and thoroughly enjoyed the experience, despite being a "social registration only." Unlike Graeme, I did not hear of any spoken proposal to reform future MG National Meetings as "social only" affairs. To travel so far simply for a party makes no sense to me nor, I hasten to add, did it to any of the Wide Bay Chapter people who attended. Nevertheless, the iron logic of future economic circumstances and fuel/travel costs will dictate some rethink, at least, of the frequency of National Meetings.

These emerging economic circumstances, when taken together with the growth of Club membership in the regions through our developing Chapter organisation, suggests that there is some benefit to holding the MG National Meeting every alternate year, thereby enabling our Club to strengthen its Club bonds, locally, in the "off year". The recent study of member attitudes within the Sydney Club are quite revealing; the small hard core of that Club is the "competitive membership"; the dollars then must come from the remainder who are the majority. It is these latter Club members who need to be further embraced by their Club, locally, socially and introduced to MG competition. After all, most probably came late to the MG scene after a lifetime's work elsewhere.

For all that, MG National Meetings would not be so were it not for the competition AND the party - together!

Ian Bryant, 3514

Dear Elaine

In all the excitement of the championships I forgot to thank John and Glen Boyce for (again) saving my bacon with a spare part. Thanks to both, a new rod end is on the way.

I'm inarticulate behind a microphone, but I wanted to put Gary Cossor's generosity into perspective. We were only nodding acquaintances, yet he towed my car and trailer to his workshop, cut, sanded and welded a bracket, made spacers, supplied a longer bolt and fitted the Boyce rod end, all without once bagging me for using a bracket which was far too light. Then we dashed back to the hillclimb and rushed to the start line to do battle with Kevin Mackrell.

Gary is not well and doing a rush job like mine is exactly what he should not do; but thanks again Gary.

Bill Norman

Graeme Walker raised some very good points in his "Opinion" article, Octagon April 08. It is difficult to create a format that totally suits all participants, but the current system seems to be working pretty well with more social events such as the Kimber Run and Touring Assembly balancing the Hill Climb and Motorkhana. My personal preference (and his who must be obeyed) would be for more emphasis on competition than on straight social events but other participants really enjoy the dinners etc. The social interaction among competitors and spectators at the Hill Climb and Motorkhana contributed greatly to my overall enjoyment of these events.

For those wanting to increase the social content of their National Meeting, Murray Arundell's (Gold Coast Club) invitation for Qld club members to join in their 3 or 10 day drives via Bright and the Alpine Way to Geelong might be just what they are looking for. His draft itinerary is below. I will forward more detailed information as Murray provides it.

Desley Collins

2009 National Meeting - Gold Coast M.G. Club - Draft Itinerary for trip to Geelong

Option 1 is designed for those in T-Types who cannot, or do not want to, do more than 400km per day. This provides plenty of scope and time for sight-seeing enroute.

Day 1: Brisbane/Gold Coast - Coffs Harbour via the Pacific Highway. (Lunch either at Ferry Park, Maclean or the Riverside Pub Ulmarra.

Day 2: Coffs Harbour - Gosford via the Pacific Highway.

Day 3: Gosford - Windsor via the Wiseman's Ferry Loop. This is a very scenic drive which winds its way along the Hawkesbury River.

Day 4: Windsor - Jenolan Caves via Lithgow. We should arrive around midday so plenty of time to do some cave exploring.

Day 5: Jenolan Caves - Canberra via Black Springs and Taralga.

Day 6: Canberra.

Day 7: Canberra - Thredbo. Trip on Ski Tube to Blue Cow ski fields.

Day 8: Thredbo - Bright via Tom Gorggin. Brilliant MG roads.

Day 9: Bright - Balmnsdale (or Lakes Entrance) via Great Alpine Way. Another brilliant MG road.

Day 10: Balmnsdale - Geelong via Sorrento and Queenscliff Ferry. (Thus avoiding the drive through Melbourne.)

Option 2 is for those who would prefer to flash down the Newell Highway before joining up with the rest of the group for a run across the great Alpine Way.

Day 1: Brisbane/Gold Coast - Dubbo

Day 2: Dubbo/Bright

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SUMP PLUG



Someone must have thought that MGBs ran on the smell of an oily rag but then forgot to take one with them on a midweek run recently. End result? Ran out of fuel on the motorway but fortunately was able to get assistance from the RACQ.

It seems is just not big enough to cope with too many of our members at one time. Just as one left, another two arrived; reputedly a 'father and son' combination with one of them leaving some of his cash behind with the local constabulary after a heavy right foot landed him in trouble.

Will one member be kind enough to lend arch rival and fellow member his good wheels and tyres again to try out at the hillclimb? Said kindly member was repaid by having his wheels and tyres contribute to his loss in the private competition between the two.

Sump Plug wanders whether or not a bike-riding member will find it difficult to adjust to life back on four wheelsand hopes he doesn't!



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Bits & Pieces



Dean, Mandy and Charlize on her first visit to the Clubrooms and Charlize in her first six point harness.

Great Baby news for all is the safe arrival to Dean and Mandy Tighe of their daughter, **Charlize Jane**. Congratulations to them and to the new grandparents, Joan and Ivan Tighe and Reg and Jan Tamkinson.

There is a new page on our website listing some of the ways in which our Club has involvement with the community. Have a read of it to find out more about your Club, hat it has done and is doing.

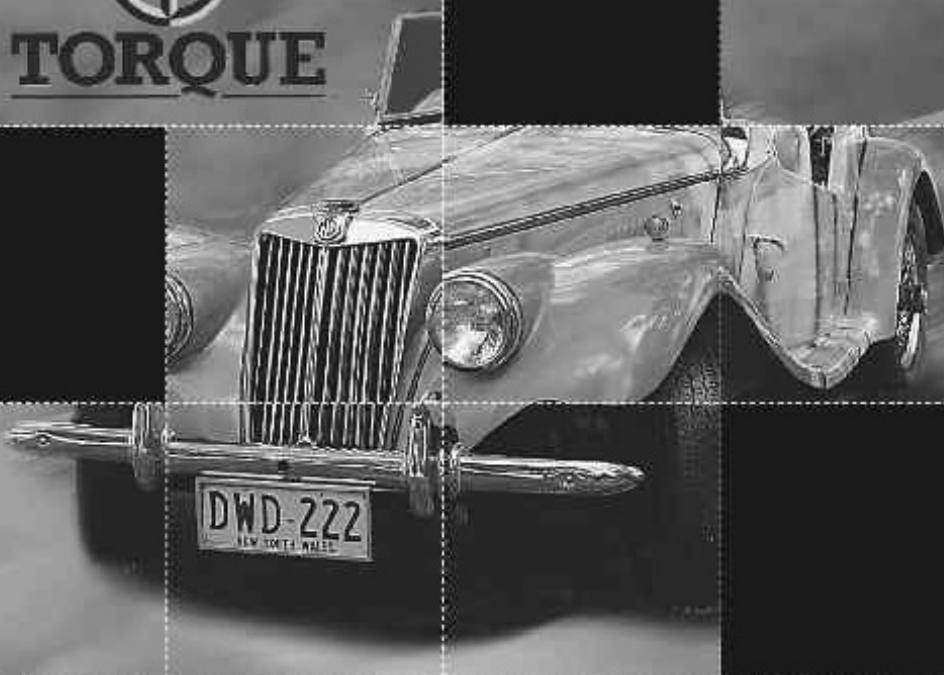


It was a Naggin 'n' Natter with a difference when Bruce Mutch a demonstration and explanation of bonsai for our members as a change of 'pace' from motoring topics. Bruce's efforts in getting guest speakers for the second Friday night of each month is much appreciated and results in greater numbers attending the Clubrooms on those nights.

Can anyone identify the three young lads in this picture taken at Lakeside in 1971 relaxing after a hard day's racing. All three were sponsored BP drivers and all three were, and still are, MG Car Club members. (Photo by Brier Thomas)



For those of you collecting the Brier Thomas photo DVDs, there are now three Lakeside discs available covering the years 1961-1979. A fourth covering 1980-1989 will complete the set. Order your copies through the Regalia form in the centre of the Octagon.



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Lumley



Bits & Pieces

Apologies to a certain mighty MG which was deprived of 1000 of its 1100ccs in the last issue ... maybe the Easter Bunny ran off with them.

Philip Yauel responded to Mike Anderson's 'A new Pammy member's perspective' by saying that the cars Mike referred to in the judging of the Concours at the National meeting were picked as American cars at the beginning of judging and Mike may have failed to hear this.



NAC MG UK announced on May 8th 2008 that the TF LE500 will be built at the Langbridge plant from August with the first cars to be in showrooms in September.

Check out their website www.mg-uk.co.uk for more information.

Hillclimb events are always labour intensive and there are countless jobs which need to be done every hillclimb and the efforts of those who do these time after time are greatly appreciated. A big thank you to all those who came to assist at the canteen! A Championship event requires a couple of extra duties to be performed and we were very grateful to those who came forward and assisted in various ways including pit management (Matthew Holmes), car parking (Barry Smith, Russell Black, Andrew Hackley and Gary Pitt), the regalia tent (Kevin and Val Panting; Kevin is making this a regular task but this was a two-day storekeeping), trophies (Meryl Miles; she always does it but this is always a bigger task than usual) and to our runners who cover quite a distance rushing between the Timing shed and the canteen with the latest times. Thanks also to Ann Thomson for staying behind to present the Glyn Scott trophy (and for her speech reminding us all of our debt to Glyn for helping in the establishment of the hillclimb) and to Joan Appleby for coming down to present the Vince Appleby trophy.



