

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 1

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MGCC Best All Rounder, Ironman and Interclub Individual Champion Richard Mattea at work with Brant Rayment in the Mattea Midget during the Qld Challenge

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President's Report

What a year lies before us!

Possibly the most comprehensive, exciting and challenging programme yet planned by this club has already begun in earnest with our Mount Cotton Hillclimb enhancements already well advanced, the Rocklea premises upgrades in the final planning stage, National Meeting in April, QHC in June, a round of the State Championships at Morgan Park in October, the AHC in November, as well as numerous social day runs, meeting nights and more. If that is not enough, your committee is considering other, yet to be announced, but quite significant events.

All this, of course, heralds the inevitable call for more people to assist at all levels of event administration. The excellent response already received to calls for help at Mount Cotton, resulting in a very impressive rate of progress even before January has finished, is most encouraging. If this level of support continues through 2007 and for all the events and projects we have planned, then this will be a very notable year indeed!

Challenges and threats will emerge in the future. Some noise issues have arisen from our hillclimb activities and we need to be extremely vigilant to ensure that one or two wayward competitors don't jeopardise the future of our facility. Your committee is about to instigate numerous strategies to reduce the impact upon our neighbours and to elevate the image of Mount Cotton Speed Hillclimb to that of an environmentally responsible and friendly venue that can be the benchmark for existing and future motor sport facilities. Already, successful approaches have been made to the Redlands Council seeking support and co-operation for our programme this year, with the "More to Redlands" website listing our QHC and AHC as tourist attractions to the shire.

Another serious challenge that must be faced is the loss of Queensland Raceway as a venue for our traditional two race meetings each year. The high cost of this venue also threatens

the viability of our other long standing event, the Iron Man Weekend. Warwick's Morgan Park circuit is excellent, but we are only able to hire it once each year, so there is a large hole in our income which has to be filled.

CAMS, too, is under threat from the rival AASA organisation. There are numerous issues arising from this situation to which only time will provide the answers, = but clubs such as ours must be prepared to encounter some rough weather ahead.

On a much more positive note, planning is taking place for the "greening" of the hillclimb property and to provide wheel chair access to the main spectator area, and more spectator areas are being made available. The new "Plant Room" and "Pit Headquarters" structure is complete and the new "temporary" timing shed will be operational for our first event this year.

Work begins shortly on the mezzanine floor in our clubrooms. The library will be relocated there making room for the toilets to be upgraded to include disabled facilities. This will then allow a much more attractive entry foyer to our premises. This work has been made possible by a grant from the Gambling Community Benefits Fund.

Another challenge which demands an appropriate response is to attract younger members to join, participate and to be more involved in the administration of MG Car Club. Membership is continuing to grow rapidly, but it is very obvious that there needs to be a much greater proportion of younger, even junior members included. Along with attracting more juvenile members, of course, is the challenge to provide relevant and meaningful activities so that they might remain committed to the club and its programmes.

The annual presentation of trophies was held once again at Annabelle's of Albion. Congratulations to those whose efforts earned them trophies, thanks to those who

competed during 2006, and thanks, too, to all those who attended to make the evening such a success. The dinner also provided the opportunity to show our appreciation to three of the clubs long serving and dedicated members who have held key positions for many years but who now hand over to others; Anne Thomson, our CAMS delegate since time began, Joan Appleby, known by generations of competitors as Secretary of the Meeting, and Peter Rayment, who has been responsible for recording and tallying the points for our annual awards, are all stepping down. These three club stalwarts have all

played very important roles in the history of MG Car Club of Queensland, and, on behalf of all past and present members, I offer them our most sincere thanks.

Together, let's make 2007 a momentous year for the MG Car Club of Queensland.



David Miles
(President)

Editorial +

Some words from Elaine...

Our cover photo depicts one of the hardest working members of the Club and one of the hardest worked cars in the Club! Congratulations to Richard Mattea who took out three major awards for 2006: the best All Rounder for the MGCC, the Ironman title and the Best Individual performance in the Interclub Challenge. All of these awards are the result of a lot of competition throughout the year and there with him, for most of these competitions, was his and Carly's Midget which probably didn't know what it was in for when purchased by them.

Included in this Octagon is a very belated report on the September 2006 day run. It was sent off to be in the October issue but somehow got lost in the process; my apologies for not picking up on this omission at the time. However, this report may encourage others to mark the dates of this year's Club runs on their calendar now. Due to demand, the number of them has been increased this year. Add to these the Pre-war and T type runs and the midweek runs and you will see that there is no shortage of social events available.

The Club is trialling General Meetings this year and they will be held quarterly. Come along and have your say on club matters on 23 Feb, 27

April, 27 July and 26 October. The meetings will start at 7.30 allowing you time to have the regular Friday night BBQ from 6.30.

The Pointscore rules for 2007 are included. A new Trophy for Prewar cars has been introduced and there have been some changes to some of the other rules. It is hoped that updates on pointscores will be included in each Octagon.

As predicted, some changes have been made to the calendar. The major possible change is a rescheduling of the August hillclimb from the 5th to the 19th.

We had hoped to have the first part of Ken Ebeling's story of his motoring life in this issue but, despite it being the 'quiet time', there have been too many activities to report on so space has not allowed it. It will now appear in the next Octagon. However, you can get a taste of what is to come as the prologue to Ken's car story appears on the Octagon page of the website as will other chapters from time to time.

Please note that the closing date for items for the next Octagon is 26th March. Note also, that this will be your last Octagon unless you renew before 26th March.

Notice Board

The Clubrooms are open every Friday night with a gourmet sausage sizzle starting at 6.30 pm for only \$2 or \$3. The Library is also open every Friday morning from 9 am until noon.

- **Wed 14th Feb** Prewar and T Type early morning run.
Contact Ross Kelly 0411 746315
- **Fri 16th Feb** Come and Try Night navigation run. Clubrooms at 7 pm.
Noggin 'n' Natter for non-night runners.
- **Sun 18th Feb** Day run. Contact David Miles 3892 2699.
- **Fri 23rd Feb** General meeting at the Clubrooms at 7.30pm. BBQ starts at 6.30 pm
- **Sat 24th Feb** Last chance to see Club display at Redland Museum.
- **Wed 28th Feb** Midweek run. Contact David Miles 3892 2699.
- **Fri 2nd Mar** Working bee at Clubrooms for working on National Meeting costumes.
- **Fri 9th Mar** Noggin 'n' Natter. J Walker and R Clydesdale talk about miniature tethered car racing.
- **Sat 10th Mar** Prewar and T Type Early evening run to Mt Glorious for a BBQ. Contact Ross Kelly 0411 746215
- **Sun 11th Mar** First round of Tighe Cams Series at hillclimb
- **Fri 23rd Mar** Gold Coast members attending to do pre-registration for National Meeting from 6.30 - 9 pm. Be there to do your registration in the comfort of home!
- **Sun 25th Mar** Club Day Run. Contact Ron Clydesdale 07 3263 6575.
- **Sun 25th Mar** Motorkhana at Willowbank Raceway
(1st round of Interclub challenge)
- **Wed 28th Mar** Midweek run. Contact David Miles 3892 2699.
- **Fri 6th April** **Clubrooms closed due to National Meeting**
- **Fri-Mon 6-10th April** National meeting
- **Fri 13th April** Noggin 'n' Natter with Guest Speaker - Peter or Ross Liddle talking about cylinder heads
- **Sun 15th April** MG and sports car only hillclimb
- **Fri 11th May** Noggin 'n' Natter with Guest Speaker - Ken Ebeling talking about 'Shades of racing in yesteryear' and showing slides of competitions from circuits such as Strathpine.