Most of our members who attended the David Hack Meet in Toowoomba were probably unaware of the connection (albeit quite tenuous) between this historic Dragon plane which was on display there and the Club. The owner of the plane is Des Porter of Wynnum whose family owned the paddock (now known as Porters' Paddock) at Tingalpa where the Club had the lease to conduct gymkhanas in the 60s.

The RACQ MotorFest 2008 will be held on Sunday 29th June at Eagle Farm Racecourse. Registration can be done online at racq.com

The Sandgate PCYC is holding its Annual Classic Car show on 19th October. More information is available from manager@pcyc.com.au or you can request a registration form from Elaine Hamilton at vprojects@uq.net.au.

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Barry Smith won the Racing Car section of the Tighe Cams Mt Cotton hillclimb series last year and has only recently been able to take possession of his trophy (three period style dash instruments) due to the difficulty of procuring them. Barry is shown with his period instruments beside his period tow car.

Bills & Pieces

Alan McConnell as winner of the Queensland Hillclimb championship was given the task of drawing the raffle. The winner of the lightweight racing jack and four lightweight car stands was a very delighted David Malone. It's great to see our prizes going to our hillclimb entrants and supporters.

The Triumph Sports Owners Association of Australia is holding their National Meeting in Qld in September. Their events include a race meeting and a hillclimb (at Mt Cotton on Thursday 18th September) and they have invited our Club members to compete in these events. Entry fee for the race meeting on Monday 15th September is \$130 including lunch and \$85 for the hillclimb including lunch. If you are interested, please contact the Secretary Carole Cooke at rooke16@dodo.com.au.

The Historic Racing Car Club (Qld) Inc is holding their National Historic Race Meeting at Morgan Park on the second weekend in August.

Unfortunately this clashes with our Concours on 10th Aug but for those not going to Concours and wishing to go to the race meeting, the HRCC is offering a special Club price of \$30 per car for spectator entry. Special passes are needed to take advantage of this offer. Contact Graeme Wakefield on 3318 3624.

Although these are listed in the calendar and on the Noticeboard (page 5), there are a couple of events to which we would like to draw your special attention.

Coming Events

SWAP MEET

On the 20th July, there will be an open day at the hillclimb in conjunction with a Swap Meet specializing in car or machinery parts. The idea is to make the day a social one when past and present competitors, officials, volunteers etc have time to enjoy the surroundings, to walk up into the hills and to sit and chat. The site fee for a stall is \$5 for a Club member and \$10 for a non-Club member. The gates will open for stall-holders at 7.30am and the day will run until 3pm. There is no need to pre-register for a stall, simply turn up with all your items for sale on the day but you will need to provide your own table etc. The canteen will be functioning on the day supplying food and drink though not the full hillclimb menu.

CONCOURS AT SIRROMET

10th August is the Concours at Sirromet which is part of a greater display, a Cavalcade of Classic Cars, to which we

have invited a number of other Clubs some of which will use the occasion for their own Concours. Thus, this day will offer you the opportunity not just to see our own members' cars at their elegant best but a range of other marques as well. One of the organizers, Bill Ferguson, has more information for you on another page.

SPEED ON TWEED

Looking further ahead, Roger Paltridge is once again organizing a day run to Speed on Tweed. This will be on Sunday 21st September and will be over a different exciting route. Meeting place is the Yatala Pie Shop (Exit 33 on M1) where participants should gather at 7am ready for a 7.30 start. There is a possibility that this may be the last Speed on Tweed so don't miss out on this event. The theme for this year is 'Simply the Best.'

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GT RADIAL

CONCOURS

MG Car Club of Queensland Inc.

Sunday 10 August 2008

8.00am - 3.00pm

We are now not very far away from this year's Concours and once again it is to be held at Sirromet Winery at Mt. Cotton. This proved to be a popular venue last year when we could not use South Bank Parklands so the Club looks forward to a large turnout of the MG Marque. Hopefully some of our members from the Wide Bay and Darling Down Chapters will be able to join in the day despite the distance and the early start.

Last year we had excellent catering provided by Sirromet and it is anticipated that we will, once again, have a gourmet BBQ, coffee van and a beverage tent; however, this does not mean that you cannot bring your own picnic lunch.

In the centre of this edition of your Octagon you will find the Concours Official Entry Form as well as the Concours Supplementary Regulations. The entry fee per vehicle has been set by the Club Committee at \$20.00; however, should you submit your Entry Form seven (7) days prior to the event then it will reduce your Entry Fee to \$15.00 per vehicle. All Entry Forms, together with entry fee should be directed to MG Car Club of Queensland Inc., GPO Box 1847, Brisbane Qld 4001.

The Club encourages participants to avail themselves of this discounted rate. Not only will it advantage you, but it also will assist in the

administration of the event by reducing the Registration activity on the day and by allowing us to allocate sufficient spaces for the various Classes.

We hope to have more vehicles than last year to display the MG Marque at its best and the Club would like to see many members participate with their vehicles. Your vehicle, like many others, can contribute to this display even though it may not be what you perceive as Concours standard.

Should you require any further information please do not hesitate to contact the Concours Registrar, Bill Ferguson who can be contacted on 07 3379 1562.

Cars need to be in place no later than 9.00am so judging can commence at 9.30am.

Our Concours is part of a larger display of cars from other Clubs some of which are taking the opportunity to use the occasion for their concours as well. We are naming the day 'A Cavalcade of Classic Cars'.



Lazy, hazy days of summer? Day run, 13th April

By Cathy Barley

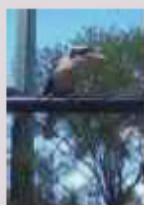
That was what the day felt like. Sunday the 13th April was a beautiful autumn day, perfect for the 29 cars gathered in the car park on the corner of Gympie and Webster Road at Chermside. It was good to see Steve and Lesley Pyatt amongst us. Not all cars were MGs, but the MG drivers who chose to drive with the top down felt the warmth of the sun.

We set out heading north on Gympie Road, staying with the highway till the Boundary Road exit heading to Deception Bay. What a perfect place to stop for morning tea. Susanne and Ray Edwards, who organised the run, hit the right spot with the location as there was a large covered area big enough with seating for all of us. Even at low tide the foreshore was a sight, with views to Beechmere and Scarborough. Some took advantage of the area to have a stroll on the boardwalk or even a stop for a goody from the Mud Cafe. This stop even gave a visitor from Tassie (Kathy Johnson) time to have a look at the house she lived in as a baby. She may have changed but the house hadn't.

After an hour or so soaking up the delights of the bay at Deception Bay, the cups were all packed and the conveniences checked out before the convoy set off for our lunch stop. Again a nice easy drive up the highway, even the slight traffic delay near the Bribie turn off still had us making good

progress. Continuing north along the highway we turned off onto the Steve Irwin way, heading towards the heights of Mt Tibrogargan. After a short drive along Steve Irwin Way a right turn into Barrs Road, crossing the railway line gave us an even closer look at the mountain. Did we all notice the Ape? After a short stint on a bit of dirt road, we were heading up to the Scenic Lookout for lunch. This area is a winner with lots of people. Because we got there fairly early we managed to get parking close to the lookout. Still, being the hardy folk that we are, even the short walk to the picnic area was not unwelcome. No one threw out the challenge for a climb on Mt Tibrogargan though. The observation lookout was as much as we dared to climb and the view from there was fantastic. One challenge was on though for Gai and Paul Wilson when a very cheeky kakaburra tried to take off with their lunch. No, not from off the table but out of their hands while eating it! The bird did get one tidbit, but was shoed away to go and try its luck else where. The lunch break, as always, gave us all time to have our outdoors noggins and natter. It was a good time to catch up with some we haven't seen and others we see all the time. After a most enjoyable and leisurely lunch members headed home in all directions. Just for the record the road to Woodford is 13.5 km of rough dirt road. Congrats to the hardy three MGs who braved it.

The participants on the run were:



Day Run

Cathy Bartley and Kathy Johnson
Cyril Bennett
Chris Carswell and Dee Anderson
Godwin Caruana and Kim Best
Ron and Bev Clydesdale
Ray and Susanne Edwards
Barry and Julie Evans
Peter Gannon
Greg and Rhonda Hannant
Barry Higham
Brian Hunter
Bruce and Tip Ibbotson
Max and Noeline Johnson
David Miles
David Phillips
Steve and Lesley Pyott
Scott and Clinton Ramsay
Tony and Debbie Slattery
Peter and Gillian Smith
Malcolm Spiden
Allan and Joyce Tebbutt
Kev Trower
Paul and Denise Trower
Peter and Norma Upham
Graeme and Christopher Walker
John and Pat Walker
Sandra and Alessandra Walker
Andrew and Susan Willesden
Paul and Gai Wilson

MGT F (modern)
MGT F
MGC
MGB V8
MGA
Ford Falcon
MGB GT V8
MGB
MGB
MGB
Toyota Camry
MGC GT
MGB
MGB GT
MGB
MGB
MGT F
MG Midget
MGB GT
MGB
MGB
MGB GT
MGB
MGA
MGB
Honda Jazz
MGB
MGB
Mazda



APRIL MIDWEEK RUN

Denis Thomas and his fellow planners once again came up trumps with an excellent mid-week run which took the 14 cars and 24 people participating through some beautiful country on some interesting roads. It was good to have some Gold Coast members among our numbers.

From the meeting place at Beenleigh the run went up the mountain to Tamborine Village then across to Canungra via the Mundaalini Connection Rd. A left turn just after Canungra and then a right into Clagiraba Rd soon had the group on the way to Numinbah Rd and on to the morning tea stop at the beautiful Natural Bridge National Park.

From there it was a case of 'let's take them on the long scenic route' to get to Chinderah for lunch (fish and chips for most). The trip took about 90 mins of great MG driving through places including Tyalgum, Murwillumbah, Tumbulgum, Bilambil and Terranora where the terrain varied from flat river flats of sugarcane to hillsides of verdant rainforest. A quick link up with the Pacific Highway took us over the Tweed River to a park on its banks at Chinderah in close proximity to a great fish and chips shop which, fortunately, Denis had warned of the imminent arrival of hungry hordes.

After a relaxed riverside lunch, it was back to the everyday hustle and bustle of the freeway back home.



Many thanks, Denis and Co, from the participants who were:

Lloyd and Catherine Cree	MGB GT
Vern and Elaine Hamilton	MGB GT
Bruce Mutch	MGB
Fred and Jo Nelson	Honda
Errol Hager	MGB
David Miles	MGB GT
Denis and Di Kelly	Coralla
John and Tricia Cranley	Honda NSX
Bill Donovan	MGF
Greg and Rhonda Hannant	MGB
Kerry and Val Horgan	Mx5
Bruce and Tip Ibbatson	MGB GT
Trevor Mills and Fred Enever	MGB
Bruce Bishop and Denis Thomas	MGBL

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MG AND INVITED CARS HILLCLIMB

BY ACE REPORTER

A very cool morning greeted those attending the annual MG challenge and invited cars on 18 May. The MG classes were as per National Meeting plus 3 classes for non-marque cars; one each for Invited Sports Cars, Invited Cars and for Superkarts.

First car to run on the day was the familiar MGTC of Peter Rayment. Peter purchased his MGTC in 1965 from the previous owner who lived nearby to him and also worked for the then PMG. The TC was run many times at Mt Cotton plus the first National Meeting in 1970 before a rebuild in the 1977/78/79 years. Since then Peter has campaigned the car around the country at many National Meetings as well as local events.

Having his first run in his MGB was Russell Black who has not competed at Mt Cotton since 1972 and that time was in his Mini Cooper. Russell admitted he will have to re-learn the track as it has been a few years in between runs. Our intrepid cunning cyclist, Graeme Walker, used an unusual line into the hairpin the 2nd time as his right foot found two pedals at once. He said he was using a hip flex and hip extension. Good to see both Mike Anderson and Philip Youel competing. Mike was having his first run at Mt Cotton and recorded a 60 second run which is good for a standard MGB. Philip was able to cure those engine problems traveling to Tamworth; that was the only engine he did not build. New bearings, pistons, rings, gudgeon pins, camshaft and cam followers cured

the problem, the only problems this trip were finding his way from the Gateway Bridge to Peter Andrews' house during the heavy downpour on Saturday and a binding rear brake.

New member John Price was having his first competitive run in his MGB rubber bumper. John admitted to starting cautiously, wanting to learn the car as well as the track before more adventurous runs.

Vern Hamilton recorded a very respectable 57.74 second run and thanked Pat Collins for the use of his tyres. Someone to use new tyres was Ted Peel who had cured the rear seal oil leak in his Midget with a better engine, along with work on gearbox, suspension and brakes. Ted had also changed his competition number from 63 to 64, to reflect his age. New tyres were also on the MGF of Peter Andrews and times in the 54 second bracket resulted.

George Diggles told us he had purchased his Magnette for \$60 in 1970 to be the family car. Originally painted in Ireland Green, the car had completed 100,000 miles. The colour was changed to Silver Grey and then to the current Red hue. In 1990 George purchased a 5 bearing MGB short motor from Rod Hiley for \$120.00 and with some cylinder head work, he entered the Magnette in Historic events. Now it was no longer a family car and George said he uses all of those 6000 revs on offer.

Class Placings:

Class D	MGTC	Peter Rayment	65.35
Class G	MGA Roadster (single cam)	Ross Kelly	58.29
		Roger Paltridge	65.24
Class J	MGB Mk1 (pull door handles)	Nick Holman	57.92
		Andrew Willesden	62.21
Class K	MGB Mk1 (push button handles)	Graeme Walker	55.09
		Philip Youel	60.09
		Mike Anderson	60.71
		Russell Black	63.61
Class M	MGB BL and Later Roadster	Allan Tebbutt	59.51
Class N	MGB Rubber Bumper Roadster	John Price	64.15
Class R	MGBGT V/8 and Costellos	John Walker	51.93
		Barry Evans	52.03
		Charlie Provis	63.53
Class P	MGB GT BL and Later	Vern Hamilton	57.74
		Elaine Hamilton	65.58
Class Q	MGB GT Rubber Bumper	Malcolm Spiden	56.74
		Pat Collins	58.74
		Desley Collins	61.22
Class T	MG Midget	Ted Peel	58.74
		Ron Clydesdale	60.89
		Gwynneth Holman	61.02
Class V	MG Magnette ZA to MkIV	George Diggles	58.61
Class Z	MG Super Specials	Mike Allen	50.98
Class ZB	MGF	Peter Andrews	54.96

Invited Sports Cars Bill Norman (GEK, 42.07) won class and fastest time of day, from Simon Rhodes (Triumph TR7 V/8, 46.12), Paul Masterson (PRB & Maximum, 46.66), Dean Tighe (Westfield SE clubman, 47.48), Geoff Cohen (Farrell clubman, 47.60), Troy Moffitt (Nissan 180SX, 47.63), Daryl Searle (Amaroo clubman, 48.55), Scott Goody (GEM clubman, 49.09), Ainsley Fitzgerald (Westfield Clubman, 50.17), Ian Fettes (BMW Z4, 50.29), Roy Davis (9Triumph GT6, 51.36), Graham Goody (GEM clubman, 51.76), Damien Croston (Nota KM200, 52.28), John Broadbent (Triumph Spitfire, 52.46), Cameron Hurman (Mazda RX7, 52.53), Mike Norman (Triumph TR7, 52.63), Ross Devencorn (Elfin Mallala replica, 52.78), Ross Buganey (Datsun 240Z, 52.82), Michael Porter (Westfield SE clubman, 52.99), Terry Johns (Suzuki Cappuccino, 53.50), Chris Johns (Suzuki Cappuccino, 53.75), Richard Croston (Nota KM 200, 54.17), Bob McKay (TVR 3000M, 56.24), Kerry Porter (Westfield SE clubman, 56.38), Mal Kelson (Mazda MX5, 58.97), Ian Wells (Jensen Healey, 59.12), Robin Lewis (BMW Z3, 59.46), and Mark Sperling (Mazda MX5, 75.04).

In the Invited Cars class Robert Haines (HRC Mk1, 45.17), won from Ken Graham (Datsun 1600, 46.81), David Homer (Suzuki Swift, 47.56), Tim Frech (Subaru WRX, 48.12), Pauline Graham (Datsun 1600, 48.34), Fred Frech (Subaru WRX, 50.32), Noel Preston (SAAB 93, 51.64), John Curlie (Escort, 55.32), Bruce Bayliss (Volvo 242GT, 59.23), and Tom Lane (VW Wasp racing, 61.54).

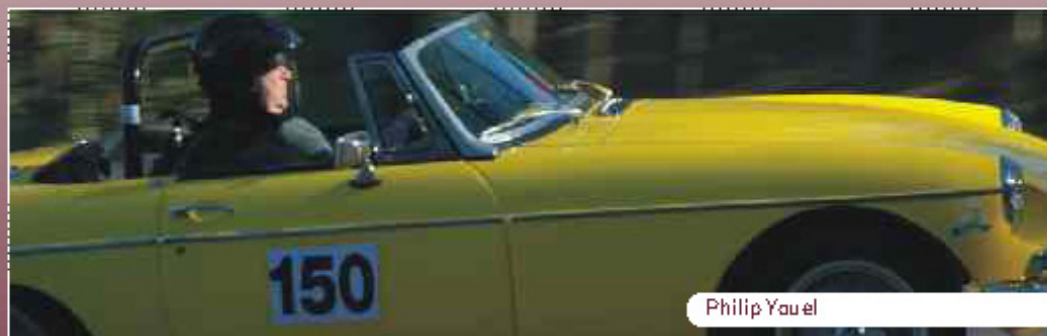
The Superkarts class found Carlo Chermaz (PVP 250, 44.31), ahead of Barry Kunowski (Stockman MR2, 47.42), and Cameron Moxley (Gladiator, 50.69).