Membership

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

Dijon Johnson
Daniel Armstrong
Trevor Jones
Mark Baylis
Robert Baylis
Owen Burton
Sherrilyn Clark
Jason Clarke

Andrew Conway
Luke Davis
Roy Davis
Warren Dawes
Colleen Graham
Kenneth R Graham
Cameron Hurman
Maria Johnson

Peter Jones
David Lee
Andrew Maracz
Michael Martin
Trevor Pugh
Barbara Shield
Andrew Smith
Gary Tucker
Richard Urwin

James Warrington
Andrew Willesden
Raymond Pearson

And welcome back to
Carole Matson, Kevin
Johns, Greg Johnson,
Noel Millward and Ian
Peters

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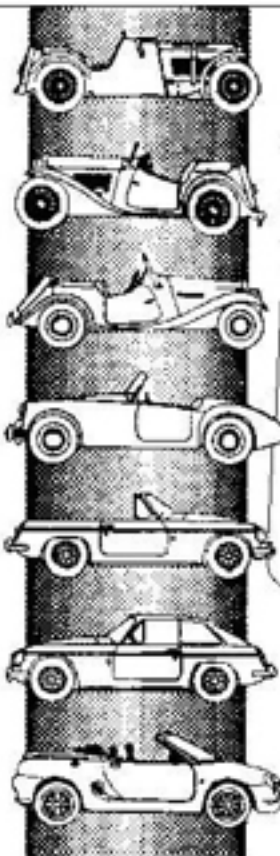
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Christmas

Noggin 'n' Natter, Dec 8th

It was a large gathering of Club members who came together to celebrate the final Noggin 'n' Natter before the Christmas break.

The Clydesdales and Walkers and others stepped in to help regular Friday night chef, Mal Kelson, cope with the large numbers and everyone enjoyed their BBQ and salad meal which was topped up with a huge range of 'goodies' brought along by everyone to add a festive note to the night.

Carly Mattea created a lolly tree as first prize for the Lucky Door prize. Joan Tighe was the happy winner and she and Ivan are probably still picking the 'branches' off the tree! There were another fifteen lucky people on the night as the opportunity was taken to give away the last of the Lakeside trophies to an extra number of Lucky Door prize-winners.

The Clubrooms then closed until Friday Jan 12th though the Committee was still busy organizing the events for 2007 with extra Committee meetings on both the 11th and 18th Dec before a three week break until the first meeting for 2007 on Jan 8th.

The photos show the number who attended and the good fellowship which pervaded the night.



Sun, Heat (lack of), Rain, Wind,
Hail, LIGHTNING, **THUNDER**,
Great Roads and Camaraderie
that says it all for the September Day run.



By Delia & Peter Rayment.

Some of us ran into showers getting to the starting point at the BP Service Centre, just south of the Bribe turnoff on the Bruce Highway. (Gee, the over-bridges areas are popular at these times.) With plenty of room, toilets, shops for last minute provisions etc, this was a good starting point for the northwards-going run. Hoping for the weather to clear a bit and waiting for people to turn up, we got away a little late. With the change in the weather, people could have been delayed. Our attire was somewhat different to the night before at the cocktail wedding of club-members Ray Edwards & Sue Sommers. (Congratulations Sue and Ray)

After an instructions, briefing, and roll call by Pat, it was Northward Ho! Rayment's TC led the pack at a leisurely pace with the Bennetts' TF (being run in) sticking like glue. It was great to have several two-way radios spread throughout the convoy to be able to make certain no one got lost. Thanks Pat & John (Flash) and Wendy & Errol (Goldilocks) for your support. It makes the leader's job easier if one knows approximately where the cars are and what's going on behind so that one can increase or decrease the pace.

Off the highway at Humble Pie we went, and then under the railway line to Elimah. With the run basically tending to follow the line north, we went over, under, and across level crossings many times. Before Mooloolah we traversed Tunnel Ridge Road (an area we had always intended to visit) in order to see the disused railway tunnel which is now a National Park with its own bat colony. Then we continued north to where the Glasshouse Mountains towered over us. It was great with the roof down as we could see the majesty of these imposing monoliths up close and unrestricted.

Perfume from the Bauple Nut tree plantations and spring-flowering vegetation along the road wafted through the cars. Most people would know the Bauple nut as the Queensland or Macadamia nut; it depends on where you grew up.

After meandering our way up, down, left and right ("John slow down!" from the Pat brake) through Mooloolah and Eudlo, we eventually crossed one of the many bridges over the highway just south of Nambour (always wondered where they went) before making a near-U turn to go back under the highway via a tunnel (Laurence's Underpass) to the gardens for smoko. Oh! The reverberations of the exhaust, it sounded great.

We were joined at the gardens by some of the clubs local members and finally a contingent from Wide Bay Chapter arrived and was made

welcome. It was noted that the member who lived the closest, and only a couple of miles away, had trouble finding the way in. Not a lot of people know where the gardens are as they are only relatively new (1997) and fairly secluded. By the end of our smoko break the carpark was nearly full with our MGs and a variety of other classic cars from the Nambour Classic Car Club which had dropped in for lunch.

The gardens are steadily being worked on by the Maroochy Shire Council and The Friends of the Gardens. A must-see section of the gardens is the new extension which includes sculptures. These sculptures have been hewn out of Queensland rock such as the famous Chillagoe (black, pink, or white) marble and Heildon sandstone. After studying them closely, our members were impressed by the work of the 16 international artists. Some of the pieces are still being worked on and the artisans can be seen, throughout the week, working on them. From a botanical point of view, as Delia said in her opening comments about the run, these gardens are an ideal spot for people from this South Eastern corner of Queensland to see and identify water-wise plants, that can be grown in their home garden. For those interested in visiting the garden it is called the Maroochy Bushland Botanical Gardens and the UBD reference is Sunshine Coast Map 77 N18, with entry via Palmcreek Road, past the Tanawha Valley Golf Course.

So with the skies now starting to rumble overhead we headed intrepidly off towards the north once again. Oh, the sound of the exhaust in the tunnel was great, as we slightly backtracked. Then, the sky tended to open slightly and there was some light precipitation. Many were able to check if their cars had any water leaks, and the Brisbaneites had a chance to check if their wipers worked, as it became a downpour.

Funny but we had no complaints about overheating engines on the run! In the TC with no roof, Delia was trying out her new jacket she had bought in Tassie after the National Meeting and found the coat was great. The only problem was she ended up with soggy knees on her pants, which she said were very cold. This had come from the run off water of the plastic sleeve protecting the instructions for the run onto her lap. Plastic sleeves were provided to the true enthusiasts e.g. ones with roof down. Even though we had checked the run several times it was necessary to have the instructions on hand, in case of a seniors' moment (Ron's words). As it was, Peter almost missed the 3rd turn!

We continuously had to wipe the back of the windscreen to aid vision until the showers quietened down until, as we went up the Eumindi

Range road, it started to look clearer. We ran along Sunrise Road admiring the views and turned left (there is a right-angled bend in the road). There, a different spectacle met our eyes. Mist was rising from the ground which was covered in leaves and debris. What was more worrying were the piles of ice on either side of the road. It was a bit chilly. Luckily we had stayed that bit longer at the gardens after all, otherwise we would have driven straight into it. So, with the ground conditions being what they were, we had to park the cars up on the road at our place. We had actually mowed the area below the house for the cars to park on but there may have been some traction problems if we would have used that area, after the 12mm of rain and hail. Certainly we had plenty of room in the dry and out of the wind for our BBQ lunch, under the verandahs, where much chattering occurred.

The sloppy cricket match was abandoned as we forgot to put the covers on the wicket and we would have ended up with soggy balls. Delia enjoyed showing those who were interested what has been keeping us busy for some years; owner-building our home whilst Peter had a continuous stream of people talking about his future projects and doing maintenance on their cars at The Shed.

Some then took the opportunity to meet our artistic neighbour, the much-exhibited and highly talented Emma Middleton. Believe us, they were privileged to see her work in her home

studio, as normally she, her husband and two children lead a fairly reclusive life.

And so, as the temperature started to fall even further, the throng departed and it was all peaceful and quiet once again. The locals (fauna) felt safe again as the passing parade increased in numbers.

Most of the contingent commented that they intended to do the run again with their family under different skies and less adventuresome conditions. It was excellent to see several young sons being trained as navigators, a worthy life-skill to embrace. And whilst talking about navigators. Good to see "Father" Lake (Chris) (an ex-F111 navigator) in his A. Congratulations on the culmination of your project, after all these many, many years. It was good to have you on board Chris. Pauline was over in China somewhere doing the "ing" cities we believe. We'll catch up with her next time.

Members came from as far away as the Gold Coast and Wide Bay with members also coming from the Sunshine Coast and Gympie. It was great to see new faces, but we missed some of the old regular faces! Now Sue & Ray had an excuse but what was yours? For those who did make it, we hope you enjoyed your day, we did. We guess to some degrees, to us, it was a bit of a house warming as we had only recently passed our Final Inspection by the Council. Thank you for coming.

Those who participated were: -

Cyril & Maire	Bennett		MGT	BRG
Ian & Helen	Bryant	WB	MGBT	Red
Ron & Bev	Clydesdale		MGA	Red
Gary & Kim	Deane		MGF	Amethyst
Anthony	Harrison		MG Midget	Red
Tony & Brad (son)	Hastings		MGB	Red
Errol & Wendy	Hoger		MGBL MkII	Camino Gold
Chris	Lake		MGA	BRG
Gary & Dawn	Lawrence		MGB MkI	Red
George	Leceij	WB	MGB	Marine Blue
Keith & Robyn	McKavanagh	WB	MGB	Red
David & Meryl	Miles		MGBT Rubbernose	White
Neil	Mills		MGBT MkI	Red
Patrick & James (son)	Mulliholland	WB	MGA	BRG
Peter	Robinson		MGZT	BRG
Aubrey	Ross		MGBT	Red
Alan & Joyce	Tebbutt		MGB	Blue
Richard	Unwin		MGF	BRG
John & Pat	Walker		MGA	Red
Col & Delma	West		MGB MkI	Red
John & Maisie	Campbell		BMW	Blue
Malcolm & Renate	Campbell, Koehn		Mazda MX-5	Blue

Letters to The Editor

The following letter has been received from Peter Kerr in response to comments in the December 2006 OCTAGON page 17. It is reproduced here in full and as received.

As Australasian Pre-war MG representative for the MG club home centre, I try to correct MG comment which results in errors in the print media. Well meaning people quote from the print, & if it is not corrected, it becomes fact or MG gospel.

PART 1: Our Ace reporter quotes production figures for the N & L MGs. I regard this as an apple with pear comparison and inaccurate. I do not have access to the late Wilson McComb source who is quoted in the Octagon. However, I did have access to the late General Manager of the MG Works. I wrote to John Thornley each month until his death, and also spoke regularly by telephone, including, for the last time, two days before he died in hospital.

Australian author, Barry Lake, asked me to proof read, edit, and write sections of the excellent MG book: "MG Downunder." I personally obtained all the factory production statistics and model descriptions from JWT for the book as published on pages 21-27 inclusive. I also have the JWT letters on file. Hopefully, it is accurate, as JWT is the direct source. John began work at the MG Works in 1932 and finally retired as Managing Director. He did employ McComb for a time. Anyway, here is the apples with apples comparison of L & N production statistics, direct by letter from John Thornley, to me:

MG L type Magna	1933 - 1934 (L1 & L2 models)	576 units
MG N type Magnette	1934 - 1936 (NA, NB, ND, & NE models)	745 units

(The Octagon page 17 quote of 738 NA & 90 L2 is an apples with pears comparison)

L2 production was obviously cut-short due to the introduction of the N Magnette & 90 L2 units may be accurate. Comparison of the chassis numbers of apples with apples is also interesting. The factory allocated chassis numbers starting with 251 (the works telephone number). DMs chassis L657 is the 308th L Magna built at MG. By comparison, PKs N550 is the 299th N Magnette produced.

Comment: The N was regarded as a significant development over the L Magna by the factory at the time, and it quickly superseded and phased out the earlier model (the N engine was almost 30% larger, had a better spread of gear ratios, was 1st ever MG with a new chassis which was wider at the back, and so on). The N engine was a highly developed version of the KD unit. MG was excited, but in 1935 Lord Nuffield sold his MG Car Company Ltd to Morris Motors Ltd. First step of Morris boss, Leonard Lord, was to axe the racing department. What formerly was an article of faith for the company was dismissed by Lord as costly nonsense. He targeted what he called technical extravagances next. The overhead cam cars fell victim to his calculations. The design department at MG was also abandoned, and the TA MG was designed and developed at the Morris plant at Cowley. The purists were incensed by the introduction of the TA & SA. They stated the TA, with its dreary pushrod engine, plus the extra 50 Kg weight, soft suspension, & its lack of crispness in acceleration, plus soft exhaust note, was all Morris. MG responded and the Midget was given a short stroke, 4 cylinder engine from the Morris 10, sharper exhaust note, and called it the MG TB.



PART 2: "Performance of N versus L at M1 Cotton as reported in Octagon". The Ace reporter on page 17 wrote of a battle being staged between Dino and myself. The truth was, I did not look at the times as I had more to occupy my mind. This was known to all who bothered to ask. Most people expected me to be back home before lunch. Let me explain: an interesting part of the overhead cam engine is the drive for the camshaft. In an era of chains and belts, the MG engine was perfect. The armature in the vertical generator, provided a stable shaft from the crank via a couple of bevel gears, top and bottom. Several problems can emerge: the generator can get a dump of oil & no charge is received; if a magneto is in situ, the generator (minus windings etc), still sits in place with the armature providing the cam drive; if the genny bearings splatter, so does the valve timing.

I was trying not to destroy the engine via crazy valve timing because the armature was flopping about and not at all in place. I said goodbye to my crew, but spent the lunchbreak locking up the armature so I could run the hill with some sort of normality. It did work, except during the steep uphill, when backfiring & spluttering protests showed me the timing was well out. I completed all runs as an exhibitor, not a competitor. I do like the younger members to see and hear a prewar OHC 6 cylinder supercharged engine driven in anger on the hill. However, there was no contest.

SUMMARY: The last of the MG Abingdon OHC racing engines deserves some recognition and respect, or it may as well stay on the Coast. I do own Morris and BMW built MGs and shudder to think of a Chinese build MG in my garage. They all have their place in the evolution of things MG. However, there will never again be the likes of those pre-war engines, built by the Insomnia Crew at Abingdon, UK. Ask Phil Hill, former F1 World Champion. He said: "The MG Magnette overhead cam cross flow 6 cylinder highly supercharged engine, produced more horsepower per litre than all other race engines at that time, including Mercedes & Auto Union." That is what attracted him to MG and record breaking at Utah, USA. Some car, some inspiration.

Peter Kerr

Ed: Responses to this or any other letter to the editor are always welcomed

Two questions:

1. Your bank manager's name?

2. Your bank manager's
phone number?

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If you can't answer these two simple questions, maybe it's time to switch to a bank that still puts bank managers in touch with customers. Contact your local Bank of Queensland branch and talk person2person™ with a real bank manager – the number is in the phone book.

Wanted



2007 - A SPECIAL YEAR

This year is special in two ways as far as the hillclimb is concerned.

On Nov 2nd to 4th we will be hosting the Australian Hillclimb Championships, an event which occurs in Qld only every sixth year.

This year is also the 40th year of operation of the hillclimb. The first hillclimb was held in Feb 1968.

Because of the importance of the Australian Championships, it has been decided that we will also celebrate 40 years of the Hillclimb at the same time.

To mark the occasion, we will be attempting to put together a history of the hillclimb, either in print or digital form. To make this history as complete as possible, your assistance is needed. If you, or someone you know, has had any involvement in the hillclimb over the years as a planner, builder, helper, official, photographer, competitor etc we would like you to put your information in writing and send it, along with any supporting photographs, to the Club.

One idea is to include a gallery of photographs from over the years and help is needed to ensure as many people and activities as possible are

Information leading to the compilation of a history of the Mount Cotton hillclimb.

REWARD - The satisfaction of having helped!

represented. Please spread the word far and wide. Please ask people to (i) provide information of their participation at the hillclimb (in any capacity) (ii) provide photos, if possible, with relevant information (e.g. date) and also (iii) contact details in case further information is needed from them. All photos sent will be scanned and the originals returned.

Obviously, as is always the case, the sooner we receive the information, the better it will be everyone but it is needed before the end of April. Information, and photos, should be sent to the club address, MGCCQ Inc, GPO Box 1847, Brisbane 4001.

WANTED - INFORMATION FROM RACING COMPETITORS

As points for the Racing drivers trophy will now be scored at all State Championship Rounds (previously they were scored only at MG promoted events), the job for our pointscorer is going to be made more difficult than in previous years. Could you please help us in the following way? If you are intending, or are even contemplating intending, to compete in any CAMS State Championship Race meetings this year, could you please advise us by email to the Club's email address, mgccq@mgccq.org.au or by mail, including the category or categories in which you may be competing. This won't be a commitment to compete; it will simply assist the pointscorer in identifying MGCC members amongst all the other competitors.