Mal Kelson gave his MX5 a run



Ainsley Fitzgerald



Philip Yauel



Bill Normant's Gek in the early morning light



Barry Evans made a return to the hill



George Diggles' hard-worked Magnette



Peter Andrews' volcano F



Daryl Searle



Michael Porter



Two Midgets - Ted Peel



and Ran Clydesdale



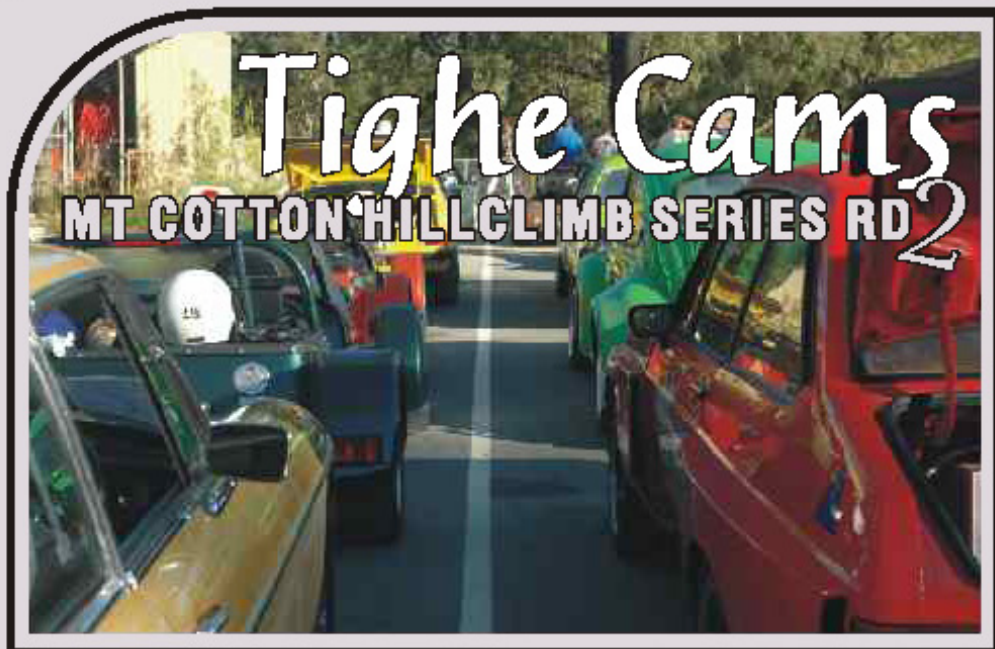
Allan Tebbutt



Regular hillclimb worker Russell Black with his B



John Price



By Ace Reporter

The second round of Tighe Cams Hill Climb series drew a capacity field but the competitors were still able to complete 4 runs plus the top six shootout.

Michael Collins in his Subaru WRX was the fastest in the All Wheel Drive class with a 43.65 time. As in round one, Ken Fazakerley (Subaru WRX) secured second place on the last run from Darren Holland (WRX STi). Ken's best time of 46.53 was just quicker than Darren's 46.86. Next was Jae Collins (Subaru WRX) with his best time to date of 47.14, Rodney Blank (Subaru Subaru WRX, 47.97), Glen Hooper (Lancer GSR, 47.98), and Chris Angel (Subaru Forester, 49.32). Last report Rodney believed he may have broken a differential on his last run; luckily on inspection it was a broken C/V joint and not the diff. Rodney also said that he really enjoyed his Targa Tasmania event and 'played up like an old Victa mower'. This comment may be also attributed to the Subaru as they had dirt contamination in the fuel tank/lines; however once cleaned he was able to use the full potential of the Subaru.

In the Historic classes wins went to Barry Smith (Group K, 57.76), Ross Devencorn (Group Q, 53.76), Vern Hamilton (Group Q, 44.70), and in Group N Brad Stratton (Torana XU1, 48.43), from Neil Lewis

(Cortina, 49.05) and David Malone (Torana XU1, 50.67). Ian Wells (who like Ann Thomson had competed in the Queensland round of the first Australian Rally Championship in 1968, the Ampol Warana Rally) won Group S with a 57.99 sec run in his Jensen Healey which included an unusual entry out of the hairpin. Ian said "he dreamboated his way into the 2nd loop, rearwards; he had a senior's moment".

Marque Sports cars class up to 1600cc went to the clubman style cars of Paul Masterson (PRB 7, 45.97), Darryl Searle (Amaroo Clubman, 48.34), Bruce Chamberlain (Westfield SEi, 48.99), and Ainsley Fitzgerald (Westfield SE, 49.55) from the MG Midgets Mike Allen (50.97), Ron Clydesdale (61.25) and Peter Rayment (61.40).

Chris Robinson (Fiat X19, 49.02) was quickest in the 1601 to 2000cc Marque class from Wayne Reed (Lotus 7, 49.65), John Walker in newly painted MGA (50.50), Malcolm Spiden (who had completed in the Kilcoy Road Rally the day before, MGBGT, 55.82), Peter Andrews (MGF, 56.71), Pat Collins (MGBGT, 58.52), and Desley Collins 61.46. This is the second meeting Pat Collins has recorded times in the 5.8 secs bracket, the first being at the Historic event.

Peter Andrews found a water leak problem with a pipe connection and, of course, it is always the one at the bottom of the engine. He said it was not the driver but the council road into the site that caused the problem.

The over 2001 cc class went to Simon Rhodes (Triumph TR7 V/8, 46.10), ahead of 2 drivers who had competed at Kilcoy on Saturday, Troy Moffitt (Nissan 180SX, 47.21) and Ian Fettes (BMW Z4) with Ian's personal best time to date of 51.63. Next were Roy Davis (Triumph GT6, 51.85), Cameron Hurman (Mazda RX7, 52.78), John Broadbent (Triumph TR8, 53.50), Ross Buganey (Datsun 240Z, 53.73), Luke Davis (Triumph GT6, 54.21), Travis Bryson (Datsun 240Z, 54.96), Simon Witt (Mazda RX7, 56.05), Bob McKay (TVR 3000M, 57.41), David Dumolo (Triumph TR3A, 58.31) and Charlie Provis (MGBGT V/8, 64.13). John Broadbent describes the Triumph TR8 as a "beast". After a lot of work the V/8 engine is sorted; however the chassis and suspension are not really suitable as the weight is too heavy. John likens it to 'a 1950's Land Rover on a corrugated road'.

Bill Norman won the Sports cars up to 2000 cc as well as lowering his own class record to 42.29 in his Gek. Geoff Cohen (Farrell clubman) was next with a 47.37 sec time from Chris Johns (Suzuki Cappuccino, 54.45) and Terry Johns (Suzuki Cappuccino, 54.54). Since last meeting, Bill has sorted his misfire in the Gek sports car and "straight from the horses" the engine was running too lean and now has bigger jets up from 150 to 170, needles raised 3/16 inch, with the air box re-installed.

The Sports cars class over 2001 cc was won by Scott Goody (Gem Clubman) with a best time of 48.55 sec from Graham Goody (Gem Clubman, 52.75) and Nathan Ferdinands (Locost, 53.33).

Steve Arlidge won the Road Registered class up to 1600cc with a 51.34 sec run with no mad panics to cure oil leaks in his Suzuki Swift Gti this meeting. Close behind was Ferris Lee (Honda Civic, 51.54), with Randolph Ditttrich (Alfa Romeo 33 Ti, 56.39), Daryl Morton (Leyland Mini Honda, 57.82), Scott Dean (Toyota Tercel, 58.81), Alan Roberts (Alfa Romeo 33 Ti, 59.47), Jeffrey Bird (Morris Mini, 59.53), Celise Paddle (Honda Civic, 60.66), and Colin Barry (Ford Ka, 63.93). The Civic of Ferris Lee had suffered a blown head gasket on the 2006 Queensland Challenge and he took the opportunity to rebuild the engine and gearbox as well as the Dell'Orto carburettors which are from a Lancia Fulvia V4. Although originally a car built for forest rallies, Ferris said he will now concentrate on tarmac events and may include a couple of events in New Zealand. Daryl Morton has squeezed a Honda CRV or Integra engine gearbox into his Mini Clubman. Other items from Honda are the brakes, the power booster, the 15 inch wheels as well as the dashboard to enable Daryl to have air conditioning. Yes it is a very tight fit.

In the 1601 to 2000 cc class Mark Dunstan Ford Escort RS2000 won in 53.34 s from Dave Sidery (VW Type 1, 55.25), Nev Newton (Ford Cortina, 55.70) and Graham Waller (Fiat 128T, 56.94). Dave Sidery's VW uses mainly VW parts but does have some Porsche bits in the 1960 cc engine, as well as twin 44 IDF Webbers and electronic ignition. He does have a good gearbox; however he has reverted to a standard VW gearbox after Oran Park as the better one needs some closer inspection.

The over 2000 cc class resulted in a tie between Jeff Oldham (Datsun 1600) and Craig Hornibrook (Commodore V8) as both recorded 47.78 s on their best runs. Very close were Greg Turnham (VW Beetle, 48.02), Barry Hayes (Commodore s/c 48.43), Mark Cogan (Ford Escort, 49.35), Jeffrey Knibb (who also competed at Kilcoy, Ford Focus XR5, 51.57), Owen Burton (Commodore, 52.22), Peter Phillips (Toyota Starlet GT, 52.44), Noel Preston (SAAB 9.3, 52.91) Michael Gallwey (R32 Skyline GTST, 52.98) and Cameron Robinson (Holden VK SS, 56.30). Jeff Oldham's problem last meeting was the output shaft from the differential not the diff itself. Noel fitted a larger turbo which has increased the power output by 60 to be now 248 bhp at the front wheels, however this also gives more wheelspin but better



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The Improved Production class up to 1600 cc went to Dan Gibson (GSR Lancer, 50.02) from John Gibson (GSR Lancer, 51.30), Randall Bryson (Suzuki Swift Gt, 52.14) and Russell Bryson (Suzuki Swift GTi, 53.40). The Bryson Suzuki runs an engine with a standard bottom end, some basic head work to inlet and exhaust manifolds, and Koni shock absorbers. Russell said their times have improved over 3 seconds with these minimal modifications.

Gary Pitt in Danny's Escort won the Improved Production 1601 to 2000 cc class with a best run of 47.35 ahead of Chris Sloane (Datsun 1600, 49.11), Ken Krenske (Escort, 50.50), Ben Cowie (Escort, 54.07) and Michael Read (Gemini, 58.84). Chris found after the last meeting that a rocker pillar had worked loose which meant a rocker arm had fallen off. As the exhaust valve was not opening one Weber carburettor backfired and pushed out an "O" ring. Chris had thought the worst so it pays to check first before going home as he said he could have continued the day.