For Sale

FOR SALE - 1978 MGB R/nose, ex USA RH conversion, burgundy colour, o/d, unrestored, no known rust. Used as reliable 2nd car only. Registered to 15.3.07. \$11 500. Further details, phone 07 4171 0673

FOR SALE in Nambour, a Factory produced MGB GT V8, in Tahiti Blue with black interior. The car is number 2349 and was made in late 1975. It looks pretty much the same as it did when it left the factory, with the exception of a stainless steel exhaust, Spax rear shockers, and K&N filters. It had a comprehensive restoration in 1995, and a lesser refurbishment in 2004. It has done 107,000 miles from new, and is in excellent condition. With Queensland

registration, safety certificate and a concertina file of paperwork about the car. \$32,000.00. Please phone 0420 858 386 or e-mail nambour3@yahoo.com.au

MGB & MIDGET/SPRITE PARTS FOR SALE -

A shed full of parts for MGBs and Spridgets. Diffs, carbies, suspension, brakes, panels, trim etc. 1100, 1275 & 1800cc engines. MGB O/D gearboxes, Midget gearboxes, Ford 5 speed gearboxes. Too much to list, all at fair prices. Please phone 0420 858 386 or e-mail nambour3@yahoo.com.au.

MG PARTS FOR SALE -

MGA Radiator excellent "concours" condition \$450; brand new MGB Clutch \$130; MGB Twin 1.75 inch SU carburettors, complete assy incl. manifold, air cleaners and linkage \$500. All items in excellent condition. Contact Dino 3263 2625.

A varied line-up of sports cars



LAST TIGHE CAMS HILLCLIMB SERIES EVENT 2006

By Ace Reporter

Vern Hamilton came into the meeting on 96 points, a seemingly safe margin of 12 points ahead of Danny Mischok (84 points), with 2005 series winner Bill Norman next on 83, Craig Hornibrook on 78, and another 8 competitors on 75 points.

There was a mathematical possibility that Danny could either win the series or tie for first, or that Bill Norman could win the series. These outcomes all depended on that word "IF". IF Vern did not complete a run and scored no points, Danny and Bill may win; IF Danny established a new class record each run and Vern completed one run both would tie.

The dawn brought a soft pitter-patter on the tin roofs, for those who still had them, however by the time competitors arrived the sky was clearing and a bright day commenced.

First group to run was Group N with the Nc cars of Glen Wesener (Torana GTR) ahead of Neil Lewis (Cortina) 49.03 secs to 49.48 sec. However a return of Brad Stratton in David Malone's GTR XU1 stole the show on his last run. Brad's times were 53.87, 50.11, 49.04 and 48.92 to be quickest in class. Also in the class in Group Nb form was Glenn Potter from New South Wales and his best time was 56.91 secs. Glenn has competed at Grafton and Murwillumbah and goes in style with a 1962 Chevrolet Bel-Air tow car with a genuine 170000 miles on the odometer.

Group K was won by Barry Smith (Ford V8 Special) in 57.30 and Group Q by Vern Hamilton in 44.01 as, with each run, he tightened his grip on the series win. Ron

Woodbridge (Lotus 23) was a little quick for Ross Devencorn (Elfin Mallala replica) Ron's time being 49.94 to Ross's best of 51.65 s. Ross had fixed the naughty fuel pump that played up last event.

Graeme Meade won the Formula Libre up to 1300 cc in his Pirahana in 43.52 s. The bigger class went to Alan McConnell (Van Diemen) in 39.27 s. Over the last few hillclimbs Alan has recorded a 39 second time on his first run of the day, and this event was no exception. Warwick Hutchinson (RPV J4F) followed with a best run of 41.18 ahead of John Boyce (Kaditcha) 43.34 and the lovely Echo Ford of Steve Walkinshaw on 52.69 secs. Unfortunately Rod Johns was unable to start the ex Bill Norris Hawk and thus did not compete on the day.

Stephen Riley (Hornet) won the Formula Vee class (50.16 secs) being a scant .97 seconds outside his own record, with Andrew Buzaglo chasing Steve all day with a best time of 50.80secs. The Formula Ford class went to Lindsay Hay on 46.58s.

Both competitors in the Gemini class, Glenn Sullivan and Russel Mirfin, recorded quicker times each run. Glenn's times were 56.82, 54.57, 54.25, 54.09 whilst Russell did 62.17, 59.34, 58.33 and 57.77 s.

The Improved Production class up to 1600 cc went to Clinton White (Escort) on 49.69 s. In the 1601 to 2000 cc class Danny Mischok attempted to do the almost impossible by breaking his own record on each of the 4 runs. His record stood at 46.11 and although Danny gave it his best shot he unfortunately could only come within 0.50 sec of this time, his best

The Top Six shootout contenders prepare for the final showdown



time for the day being 46.61. Gary Pitt (Escort) followed in the class with a 47.74 s time; Paul Bond (Datsun 1600) had been trailing Rick Miles until his last run of 49.02 secured third place in class from Rick (Dolomite, 49.05 s). Dad David Miles (Dolomite) following Paul's example by recording a faster last run on 49.71 to leap ahead of Chris Sloane (Datsun 1600, 50.08) and Kevin Parkes (Datsun 1600) in a 50.68 runtime.

Ken Graham (Datsun 1600) won the 2001 cc and over Improved Production class and was another who was quicker on each run with times of 50.40, 47.84, 47.83 and 47.62. This means that Ken is only one second off David Homer's record of 46.62. Next was Pauline Graham on 48.24 from Wayne Howlan (XE Falcon, 48.71), John Connell (Commodore, 55.01), and Allan Lucas (Mitsubishi Scorpion, 56.00secs).

Des Edwards continued on his winning the small capacity Marque Sports cars class way with a 45.62 run in his Westfield. John Broadbent (Spitfire) did a best of 52.66, Tim Butters (Mazda MX5, 53.79 secs), and Chris Lake (MGA, 63.54 secs). Chris had replaced the troublesome clutch from last meeting however he was encountering difficulties with the gear change through the gate. His last words were strict instructions to son Simon "DO NOT SPEAK TO THE PRESS". Chris did once and now is in print. Unfortunately Ted Peel could not compete in his MG Midget as the rear oil seal had a little too much gap (can be a common problem with the A series block). The 1601 to 2000 cc class was won by Giles Cooper in his Lotus Elise in 48.43 ahead of John Walker (MGA) on 49.11 (John was in the 49 second bracket all day), Peter Andrews

(MGF) on 55.00 secs (likewise Peter was in the 55 second bracket all day), Malcolm Spiden (MGBGT, 58.39), Michael Collins (MGBGT, 59.84) and Pat Collins (MGBGT) on 62.09.

Travis Bryson (Datsun 240Z) joined the competitors who improved their times each run to win the 2001 to 3000 class. Travis's times were 54.39, 53.64, 53.24 and 52.49 secs. Ross Bugeaney (Datsun 240Z) was next (52.79 secs) from Ian Fettes (BMW Z4) on 55.30 secs. Bruce Horey (Mazda RX7 Turbo) overtook Simon Rhodes (Triumph TR7 V8) to win the capacity class. Bruce's best time was 46.22, only 0.57 secs slower than his class record of 45.76. Simon had led the class with a 46.81 run; however his best was 46.56. Next were Marten Schrameyer (Mazda RX7 Turbo) on 47.79 secs, Barry Evans (MGBGT V8) 49.92 and Kerry Horgan (Mazda RX7 Turbo) on 51.78 sec. After Kerry's last run the Mazda "got hot and wouldn't go no more". At first the worst was feared; however, it was found that the wire to the electric fan had come adrift and wound itself around the shaft. At least Kerry was chauffeured home and has seen the world from the cabin of a tow truck.