Danny Mischok lowered the over 2000 cc class record on each of his 4 runs (46.53, 46.20, 46.18 and 46.01) from Ken Graham (Datsun 1600, 47.69), Pauline Graham (Datsun 1600, 48.56) and Ken Luxton (Mazda RX7, 53.08). Good to see both Ken and Pauline back especially as Pauline has missed the last couple of events.

The Formula Libre class up to 1300 cc was won by Paul Van Wijk in his new creation the BKZ07 with a best run of 47.07 s from the Group A special of Darren Robb in 49.06 s. In the over 1300 cc class Alan McConnell (Van Diemen, 39.12) finished from Rod Johns (Hawk Mk2, 41.59), John Boyce (Kaditcha, 43.41), Darren Duffield (RPV J4F, 43.95), David Robinson some 14 years since last running his Cheetah Mk6 at Mt Cotton (47.53), Bob Haines (HRC Mk1, 48.34), John Moore (Hi-Jinx buggy, 51.70), Christopher Moore (Hi-Jinx buggy, 57.54) and Tom Lane (VW Wasp racing, 63.00). Bob Haines cured fuel problems from last meeting; however, he was encountering possibly ignition problem as engine gets fluffly about 8000 rpm. On his last run he suffered differential problems. Since then Bob has fitted a super diff with 4 planet gears instead of the usual 2 as these gears were the weak link.



**Tony Slattery and Glen Boyce
get John's car ready**



**John Walker's MGA looked
spectacular after its repairs**



The Canteen workers at work

Steve Riley proved quickest in the Formula Vee class in his Hornet with a 49.58 time from Michael Peoples (ex Andrew Buzaglo Spectre, 51.87) and Noel Stanaway (Spectre Vee, 66.92). Michael and Noel have changed the set up on the car a little but now just add fuel, drive and enjoy the driving. Little is known except car came from Melbourne and was at Redcliffe for a number of years.



Good to see David R finally back in the Cheetah



The pits just ooped with the big numbers



The interior of Barry Smith's Ford Special



Warwick Hutchinson checks out Darren's progress

In the Sports Sedans classes Alex Cowie (Escort, 48.57) won the up to 2000 cc class from Tyson Cowie (Escort - 49.20) and Ian Michaels (Toyota Corolla - 51.72) whilst

In the over 2000 cc class Glenn Anable (BMW 2002 Turbo - 50.27) was just quicker than Chris Hessen (RX3 Coupe -50.68) and Tony Hessen (RX3 Coupe - 51.83).

FASTEST FIFTEEN

Alan McConnell	39.12
Rad Johns	41.59
Bill Norman	42.29
John Boyce	43.41
Michael Collins	43.65
Darren Duffield	43.95
Vern Hamilton	44.70
Paul Masterson	45.97
Danny Mischak	46.01
Simon Rhodes	46.10
Ken Fazakerley	46.53
Darren Holland	46.86
Paul Van Wijk	47.07
Jae Collins	47.14
Troy Moffitt	47.21

TOP 6 SHOOTOUT

Alan McConnell	39.76
Rad Johns	42.78
Darren Duffield	43.20
Bill Norman	43.45
Michael Collins	44.13
John Boyce	45.14

Coming hillclimb events are Round 3 of the Tighe Cams Series which is also a round of the Interclub Challenge on July 5 and the Ironman weekend (1-3 August). The Ironman hillclimb is also Round 4 of the Tighe Cams series.



Pre-War & T type run to McLean's Bridge

By Dino Mattea

This event, traditionally held on Mother's Day, is organised by the Triumph Sports Owners Assoc.(Qld). Inc. This year 430 cars were presented and our club supported with 17 MGs, a Jaguar saloon and the club Toyota Panel Van.

The weather this year was somewhat kinder than it has been in recent years and this encouraged a good crowd of onlookers. They would not have been disappointed with the class of vehicles displayed.

However after 34 years of this format the event could benefit by some enhancement of the theme. It is also the opinion of many participants that a change from Mother's Day could be beneficial. Most exhibitors began to leave before noon and most had left by 1.00pm. It seemed as though the good organisation was not optimised by such a short display duration.

There were six overall awards and another six sponsored categories presented for the first time this year. Unfortunately no details of winners were available for this report.

The club attendees were:-

Graham and Jill Moore	Black MGTD
Barry Higham	White MGB
Bruce Mutch	Camino Gold MGBL
Elizabeth Collins	Red MGB
Ross Kelly	Red J3
George Diggles	BRGTC
David Miles	Toyota Van



David Phillips	White MGA
John and Pat Walker	Red MGA
Lloyd Muller	Black TC
Bruce and Tip Ibbotson	Beige MGC GT
Dan Casey	Blue MGA Twin Cam
Russell Black	Blue MGB
Bruce Jackson	Red MGA (Initial outing after restoration)
Geoff Wigg	Blue M Type
Greg and Rhonda Hannant	White MGB
Roger Paltridge	BRG MGA
Tom Lane	3.6 Jaguar Saloon
Dino Mattea	Red L Type

It was interesting to note during the day, the good PR extended to the Police Patrol display by our legal advocate Bruce Ibbotson. A bit of inside information was cleverly gained by the conversation.

A good time was had by all.

Photos from Max and Matt Johnson

The photos here have been provided by Max and Matt Johnson. Some show aspects of the National Meeting not covered in the previous issue while others are of the David Hack Meet at Toowoomba.

We thank Max and Matt for these photos and invite others to send their photos of events to Elaine Hamilton at vprojects@uq.net.au or by mailing a disc to the Club. The Club likes to keep an archive of all these photos and your contributions will be appreciated.

Note the photo of David Miles at the David Hack Meet which just lends itself to an appropriate caption!



BOOKREVIEWS

Books for review are made available by Capricorn Link. They then become part of the Club library.

BIKER'S HANDBOOK: becoming part of the motorcycle culture

by Jay Barbieri

Published by MBI Motorbooks, St Paul MN, 2007

Reviewed by Elaine Hamilton



Just a quick flip through this book gives more than a hint of what is inside i.e. a good dose of commonsense advice mixed in with a variety of photographs, cartoons, anecdotes and some personal indulgences on the part of the author.

Joe Barbieri, a TV producer of 'American Thunder' on SPEED channel, is the author and called upon the host of the program, Michele Smith, to provide the Foreword to the book. The photograph of her on page 8 provides the reader/skimmer with more than that.

The book is American in every sense and all advice is directed at those for whom 'sometime during the year 2000 the chopper replaced the Porsche as the midlife crisis boy toy'. Therefore, the relevance of some of the chapters will be lost on the Australian reader but the humour and stories are nevertheless universal.

There are seven chapters in the book covering topics including 'How to be a cheap SOB without looking like one', 'Time to get going, but how?' and 'Any excuse to ride.' In these chapters are subsections labelled 'Bikeology' and 'Tip' with the items listed as dot points in the shape of skulls and crossbones. Are you starting to get the feel of the book?

Interestingly the book includes two book reviews of it both of which, not surprisingly, are very complimentary of it.

Whether the reader finds the mix of advice, humour, copious illustrations and rather unusual page layouts to their taste will be up to the individual. Personally, I found that its layout suggested that it was going to deliver more of humour and less of information but instead the reader finds that it abounds in information, much of it of a very basic and trite nature making one wonder at the level of commonsense presumed of the readers at whom the book is aimed.

Why is this book in the MG Car Club library? The library is not MG-exclusive and nor are our members who include some who choose to own two-wheeled vehicles as well as the four-wheeled variety. They may find some entertainment within the pages of this rather unusual book. This reviewer (who is not a member of the motorcycle culture) found little in the book to encourage induction into that culture as the mix of seemingly unnecessary commonsense advice and the author's indulgence of his own stories left the book falling between the classifications of 'information' and 'entertainment.'

These books are also available from all good bookstores.

For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au.



Chapter Chatter

by Ian Bryant

W I D E B A Y C H A P T E R

The Wide Bay Chapter opened April on the first Sunday with a roar as sixteen cars including 11 MGs took to the country road through Torbanlea and Childers to try out the esses on the Paradise Dam approaches and check out the barbeques there. A delightful day's driving, with all the usual (southern) suspects being joined by the Chapter's Bundaberg crew; Allan Dansie in his MGB GT, Ian Games in his MGB and Cheryl Maynard with Ron Johnson in her B. The drive home via Biggenden and Maryborough revealed no hidden traps or highway patrol cars; there were no reports of speed demons on the Goodwood Road either.

A fine weather midweek run to inspect the Queen Mary, the Barker-bodied Daimler DB18 of Ron and Lorraine Mills, presaged the downpour that, four days later, drenched the nine cars which travelled to Tin Can Bay for a Surf Club seafood lunch on Sunday, 20 April. The MGBs of Liz and Adrian Kahler, Trevor and Lorraine Drummond, John and Robyn Holland and John Shield all survived their immersion. However, the need for dashboard signs reading "Lifebelts under seat" was again proven. The water-tight doors on the Mahaffey and Bryant MGB GTs, with the Yauel modern and the Emslie Mercedes 200slk, passed the water ingress test. Titanic, eat your heart out!

The Queen Mary, aka the Mills' Barker-bodied Daimler DB18, undergoing restoration and Chapter inspection.



Following a mid week group breakfast at Simply Wak in Hervey Bay with 20 people and ten cars present, a further reconnaissance of the Paradise Dam approaches was required. Consequently, 16 cars (13 being marque cars) made the journey on Sunday 4 May via Biggenden, concluding the run at Childers with lunch in the Grand Hotel. Bob Mortimer and MGB GT made the trip, as did the Worland Datsun Fairlady, Graham and Chris Scott in their MGB, the Rosewarne Jaguar, new member Cliff Leader without his MGF, the lads Scott and Worland travelling modern, and the Elsons, Pressers and Ian Games and Allan Dansie too. This was a delightful drive through green country, letting the long country roads absorb the typical MG exhaust sound that travels far miles. The stock just loved it!

Yet another Early Morning Run on Sunday, 18 May, took ten cars to Woodgate via Howard and Childers. The cool start did not deter the tour leader, Herr A. Volunteer in his Mercedes, from marshalling the southern mob, this time augmented by the Leader MGF, to again meet the Bundy crew plus old friends Brian and Wendy Reynolds in their MX5. Mavis Lloyd was chauffeured on this occasion by son Rayston and his wife Jenny, while Bob and Janice Walker from the Sunshine Coast MGCC joined the Chapter for the day. The Woodgate Pub did a roaring trade; no kangaroos were injured in undertaking this run.

The last Early Morning Run by the Chapter for May was conducted under the banner of "Mahaffey's Magical Mystery Tour" and was, in true Carnaby Street fashion, chock-full of interest, flair and challenge. Eight cars and 23 people participated in this all day event which was planned and conducted by James and Ursula Mahaffey. Aided and abetted by a cryptic "touring assembly" guide,

WIDE BAY CHAPTER

followed up by a magnificent seafood barbeque lunch arranged by James and friends, the day was undoubtedly a great success. Peter and Henry Reeders, new to the area, were appropriately welcomed into the Chapter with their lovely MGA and John and Janet Abbott were again hopefully tempted to join the Club.

A Midweek breakfast run on May's final Wednesday saw 14 members in eight cars make the journey to Burrum Heads under threatening skies. Peter and Margaret Elson in their Mini Cooper made it a local run this time, and Patrick and Phayom Mulholland in their red MGA (top up was noted) provided a welcome addition to the group. Coffee at Sexie Coffie rounded out the morning and no rain at all!

Finally, and appropriately on the first day of Winter, Sunday 1st June will be warmly welcomed in our sunny region by a Chapter Early Morning Run to Bundaberg for a BBQ hosted by Sel and Sue Presser. But you'll have to await the next Octagon for a report on this activity. In the meanwhile, come on up to our neck of the woods and enjoy the terrain, weather and company of the MGCCQ Wide Bay Chapter.



Coffee break at Taro



Morning tea at Childers

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Chapter Chatter

DARLING DOWNS CHAPTER



Another two months of enjoyable MG and related social activities has seen the DD Chapter, amongst other activities, visit the Ipswich Railway museum and welcome members from Brisbane, Kingaroy and Caboolture to the David Hack Day.

The visit to the Ipswich Railway Museum occurred under blue skies, with just a hint of autumn chill in the air; it was perfect MG weather. The Taowoomba members joined with the Warwick members at the Gatton Lions Park

and then enjoyed the post-draught visual feast that is the Lockyer Valley. The chapter wound its way past the gorgeous scenery of Gatton, Forest Hill, Laidley, Grandchester, Rosewood, past the Amberley Air Base and finally into Ipswich itself. We only had to wait a couple of times for an MX 5, but it eventually caught up, and followed the MGs through Ipswich.

We arrived at the Ipswich Rail Museum at exactly 11:30am, and, after meeting with a few members who had made their own way there, we were escorted into the museum complex to the

designated parking area by one of the museum staff. The MGs provided a colourful backdrop to the museum facilities, with many museum workers and fellow visitors showing a keen interest in the vehicles.

After completing the guided tour of the steam shop and the maintenance area, we were provided with a delicious lunch as part of the tour package. The members were then free to spend the afternoon looking through the various displays at the museum complex.

It was a spectacular day, and it really highlighted what the MG club is all about: great cars, great friends and great touring. Special thanks must go to the staff at the Ipswich Rail Museum who allowed all members and guests of the Darling Downs MG Car Club to participate in the Behind the Scenes package tour, and to Rod Alford for his work in organising the day.

The midweek runs to the lunch venues on the Downs have been much enjoyed by those members not tied down to pernicious work

DARLING DOWNS CHAPTER

regimes. Ron has done an excellent job in organising the last two runs to Tattersalls Hotel in the main street of Pittsworth and Settlers Coffee House at The Mill at Hodgsonvale.

The run on the last Sunday of April was food oriented and began with a hearty breakfast at Frankies on the Green at the Warwick Golf Club. All the usual food was present in abundant quantities at the ridiculous price of \$10.00. After food was taken on board, seven cars and fifteen people plus two dogs travelled to Stanthorpe and visited the markets. Unfortunately the planned trip to the cheese factory had to be abandoned due to the fact that it is not yet properly established. After the markets, Bob Marsh, who for reasons known only to Bob, decided that Tenterfield was as good a destination as any led the convoy through Stanthorpe. As we couldn't turn right onto the New England Highway a rapid U turn soon had us heading back towards Vincenzo's, the original destination, for coffee and a light lunch for those who could fit it in. After coffee and general natter plus some necessary wine purchases we all headed to our homes.

intrepid travellers from Brisbane who had a very early start and a cool journey up on to the Downs. It is also noteworthy that Graham Manthorpe, David Perks, Paul Overton and Dean Barsby, all from Kingaroy in two MGBs, and Bob and Deborah May from Caboolture and also in an MGB, joined us for the day. The members of the Darling Downs Chapter warmly welcomed the presence of all those who came so far from other areas to be with us at this significant event. The roll up of so many members of the club was impressive and showed their pride in their vehicles and the club. In all there were more than 32 MG-badged cars at the event. Congratulations must go to Greg Newey for taking out the sports car award with his immaculate 1949 MGTC. Matt Johnson also set a new standard for car and engine bay presentation and cleanliness. David Miles had a speaking part, using the public address system, and did an excellent job describing a vibrant and growing club to the assembled masses. He did such a good job that a number of new members were signed up on the day. A definitive final count of both cars and participants was difficult but we like to think that we achieved a better turnout than the panzers, although the Minis would also have been up there.

As the winter months approach with the cool mornings and bright clear days there is much to look forward to in more enjoyable MG runs around the Downs.



David Hack meet

The David Hack Day at the Toowoomba Airport on 4 May was, in keeping with previous years, a very impressive gathering of classic, vintage and modern sportscars and historic military vehicles. It must surely be one of the best gatherings of its type in the state. We on the Downs like to think so anyway.

The conditions on the day at Toowoomba Airport were near perfect, with a very light breeze and a top temperature of about 21 degrees. The start of the day was not quite that warm, particularly for those

No car is that clean





by Gurney T Clamp

Chapter Chatter

CAPRICORN CHAPTER

The day started off at Yeppoon at Beaman Park where Jim and Sandra Armstrong and Gary and Julie Kunst meet up with my wife and me at Beaman Park in Yeppoon. We then traveled to Quay Street in Rockhampton in our MG's where we meet up with the people who traveled up from Brisbane, Wide Bay and Darling Downs Chapters. From where we drove in convoy to the Rockhampton Golf Club to attend the first official inaugural meeting of the MG owners in Central Queensland.

After everyone greeted each other, Gurney Clamp opened up the meeting giving the meeting an outline of what the agenda was going to be for the day. And then introduced MG Car Club of Queensland president David Miles who addressed the meeting giving a description of what the Club was all about, its history and that the club had a membership of 740 and was affiliated with the home body, The MG car club in the United Kingdom.

David explained the benefits of registering all our organised trips with CAMS and recommended that we take full advantage of their service. David also spoke about the advantages and disadvantages of registering your vehicle under the Concessional Registration, one that everyone should investigate fully before taking this course.

He gave an outline of how the MG car club of Queensland would assist chapters in the financial running of their chapter by developing a suitable form for Chapter coordinators to complete and return to the Home body who will refund any payments that the chapters occur.

David also had available a number of items that members could purchase; one of the items was MG car club of Queensland T shirts in two colors, and indicated that if members of the Chapter forward an order for T shirts, the Capricorn Chapter would be added to the MG Emblem.

Gurney Clamp thanked David Miles for his

presentation and making himself available for the meeting. Gurney then opened the meeting up for discussion on the naming of the Chapter.

Three names were suggested (Capricornia, Capricorn and Central Queensland) and after a discussion, a vote was taken and Capricorn was adopted.

It was also adopted that the third Sunday of each month be the recommended day for trips etc., with other local area events listed as possible events.

Gurney also thanked other chapters for their attendance:

Wide Bay:	Ian Bryant and Peter Boxall
Darling Downs:	Graham & Lyn Cope, Trevor & Dell Watkins
Brisbane:	David Miles, President, Kevin Ponting and Val Horgan

After the meeting a number of members moved to the nearby Botanical Gardens for lunch while the Wide Bay & Darling Downs headed home.

Pictured at the function are (l to r) Kevin Ponting, Gurney Clamp, Val Horgan and David Miles





'OLD' MEMBERS' NIGHT

23rd MAY

The get-together of 'old' and current members of the Club became a celebration of the Honorary Life Membership bestowed on David Robinson and of the motorsport photography of Brier Thomas.