The Bryson family captured the Road registered class up to 1600 cc, Randall Bryson (Suzuki Swift Gti) being quicker in 54.29 from Russell Bryson (Suzuki Swift Gti) 55.30. Jason Hore in his Corolla was next with his best time being 55.72 secs ahead of the rally Gemini of Ben Lynagh on 58.56 secs. Ben said his Gemini was suited more to gravel events as the car was too softly sprung at the rear for farmac events. Neville Stewart (FIAT 124) finished just ahead of Jeff Oldman (Datsun 1600), Neville's 49.19 secs to Jeff's 49.45 secs. Next was Jim Peall (Anglia) 52.11 secs just ahead of Rob Hanson (Escort) 52.19, Peter Baguley (Escort) 53.42 with John Currie (SAAB, John changed from Bridgestone to Toyo tyres) with a time of 55.33 before the SAAB emitted some strange noises thus forcing John to retire the car for the day. Chris Robertson (FIAT 125T) who also lowered his times all day, 66.37, 63.98, 61.78, 61.60 and finished ahead of Kaylene Robertson (FIAT 127 T) 82.52.

Barry Hayes (Commodore) was leading the big capacity class after the first run from Ross Povey (Nissan Skyline Turbo), Cameron Robinson (Brock Commodore) and Brad Bottcher (Nissan R33 Coupe Turbo). Brad was then able to harness the power and record the quickest run in 49.51 which pushed Barry to second (51.64), from Ross (52.15) and

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Cameron (56.20). Craig Hornibrook arrived at the circuit; however the Commodore gearbox had broken 2nd gear en route and eventually the box jammed necessitating an Ultra tow home. This meant that both Craig and Janene Carrad could not compete.

Tyson Cowie (Escort) set the quickest time of the first run in the Sports Sedans to 2000cc class at 48.76 until Darren Duffield's 2nd run at 49.02 in his Clubman GT. After missing the first run due to a problem with the location of the top of a rear spring onto the axle housing which enabled the differential assembly to move on the Escort, Alex Cowie set the 2nd fastest time in the class at 47.57. This meant that Tyson was next on his best time 48.19 s, from Ben Cowie (Escort, 48.42) and Russell Mirfin (Gemini, 53.17). Ben Cowie was another whose times became quicker each run, 50.47, 48.67, 48.66 and 48.42. Brett Charters (Corolla Turbo) won the Sports Sedan over 2001 class in 48.20 seconds.

Bill Norman said his Special K was running terribly as he had gone the wrong way with the tuning of the car but was still hoping for 45 sec runs. His first two were 46.20 and 44.81, before his best at 43.80. This is the last time Bill will run this car as it will be dismantled to be parts for another creation. Pushing Bill for the first 2 runs was Richard Mattea (46.39 and 44.86) until an oil seal in the oil filter let go as Richard came out of the first loop forcing him to shut off the Bulant at the hairpin before any damage was done. Richard is now only 0.50 sec from the previous owner's best club time. Geoff Cohen in the Farrell clubman was next on 46.46. This is Geoff's fastest time to date after acquiring the Farrell this year and is now only 0.84 sec off Lindsay's best time in the clubman.

There was an interesting tussle in the All Wheel Drive Turbo Charged class where Neville Scott (2000 cc Turbo WRX) was quickest on the first run (47.66) from Nick Cresswell (1994 T WRX, 48.41), Shane Topping (2457 T WRX, 48.89), Scott Sadler (1994 T WRX, 49.09), Brendan Edgerton (1600T Mitsubishi Lancer, 51.57), Adrian Richardson (2000T WRX, 54.56) and Steven Lee-Jones (2200T WRX STi in 58.25. Shane eventually won the class with runs of 48.89, 47.26, 46.57 and 45.97. Nick finished in second place in 46.65 after a dice with Neville (47.66, 47.24, 47.18 and 47.09) followed by Scott (48.49), Steven (49.02), Brendan (51.47) and Adrian (52.34).

The other outright award, the Top Six Challenge run-off, would be decided at the end of the day. Warwick Hutchinson held a slender 2 points gap ahead of Alan McConnell (51 to 49) with John Boyce on 39 points.

The competitors in the final challenge round:

Alan McConnell	39.08
Warwick Hutchinson	42.23
John Boyce	44.17
Vern Hamilton	44.96
Des Edwards	45.28
Bruce Horey	47.41

At the conclusion of the 3rd year of the Tighe Cams Hillclimb Series we all quickly departed as that great ball of fire in the heavens was being rapidly replaced by a very nasty shade of black from the west and we didn't want to be rained upon.

Results of the series:

Outright

Vern Hamilton	111 points
Danny Mischok	99 points
Bill Norman	98 points

Top six

Warwick Hutchinson	62 points
Alan McConnell	62 points
John Boyce	48 points



Brad Stratton back in action at the hill

TIGHE CAMS SERIES PRESENTATION OF TROPHIES

The presentation of trophies for those involved in the Tighe Cams hillclimb series was held at the Clubrooms on Friday 19th January. All who attended were treated to a complimentary BBQ organised and cooked by Mal Kelson.

For all competitors, the function was the culmination of twelve months of effort and many were rewarded with Class wins for which Dean Tighe presented them with engraved wall plaques.

The Russell Crew Memorial Trophy for Best MG was won, for the third time, by John Walker who couldn't resist working out that, should he continue to win it every year, more shields will need to be added to the trophy when he is 87 years old! The only other person to win the trophy is Barry Evans who shared the award with John in 2005. Barry scored a

class win for 2006 but wasn't available to collect his award but John Walker was happy to do this. He and Pat will be in New Zealand at the time of the Club's annual dinner so Barry will reciprocate the favour by collecting John's three awards for him there.

Bill Norman did not make it to the presentation but has two trophies to collect sometime for his Class win and Third outright as well as his cheque for \$500 for Best Sports car.

As a result of a highly successful series, Danny Mischok took home three trophies. Two were for Class win and second outright. He also won a trophy and \$500 for winning the Best Sedan.

Vern Hamilton received trophies for First outright and Class win.

FULL RESULTS

Outright

- 1st Vern Hamilton Elfin 623
- 2nd Danny Mischok Ford Escort
- 3rd Bill Norman Special K

Best racing car Vern Hamilton Elfin 623

Class Award winners

- Formula Libre 1301 and Over
- Formula Vee
- Sports Cars Up to 2000cc
- Marque Sports Up to 1600cc
- Marque Sports 1601 to 2000cc
- Marque Sports 2001 to 3000cc
- Marque Sports 3001cc & Over
- Sports Sedans Up to 2000cc
- Improved Production Up to 1600cc
- Improved Production 1601 to 2000cc
- Improved Production 2001cc & Over
- All Wheel Drive Turbo Charged
- Road Registered Up to 1600cc
- Road Registered 1601 to 2000cc
- Road Registered 2001cc & Over
- Gemini
- Group N
- Group K
- Group O
- Group Q

Best sports car Bill Norman Special K

Best Sedan Danny Mischok Ford Escort

Russell Crew Memorial Trophy for the Best MG John Walker MGA

- Alan McConnell - Van Diemen RF87
- Andrew Buzaglio - Spectre
- Bill Norman - Special K
- Des Edwards - Westfield SEI
- John Walker - MGA
- Ross Buganey - Datsun 240Z
- Barry Evans - MG BGT V8
- Darren Duffield - Mini Clubman GT
- Daniel Gibson - Mitsubishi Lancer GSR
- Danny Mischok - Ford Escort
- Ken Graham - Datsun 1600
- Neville Scott - Subaru WRX
- Jason Hore - Toyota Corolla
- Jim Peall - Ford Anglia
- Craig Hornibrook - Holden Commodore
- Glenn Sullivan - Holden Gemini
- Glen Wesener - Holden Torana GTR
- Barry Smith - Ford V8 Special
- Ross Devencorn - Elfin Mallala Replica
- Vern Hamilton - Elfin 623



▲ Outright winner Vern Hamilton (left), Series sponsor Dean Tighe and second-placed Danny Mischok



Vern Hamilton's Effin
(Photo from Wayne Reed)



Danny Mischok's Ford Escort



Bill Norman's Special K

▲ The winners' cars



▲ Ron Woodbridge belatedly received his FTD trophy from the MG only hillclimb



▲ Ross Devencorn



▲ Jim Peall



▲ Jason Hore



▲ Ken Graham



▲ Danny Mischok



▲ Darren Duffield



▲ John Walker accepts Barry Evans' trophy for him



▲ Des Edwards



▲ Andrew Buzaglo



▲ Alan McConnell



John Walker receives the Russell Crew trophy from Glenda (again) ▲



▲ Danny gets another trophy, this time for Best Sedan



▲ ... and then another for second outright



▲ Vern Hamilton makes his speech



▲ Tony admires Mal's culinary skills



▲ David R with Joan Tighe



Neil Lewis is wary of the photographer while Ken Graham is unaware ▲



▲ George Diggles shared his interest in the library with Peter Donnelly and Lloyd Muller ...