Club Patron, Dick Johnson, who had on a previous occasion presented Honorary Life Memberships to Ann Thomson, Joan Appleby and Peter Robinson was unable to attend but sent a message of congratulation to David for his work for the Club over many years. He said 'Please congratulate David on his Life Membership for me because he certainly deserves it given all the voluntary effort he has contributed over many years.' Present to see David get his award were fellow Honorary Life Members, Ann Thomson and Peter Rayment while Joan Appleby sent her apology for not being able to attend. Denis Geary and Alan Telfer also tendered their apologies.

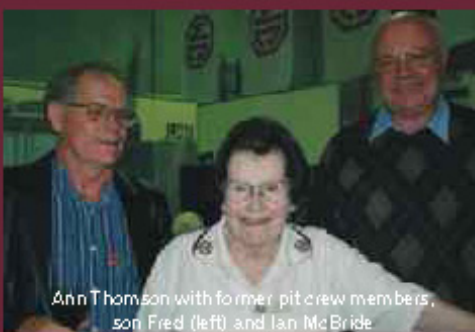
A range of still photographs supplied for the occasion by Brier Thomas was on display along with a special slideshow of his photos showing events at Brookfield, Strathpine, Lowood, Mt Cotton and Lakeside up to 1972. Current and former members were seen in action as were many of the International drivers who came to Lakeside in the glory days of the Tasman series. These included Bruce McLaren, Jack Brabham, Graham Hill, Jim Clark, Jackie Stewart, Denny Hulme, Piers Courage, Jochen Rindt, Chris Amon and many others.

Those who were in attendance to see themselves immortalized on screen were Tom Ross, Ken

Ebeling, Tim Harlock, Lionel Ayers, Ann Thomson, Dan Casey, Kerry Horgan, Vern Hamilton, Ivan Tighe, Peter Rayment, Malcolm Spiden, Paul Wilson, Andrew Hockley and David Miles.

With a prize of a bottle of wine at stake for the person with the earliest membership number who had attended, a quick check of the register found that Ken Ebeling (member 24), Tom Ross (48) and Ann Thomson (96) were the only three pre-100 members present with their membership numbers forming a nice arithmetic progression.

Many thanks to all those who pitched in to help with the distribution of food and with the clean-up at the end of the night.



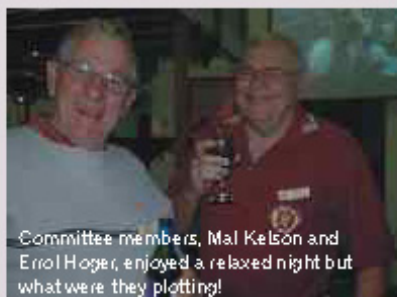
Ann Thomson with former pit crew members, son Fred (left) and Ian McBride



Lionel Ayers and Tom Ross caught up on days gone by



Ken Ebeling, Brier Thomas and Tom Ross



Committee members, Mal Kelson and Errol Hoyer, enjoyed a relaxed night but what were they plotting!



Kev Baker, Tom Armstrong, Bruce Bayliss and Kerry Horgan



David Robinson (second from left) caught up with Kerry Horgan, Dan Casey and Neville Czulowski



No, Tom is not reading Margaret Jackson's palm, he is examining an old pocket watch

Photos below supplied by Dave Williams



Bill Weekes in his Buchanan bodied MGF



Margaret-Ann and Lionel looked happy to meet up again with Dave Williams



Vince Jordan in his MGA at a Strathpine meeting. Behind the car are Paul Hendle whose black MG is in the background, Yvonne Dyle and Ann Thomson



A line-up of cars for a Strathpine sprint meeting



A line-up of MGAs (including one Buchanan bodied one) outside Fred Dyle's Swift Service Station

MAY MIDWEEK RUN



This run was organized by Bruce Mutch and left from Keperra Picnic Grounds at 9.30 am. Lunch, and the end of run, was at Hazeldean on Somerset Dam.

Photos were supplied by Malcolm Campbell.



STOP PRESS: QUEENSLAND HILLCLIMB CHAMPIONSHIPS

By Ace Reporter

For those who were at Mt Cotton on Friday it was wet. Saturday morning was wet; however, by late morning the grey skies were replaced by blue skies. Given these conditions, the track was slow for practice.

During practice, Chris Lake was encouraged by the development time he and the family had placed in the Escargot. Gary Goulding, in the ex-Corbett Escort, had an oil line come adrift and the contents of his engine were deposited around the track. This did not do the engine any good either. Dave Homer found his oil filter leaking, luckily before commencing a run. Noel Preston spun coming out of the first loop. Chris Sloane encountered the bank before the finish line but was able to continue during the day. Danny Mischok was trying his new Bridgestone tyres. Unfortunately Mark Sperling (Mazda MX5) and Troy Moffitt (Nissan 180SX) were unable to compete on Sunday, both due to gearbox problems.

Fastest practice time was put in by Peter Gumley (41.44) followed by Alan McConnell (42.33) and Kevin Mackrell (44.04).

The Saturday night rain presented competitors with a damp track on Sunday with the result that only Peter Gumley (47.34), Michael Collins (48.87) and Alan McConnell (49.49) recorded sub 50s times on the first competitive runs on Sunday.

Chris Lake was unable to run on Sunday as he had problems with the gear shift selection and the car would only go at a snail's pace.

Much of the interest for the outright placing was reduced when Peter Gumley had the misfortune to strip a gear off the end of the camshaft of his Wortmeyer SCV during his second run. Peter was chasing the 43.05 time set by Alan McConnell and the 45.08 of Rod Johns.

With the first loop slippery due to the conditions, interesting exit lines were deployed. Paul Van Wijk completed a 180 spin as the old tyres were shredding. Bill Norman broke a tie rod end on the right rear suspension on what looked to be a quick run. A quick trip to Gary Cossor's home to repair the Gek saw Bill able to continue. However, through all those conditions, Michael Collins lowered his own class record from 45.30 to 44.40 and then to 43.97s. Paul Manteit established a record in the Formula Vee 1600cc class of 47.98s.

In the best tradition of this sport, the battle between Kevin Mackrell in the 6 L engined 4WD Datsun 260Z and the 1164cc Gek sports car was the 'match of the day' and a great cliffhanger. Kevin recorded times of 47.97, 47.27, 44.81, 43.36 but Bill with runs of 55.88, 48.97, 43.97 and a final record-breaking 42.81 went homewith the Best sports car award.

The MG awards went to John Walker (best MG 1601-2000cc) and Mike Gehde (best MG Group L).

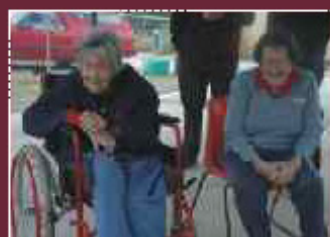
Thanks to everyone involved with the event and special thanks to John English (MP for Redlands) and Cllr Murray Elliott (Redland City Council) for coming to present trophies.

TOP TEN PLACINGS WERE:

Alan McConnell	Van Diemen	39.47
Rod Johns	Norris Hawk	41.61
Bill Norman	Gek sports	42.81
Kevin Mackrell (Vic)	Datsun 260Z	43.36
Michael Collins	Subaru WRX	43.97 (Class record)
Darren Duffield	RPV 01	44.15
Vern Hamilton	Elfin 623 (Historic)	44.55
Bob Haines	HRC Mk I	45.40
John Boyce	Kaditcha VW	45.59
Darren Holland	Subaru WRX STi	46.06

MAJOR TROPHY WINNERS WERE:

Tasman Building Society Trophy for FTD	Alan McConnell
Glyn Scott Trophy for Fastest Sports Car	Bill Norman
Martin Tighe Trophy for Fastest Formula Ford	Darren Harris
Vince Appleby Trophy for Fastest Sedan	Michael Collins
Paul Aitken Trophy for motorcycle powered car	Alan McConnell
Hamilton Trophy for best Historic car	Glen Wesener
John English Trophy for fastest Queenslander	Alan McConnell





Recent Events

Malcolm Spiden, Club Captain for Competition, reports on a number of events.

INTERCLUB CHALLENGE Round 1

The Kilcoy Road Rally, organized by the Northern Districts Sporting Car Club was the first event of the Hornibrook Motorsport Interclub Challenge for 2008. This event consisted of 3 navigation sections. Each section had various types of instructions, plus 2 motorkhana venues and, for a little more fun, an angle parking test followed at the end with a 10 lap play at the Kilcoy slot car track, just to test the trigger finger.

Commencing at Strathpine, the first part gave the crews a simple route chart through the North Pine Water Treatment Plant before a mud map up to Dayboro with a via point on Fingerboard Road and into the passage control. To complete this section Night Navigation style instructions brought all into Wamuran and the first motorkhana test.

From Wamuran a mapping section used 10 road intersection via points through Elimbah, Beerburum, Beerwah and Landsborough then to turnoff to Maleny. Here clock face directions provided the route. In this style, the crews enter the via point following the hour hand and depart using the minute hand; e.g. if the instruction is 3.00 enter from the East (the hour hand) and depart to the North (the minute hand). Using the 16 intersection points the route visited Mt Mellum, Bald Knob, Crohamhurst, Peachester, Cederaton and Stanmore before joining the D'Aguilar Highway to Kilcoy via Villeneuve for the second motorkhana test and lunch.

Last section gave the angle parking test (to keep the locals amused) and a mapping exercise through Nurinda, Ivory Creek, Toogoolawah, Toogoolawah Airfield before returning by Gregors Creek to Kilcoy for fun with the slot cars and food.

Although we could only muster 3 teams to represent the club (a full team is 5 and the best 4 performance points from that team are tallied to give the teams result for the day) MGCCQ achieved 3rd placing in the teams section. We were very lucky that Chris McMahon was available as a substitute at the last moment or there may have been only 2 in the team.