▲ ... and also with Debbly and Tony Slattery



Annual dinner & presentation of trophies

Over one hundred people attended this function held on Saturday 3rd February to celebrate the success of members in winning Club trophies and certificates for breaking hillclimb records. A new trophy, the Appleby Top Six trophy, was presented for the first time.

As has been the custom for the past two years, previous winners of the trophies were invited along to share some of their memories and to present the trophies to those successful in 2006. Of these, four were winners from 1966, one from 1976, four from 1986 and two from 1996.

Three members who had recently retired from very long held positions were recognized for their services to the Club and were presented with pewter mugs or goblets as an appreciation of their work for the Club. As these people are Honorary Life Members, they were also presented with special Hon Life Member badges. They, and the positions recently relinquished, are: Peter Rayment (Points Scorer), Ann Thomson (CAMS delegate) and Joan Appleby (Event Secretary).

The Big Winners



▲ Richard Blattea, winner of the Howard Trophy for Best All-rounder for 2006



▲ Bev Casson, winner of the Miles E Hunter Trophy for Centre Achievement in 1966 presented the 2006 winner, Malcolm Spiden, with his trophy

The Trophy Winners



▲ **CONCOURS TROPHY**
Winners: John and Glen Boyce
Presenter: Bruce Ibbotson



▲ **LADIES TROPHY**
Winner: Pauline Gasham
Presenter: Delia Rayment



▲ **GERD TROPHY FOR NIGHT RUN DRIVER**
Winner: Richard Mattea Presenter: Will Charlton



▲ **MRS E A HUNTER TROPHY FOR NIGHT RUN NAVIGATOR**
Winner: Carly Mattea Presenter: Dean Tighe



▲ **PETER USCINSKI TROPHY & SPEED TROPHY**
Winner: John Walker (received by B Evans)
Presenter: Steve Pocock



▲ **RACING DRIVER TROPHY**
Winners: J Brackenridge, K Heffernan and C Lind
(received by K Horgan) Presenter: Mark Tiedoweth



▲ **M E HUNTER MOTORKHANA TROPHY**
Winner: Ken Gaham Presenter: Andrew Willesden



▲ **McCONNELL MOTORKHANA TROPHY for Migs**
Winner: Brant Rayment Presenter: Paul Strange



▲ **T SERIES REGISTER TROPHY**
Winner: Cyril Bennett Presenter: Peter Rayment



▲ **BEST MG TROPHY**
Winner: John Walker (received by B Evans)
Presenter: Chris Timms

Appleby Top 6 Award



▲ The joint winners, Alan McConnell and Warwick Hutchinson, flank Joan Appleby, the donor of the trophy



▲ Warwick and Alan with second placed John Boyce

Special Thanks



▲ President David Miles with Peter Rayment who recently retired from the position of Points Scorer after many years in the job.



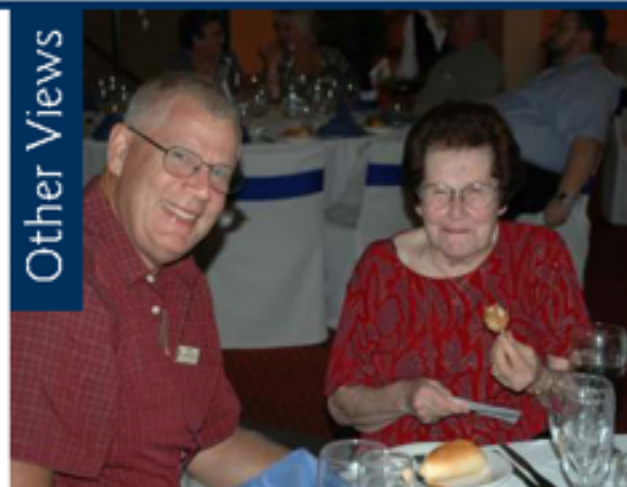
▲ Ann Thomson received a goblet for her 30+ years as CAMS delegate for the Club.



▲ Joan looks pleased with her goblet, a symbol of the Club's thanks for her 20+ years as Event Secretary.



▲ Honorary Life Member name badges were presented to Ann, Joan and Peter.



▲ Will and Ann enjoyed their food and the company



▲ Jacob Brackenbridge was as comfortable behind the microphone as he is behind the wheel of his Gemini



▲ Our own Little Australia comedy duo of Malcolm Spiden and Richard Mattea



▲ The T-type trio of Peter, Cyril and John Smart



▲ The Best MG trophy was first presented in 1966 and Chris Timms was the first to win it.



▲ Bev Cossor had won the Centre Achievement award in 1986 but, along with her husband Bob, she'd also won it in 1978.

Trophy winners and place getters for 2006

CONCOURS Donated by Gearys Sports cars

Presenter: Bruce Ibbotson, winner of the trophy in 1966

1. Glen and John Boyce

LADIES TROPHY

Presenter: Delia Rayment, winner in 1976

1. Pauline Graham
2. Elaine Hamilton

G C READ TRIALS TROPHY FOR NIGHT RUN DRIVER

Presenter: Will Charlton, winner in 1966

1. Richard Mattea
2. Brant Rayment
3. Rodney Lapworth

MRS E A HUNTER TROPHY FOR TOURING ASSEMBLY NAVIGATOR

Presenter: Dean Tighe, Winner in 1996

1. Carly Mattea
2. Len Melrose
3. Peter Rayment

PETER USCINSKI TROPHY FOR MARQUE SPEED

Presenter: Steve Pocock

1. John Walker
2. Des Edwards
3. Ian Fettes

RACING DRIVER TROPHY

Presenter: Mark Trenoweth, Winner in 1986

1. Kevin Heffernan, Jacob Brackenridge, Craig Lind
2. Carol Jackson
3. Brad Stratton

THE MILES E HUNTER TROPHY FOR CENTRE ACHIEVEMENT

Presenter: Bev Cossor, Winner in 1986
Malcolm Spiden

VISCOUNT NUFFIELD SPEED TROPHY

Presenter: Steve Pocock, winner in 1986

1. John Walker
2. Vern Hamilton
3. Ken Graham

THE M E HUNTER MOTORKHANA TROPHY

Presenter: Andrew Willesden on behalf of Brian Tebble, winner in 1966

1. Ken Graham
2. Brant Rayment
3. Malcolm Spiden

MCCONNELL MOTORKHANA TROPHY FOR MGs

Presenter: Paul Strange, winner in 1996

1. Brant Rayment
2. Malcolm Spiden
3. Richard Mattea

T SERIES REGISTER TROPHY

Presenter: Peter Rayment, winner in 1986, 1996

1. Cyril Bennett
2. Ron McLeod
3. John Smart

BEST MG TROPHY

Presenter: Chris Timms, Winner in 1966

1. John Walker
2. Malcolm Spiden
3. Barry Evans

THE HOWARD TROPHY FOR BEST ALL-ROUNDER

Presenter: Malcolm Spiden, winner in 1976

1. Richard Mattea
2. Malcolm Spiden
3. Rodney Lapworth

WINNERS OF THE APPLEBY TOP SIX TROPHY WERE:

1. Alan McConnell and Warwick Hutchinson
2. John Boyce
3. Bill Norman
4. Vern Hamilton
5. Bruce Horey
6. Richard Mattea

PEOPLE WHO WON CERTIFICATES FOR BREAKING RECORDS WERE:

Vern Hamilton, Danny Mischok, Bill Norman, Barry Evans, Bruce Horey, David Homer, Des Edwards, Norm Singleton and Alan McConnell.



The canteen floor got a new coat of paint



The old canteen lost its benches



The blockwork was started ...



.... Completed ...



... And the spare blocks removed



Meanwhile, at the timing shed, it was 'Going ...'



'Going'



Gone!



One of the earlier demolition crew!



And one snake which lost its home but was redirected to another.