Club results	Points in this event	Progressive Point score
NDSCC	470 points	10
WRXQ	401	9
MGCCQ	392	8
HSCCQ	391	7

GCTMC	243	6
BSCC	138	5
IWMAC	128	4
Z Car Club	127	3
Our team	Ian Fettes/Mike Anderson	
	BMW Z4	
	Malcolm Spiden/Chris McMahon	
	MGB GT	
	Brant Rayment/Tony Best	
	borrowed Gemini	

Not content with this days activities, a few competed at Mt Cotton the following day.

INTERCLUB CHALLENGE Round 2

The Holden Sporting Car Club Round of the Challenge was held on 11 May and was also the first MG club motorkhana for the year. 10 events were held on the day, Straight Slalom, Plumb Crazy, Forward and Reverse Slalom, Crazy Square, Paddy, Star, Hopkirk, Bowler, Lazy Eight, and Reverse Lazy Eight.

Only 4 members were able to attend the event so they made up the team and with no reserve, hoped there would be no mechanical troubles for any of our competitors. Unfortunately this did occur. The team was Ken Graham (Datsun 1600), Pauline Graham (Datsun 1600), Brant Rayment (MGF) and Malcolm Spiden (MGBGT). David Homer had entered earlier; however he experienced troubles with the turbo on his Swift and had to withdraw. The team's chances were not assisted when Malcolm's BGT refused to start for the 4th event and resulted in missing 2 events. In between events many people assisted and through their efforts the B eventually came to life.

Club Results	Points in this event	Progressive Point Score
HSCCQ	545	HSCCQ 17
MGCCQ	510	MGCCQ 17
IWMAC	490	WRXQ 16
WRXQ	480	IWMAC 12
Z Car Club	461	NDSCC 10
Q Mini Club	239	Z Car Club 9
		GCTMC 6
		BSCC 5
		Q Mini Club 5

Next rounds for MG club motorkhanas are 25 May, 13 July, 2 August and 19 October all at Willowbank.

Next events are the Hill climb at Mt Cotton on 6 July, Sprints 2nd August as part of the Iron Man weekend, Queensland Challenge Road Event on 30 August plus Autocross and Khanacross with dates to be advised.

CLUB MOTORKHANA

The multi club and second MG club motorkhana on 25 May provided competitors with 6 events. Multiple Loop, Double Bone, Diamond Square, Lazy 8, Plumb Crazy and

World Tour were the tests conducted. Those members who ran were Brant Rayment (MG Midget), Malcolm Spiden (MGBGT) and Matthew Johnson (MGB).

APRIL NIGHT NAVIGATION RUN

The second Night Navigation run for the year presented the crews with 13 via points which were required to be found in their UBDs before departure. Simple; however the director had a cunning plan where the crew with the lowest mileage for the exercise would prevail.

Upon leaving the clubrooms there was a trip via the Ipswich Road service road to measure a set distance. Next, it was a drive to Coorparoo, down a few lanes to find the 'You matter to God' sign then onto Jean Howie Drive in the Morningside RSL (no stopping for a quick one), followed by a visit to the Brisbane Bulk Sugar Terminal and Riverview Place at Queensport. A short detour to Aquarium Avenue and Gosport Street in Hemmant followed before a trip over the Gateway Bridge and past the parked Police camera car before the first exit. Lavarack Avenue Eagle Farm gave the next clue before finding Lakeside Drive in the maze of roads in the Brisbane Airport ever expanding complex. There was a sign on date at Albert Bishop Park before a small wander through Clayfield and through the tunnel on the Inner City Bypass to the finish at Paddington. By this time, the Super 14 Rugby had finished with the Reds winning.

Members who ran:

Brant Rayment/Selena Rayment	Falcon S/wagon
Dean Tighe/David Robinson	Honda Jazz
Malcolm Spiden/Chris McMahon	MGBGT

MAY NIGHT NAVIGATION RUN

Next Night Navigation run will be on Friday May 16th. There will be NO event in June as this will coincide with the Coastal Challenge, thus July 18 followed by August 1st (Iron Man Weekend) will be the next events.

The director of the May night navigation run took a page from the cunning director of April's event. Those crews competing were given a list of 17 via points for the navigator to assemble in an order that would enable them to traverse the route in the shortest distance/mileage. Once sorted, the crews departed the clubrooms to travel past the smoke free workplace and the 24 hour IPS fuel supplier in Rocklea to the Robertson Primary school, then onto the Griffith University ring roads before a trip over the railway crossing to the Sunnybank Hills shopping centre where one can win 1 of 50 Mercedes vehicles. Other places visited were the State Archives, Keith 4 Wheels, before the Brisbane Chinese Alliance Church at Rochedale and the Mt Petrie Primary School in Mackenzie where one had to quietly pass the motorcycle policeman. There was then a trip down Tilley Road past the Sleeman Centre, the Queensland Rifle Association to

find the 'evolution in building construction' sign at Carindale before venturing from Jade Street into Samuel Street. Last act was to locate Hudson Building Supplies before the finish at Coorparoo.

Members who ran:

Brant Rayment/Selena Rayment	Falcon S/wagon
Malcolm Spiden/David Robinson	MGBGT
Ian Fettes/Mike Anderson	BMW Z4

AIMSS PRESENTATION EVENING

The Australian Institute for Motor Sport Safety (AIMSS) was formed in 2005 as a non-regulatory and independent body to promote research into all aspects of motor sport safety. To achieve this, AIMSS has combined with Tertiary Institutions such as QUT, Monash University, RMIT and TAFE. A recent study at the Clipsal 500, AIMSS with Monash and V8 Supercars Australia were monitoring the physiological changes to the body which occur during long distance races. The 3 groups of participants monitored were the drivers, their crew members and officials. In order to operate, AIMSS has received support from manufacturers, companies, individuals and car clubs including MGCCQ, Phillip Island Auto Racing Club, Sporting Car Club of South Australia, Historic Racing Club of NSW and Australian Racing Drivers Club.

The AIMSS board (Dr Michael Henderson, Mark Larkham and Allan Moffatt) is involved in holding information evenings in Sydney, Brisbane and Melbourne. The subject of the first evening for Brisbane was entitled 'Head and Neck Restraints, Harnesses and Seats. Points covered issues of the potential benefits in injury reduction; combining head and neck devices, harnesses and seats for the best protection; acceptable standards for head and neck restraints; fitting and use difficulties.

Products on display on the evening were HANS device, Leatt-Brace (carbon fibre and Kevlar) neck brace system, and Hutchens Hybrid head and neck restraints

Dr Michael Henderson gave overview of statistics on 'typical' impact deceleration (1g is acceleration / deceleration at 9.8 metres / second/second).

Median road car crash	10g
Seat belt test for road cars	30g
FIA dynamic harness test	32g
Risk of long term "whiplash" disorder	40g
Dale Earnhart Daytona wall impact (NASCAR)	48g
SFI test level for race belts	50g
Mean peak level for impacts (Indy/Champcars)	53g
SFI test level for head/neck restraints	68g
FIA equivalent for HANS device	75g
Formula 1 driver, Kubica wall impact (F1)	75g

Research findings to date can be found on the AIMSS website www.aimss.com.au under Safety-First Seminar Report of Proceedings.

MG Car Club Merchandise

Order form available in calendar insert



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Brier Thomas CD
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\$20 & p/p \$2



John Clatworthy CD
- Mt Cotton
\$20 & p/p \$2



Brier Thomas CD -
Lakeside 1961-1966
\$20 & p/p \$2



Brier Thomas CD -
Lakeside 1973 - 1979
\$20 & p/p \$2



Brier Thomas CD
- Lowood
\$20 & p/p \$2



80mm cloth badge
\$8.80



Club Windscreen
Sticker - \$1.50



Mt Cotton T shirt
\$30



Club Polo shirt
size 14 - 24 \$30



Mt Cotton cap
\$15



Club cap
\$15



Mt Cotton
stubby holder - \$7.50



Golden Jubilee
Badge - \$50



History of the Hill
\$80 + p/h \$10



Centaur
\$55 + p/h \$10



Hillclimb sticker
\$1.50



Grille badge
\$33



Lapel Badge
\$6.50



Member's Name
Badge - \$11



Club keyring
\$15



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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

The Club has always prospered under the magical influence of the MG name. The Queensland club occupies clubrooms at 8/16 Collinsvale St, Rocklea.

The club's committee organise many types of competitive and social events, including hillclimbs, navigation runs, sprints, race meetings, and motorhomas which give you a chance to develop your driving skills without harm to either yourself or the car. A large range of perpetual trophies are sought after each year. They cover every type of event that the club engages in, and the winners receive replica trophies which are presented at the club's annual presentation night.



The Mount Cotton Hillclimb, where events are held frequently, is a thrilling bitumen sealed course about 30 kilometres from Brisbane and is owned and organised by the MG Car Club of Queensland Inc. Probably the best part of being a member of the MG Car Club is the friendly and informal atmosphere which prevails. It is not essential to own an MG, owners of all makes of car may join as well as their friends.

The committee and members of the club invite you to join - we know you'll be pleased that you did.

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

- Photographs & Cartoons - Events & Stories
- Handy Hints - Points of Interest & History
- Recipes & the like

Please submit your contributions to the Editor
GPO Box 1447 Brisbane 4001
or by email to sprojects@uq.net.au

Race Meetings



REMEMBER - THE CLUB'S SUCCESS DEPENDS ON MEMBER INVOLVEMENT!