Hillclimb improvements

While other activities may be in recess, work goes on at the hillclimb with some major improvements being made as evidenced by the accompanying photographs. Many thanks to the many volunteers who took part in the major working bees. The first was on December 28th when the timing shed was dismantled and demolished, the old canteen was stripped of its counters for re-use, the floor of the new canteen was given a new coat of paint, the store-room/plant shed area was tidied up in readiness for the building to be mounted on top and quantities of lantana were eradicated.

Another was held on Saturday 20th January at which repairs were made to the office building, the roof of the toilet block was cleaned, grills and a door were fitted to the plant room, an elusive water pipe was located, the base for the new timing shed was prepared, a water tank was relocated, work was done on repairing/improving the safety fence up the first hill and the office building was relocated into its new resting place.

Between these two major working bees, the new wider stairs were installed.



the roof cleaners



the new steps were used



If oil was found, noone was telling!



an unusual vehicle on the starting line...



... and another one



hi ho, it's off to work they go...



... before having a brief rest

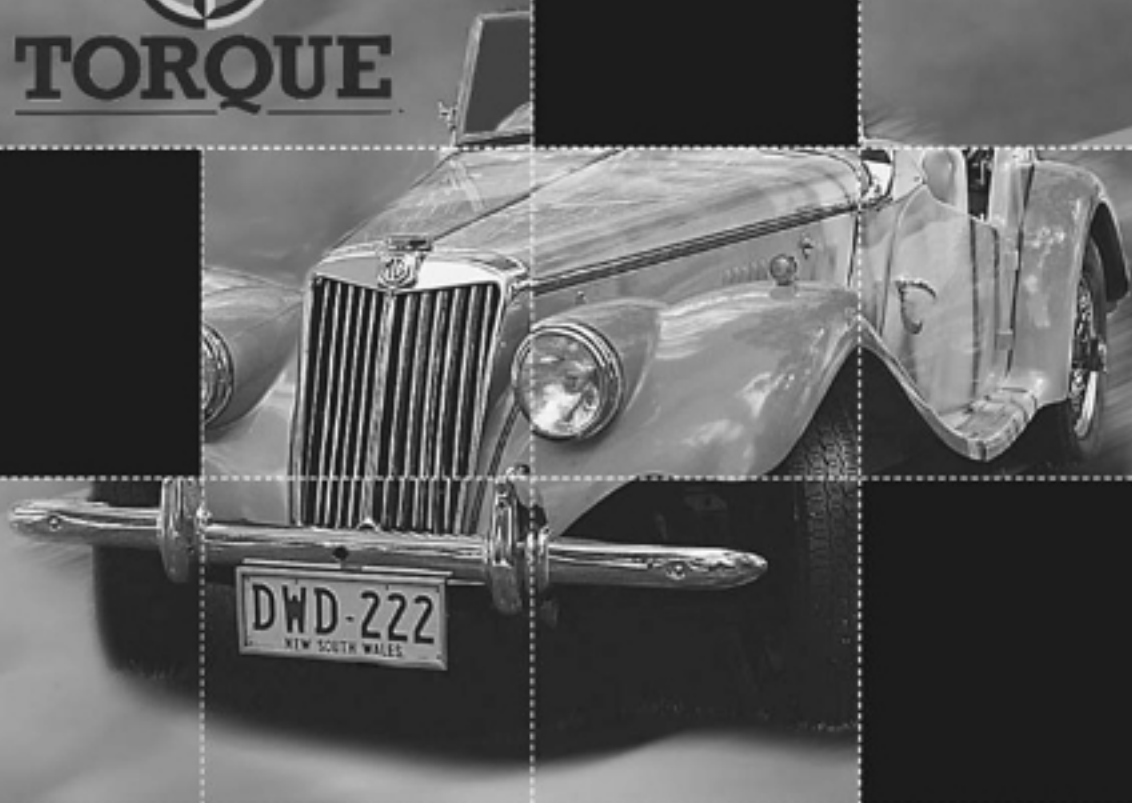


The base is prepared for receiving its 'roof'...



... and then the roof goes on





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Sump Plug



Sump Plug is lacking a bit of the 'good oil' this issue as there haven't been many events to provide the opportunity for the oil to surface. However, at one private function, Jeremy Mattea showed that he may be following in his father's oily footsteps when he knocked over a container of oil on the patio tiles!

Sump Plug was fascinated to hear, as no doubt all you good readers will be, that when 'MG' is scanned using OCR software, it quite often scans as 'PIG'!

News is that Malcolm Spiden joined the retirees' club in early January. At a function to celebrate the event, he was presented with an immaculate red 1947 MG TC. Some serious dieting will have to be undertaken before he gets to sit in it as it is a 1:18 model!

And, speaking of age, it would be interesting to calculate the average age of the workers at any Mount Cotton working bee! The fitness of those who attend would seem to indicate that it is a good way to stay fit and healthy as long as you stay clear of the Presidential chainsaw!

Big thanks to Peter Smith for all his help with the Museum display. He happily took on the role of 'car cleaner' and 'information giver' for us and was our representative at the Museum's Australia Day celebrations.

We had our own Wildlife Warriors at a hillclimb working bee when a snake and a lizard had to be rescued from their homes in the previously hidden recesses in the termite-ridden walls of the timing shed before its demolition. Both animals were afforded due care and attention and relocated nearby.

Winner of the major lucky door prize at the Club's Christmas party was Joan Tighe. The prize was a topiary lolly tree made by Carly Mattea. Sump Plug wonders whether Joan and Ivan have nibbled the tree away yet!



Rumours of a new hillclimb machine donated from the Collins stable proved to be well-founded. This photo of Pat in action was taken at a secret testing session during a Wednesday working bee.

Sump Plug hears that your Pres and Sec have been visiting Ann Thomson's house and going through boxes of old papers to see what is worth preserving. They made the following gems available to Sump Plug:

In a letter to Russell Lowry (Sec of MG in GB) dated 22 March 1962, Club Secretary Brian Tebble includes the following:

- "Thrilling news is that I that I think we will soon have our own hillclimb course!"
- "I am finding secretarial work increasingly difficult, largely due to my employers, who resent the time I spend not making money for them."
- "I expect that we will finish this year with a drop in membership, but 'Quality before quantity'. I have found that it is necessary to treat prospective full members as one would a prospect for a new car. That is, not leave them alone once a spark of interest is aroused... it is amusing for me to force a moving MG to the kerb, leap out and 'pound his ear' about the Centre, then realize that I am driving a Vauxhall and not the MG! Takes a little explaining! Driving the TD automatically breaks down any social barrier." (Brian was

selling Vauxhalls at the time.)

- "It is a difficult thing to instill enthusiasm into people; there is undoubtedly some formula but it constantly evades me. I am working on a technique whereby I praise and thank members for things which they haven't even done! They find it embarrassing to admit that they have not actually done something and make sure they don't get caught next time."

And, Brian again, in his best form, in a letter to Ann Thomson in his efforts to persuade her to be a judge at a concours to be held at Tingalpa on 30 September 1962:

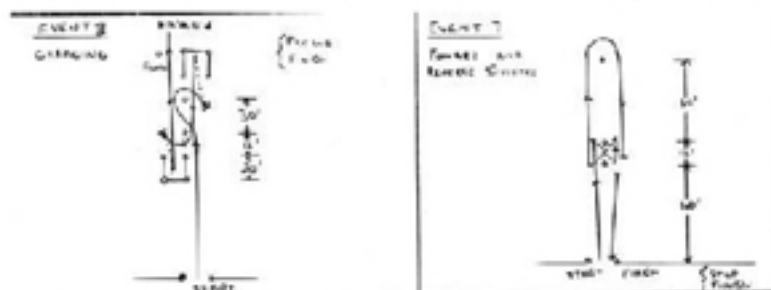
"As I am known for my powers of persuasion, my reputation being at stake on this issue, I feel sure that you would be delighted. The job consists largely of shuffling pieces of paper, peering at

cars, making intelligent remarks to the other judges and formulating a workable points score system. Many thanks for your kind offer."

There was also a letter dated 16th January 1968 from Ray Jorgensen wishing to join the Club as he has an open wheeler racing car which he constructed himself. He joined and was the winner of the first hillclimb at Mt Cotton held in February 1968.

On 28th June 1968, Secretary Geoff Gettons wrote to Mrs E Hunter and Miss N Hunter appointing them Honorary Life Membership of the Club.

A visual gem found were diagrams of early motorkhana events when reversing was included in the manoeuvring as below:



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Bits & Pieces



Some of you have been waiting for these and they are now available! The Official Speed on Tweed DVDs can be purchased from the Leaded Shop www.leaded.com.au, from our Clubrooms or from the Pitstop Bookshop. Only 1000 have been made. Congratulations to Club member, Mark Buchanan, for this initiative. Hopefully you'll see many of our Club members in it on it.

A Cannonball run is going to be held in Queensland in May this year. If you are interested, see their website www.cannonballworld.com.



The Pre-War and T type Christmas get-together and ...

.... The Wide Bay Chapter's celebration of the Christmas season.



The hillclimb now has its own logo which will feature on hillclimb regalia (caps and stubby holders) and all trophies.

Sherrin Motor Sport advise us that they now have the 2007 calendar in place for the 2007 Sherrin MotorSport Cup and a few vacant seats left to fill before the beginning of the season. If you wish to know more, go to <http://sherrinmotorsport.com.au/sherrinmotorsportcup/index.php>

The new Online CAMS Manual of Motor Sport is now live on the website at www.camsmanual.com.au. There is a link on the left-side menu of the CAMS homepage (www.cams.com.au) which will re-direct people to the Manual website.

Concours

Sunday 27 May 2007

8.00am 3.00pm

Just an early reminder that the Club Concourse will be held on the above date.

For the third consecutive year we have secured the Cultural Forecourt at South Bank Parklands for this year's event. It has proved to be an ideal venue to promote the MG Marque and the MG Car Club of Queensland, with a superb display last year of some 75 vehicles. This area is visited by large numbers of people who frequent South Bank and who seem to appreciate the magnificent display of the MG Marque.

The Club is again seeking sponsorship to offset the costs associated with holding the Concours at South Bank.

To ensure that the Concours is a spectacular show, and of value to our sponsors, the Club would like to see as many members as possible participate with their vehicles, even though you may not consider them to be of Concours standard. To support the day you may choose to display your vehicle but not have it judged.

To assist in the organisation of the day, it would be appreciated if you would contact Bill Ferguson if you are interested in participating so that adequate space can be made available for each of the various Classes. Cars need to be in place by 9.00am so judging can commence at 9.30am.

Last year we had tremendous support from our Wide Bay and Darling Downs Chapters, which was greatly appreciated, and again invite them and our other country members to join us for this event.

A Concours Official Entry Form, together with the Concours Supplementary Regulations, will be included as an insert to the April edition of The Octagon and will also be available to be downloaded from the Club's web site at www.mgccq.org.au

Bill Ferguson can be contacted on 07 3379 1562 or at billenf@bigpond.net.au



The Redland Shire Council has given approval for our use of their 'More to Redlands' logo.

The following quote comes from an email received from Neil Weenink, President GCMGCC Inc, weenink@bigpond.net.au, on 28th January.

"Safety harness/seat belts in older cars for competition events.

The Confederation of Australian Motor Sport [CAMS] has ruled that all vehicles competing in our events shall be fitted with appropriate safety harness. This applies particularly to the Hill Climb and Motorkhama events and includes those older vehicles which hitherto have been excluded. For example the MG-TC. Please note however, that the CAMS ruling does not [at this time] apply to the Economy Run. Section 8 [Scrutiny] of the Supplementary Regulations will be modified to remove any ambiguity in this matter."



Tony and Debbie Slattery's MG Y Saloon, fondly known as 'Rufus', finally hit the road recently.

Due to the overwhelming response, we are unable to accept any more starters for the Emerald Tour.

'Forty years of Mount Cotton'

display at Redland Museum

In late September, Club member Peter Smith (who is also a volunteer at the Redland Museum) became aware that there was an area in the Museum in need of a display and he suggested to both the Museum and the Club that we 'fill the gap' with a display on the history of Mt Cotton. This was very timely as 2007 is the fortieth year of operation of the hillclimb and also appropriate as the circuit lies within the Redland Shire.

Peter, David Miles and Elaine Hamilton went down to discuss the possibility with Rick Thomason and Hein Olivier at the Museum and the commitment was made. Then followed a passage of time until opening night on December 9th when time seemed to fly even faster than usual as efforts were made to put a worthwhile display together while still coping with the usual commitments of event organisation, committee responsibilities, Octagon production and compilation of the 2007 calendar.

The display hall was appropriate in that it had access for cars so the obvious starting point and major attraction had to be cars which had run at the hillclimb. A number of people volunteered their cars for the display and thanks go to all of them for being willing to part with their prized possessions for a substantial period of time. However, with energy at that late time of year being sapped at a greater than average rate of knots, it seemed sensible to include cars which could stay in the display for the total period of time. The cars on display are Peter and Delia Rayment's MGTC, a car which first ran at the hillclimb in the first year of its operation (1968) and which has run many times since. It was also appropriate as it featured in another display on the effectiveness of the nuts! (Sorry, Peter, but that had to be mentioned!) John Walker's MGA is the second car as it is a racing MGA and also the winner of the inaugural Tighe Cams Series. It was decided that the third car should be a hillclimb special so that the great viewing public would realise that the hillclimb is for all cars, not just MGs. Gary Goulding made his car available and it is on display; however, less than 24 hours before the display opening it was no longer Gary's car, a verbal agreement having been reached for its sale to Greg Johnson who became a living part of the display when he took the

opportunity to try out the seating position on opening night.

However, three cars do not constitute a display on the history of the hillclimb so work had to be done to find other items to reflect its forty years. As a result, the majority of the 'segments' of the display are based largely on photographs. Fortunately the Club is blessed with David Robinson as archivist and his collection was drawn on heavily for a number of items.

The major feature is comprised of documents including a letter from Redland Shire (1964) granting permission for the land to be used for motorsport, an early map of the circuit (based on surveys by the original Club surveyor Barry Huntington who was at the opening of the display), and photographs gleaned from the Club archives and many other sources. These give an overview of improvements made over the four decades.

Because 'the nuts' are unique to our circuit, they (and there are real nutshells there too) feature in sequences of photographs demonstrating their effectiveness in stopping a certain TC, a blue clubman and a Kookaburra Ford (no names mentioned to protect the guilty!)

There are two smaller photographic displays featuring special guests at hillclimbs in the 'early days'. They are Leonard Teale who had a knack of damaging other people's cars and Dick Johnson who had a knack of beating all challengers in the 'special challenges' which used to feature at Qld Championships.

Only eight people have succeeded in achieving times under 40s and another display acknowledges these people.

While many displays concentrate on the past, one display is on the beginning of what should hopefully become a long tradition at the hillclimb, the Tighe Cams Series which was first run in 2004.

Perhaps the item which created more interest than any others (the cars excepted) was the wonderful graphic put together by Bob Gray, a volunteer at the Redland Museum, depicting through the use of a stop watch how the times have fallen from the first run of 66s in 1968 to Alan McConnell's remarkable 37.56 at this year's QHC.

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GT RADIAL

The Club's major Hillclimb trophies presented at Championships are on display in a cabinet surrounded by photographs of many of the recipients. There are a number of people who have achieved multiple FTDs over the years and these are acknowledged also. If you want to check out who has ever won an FTD and their time, there is a folder displaying all that information available.

If you go to visit the Museum, ask the staff to put on a DVD for you to view. Your choice is the Australian Hillclimb Championships of 2001 (provided by Tony Jay) or a compilation of hundreds of photographs taken at the hillclimb over the forty years.

Enough on the display: perhaps there is still time for you to view it as it will be current until Feb 25th.

The opening night event was a combined effort on the part of the Museum staff and volunteers and the Club. We organised a Club run to the Museum and the Museum people organised the supper.

For the run to the Museum, members met at two places (the Clubrooms or the Alexandra Hills Hotel carpark) and then combined to make an impressive sight coming down Smith St just on dusk. The numbers inside the Museum quickly swelled as our participants (close to 100 in number) flocked into the museum to inspect not just our display but all the wonderful permanent displays there.

The President of the Museum, Kath McNeilly, was first to speak and she then introduced David Miles who included in his speech the fact that people with very early association with the Hillclimb including Ann Thomson, Will Charlton and Barry Huntington were present. The official opening was then performed, very appropriately, by the State MP for Redlands, John English, who is also a member of our Club and who featured in a photo, along with Barry Smith (Wynnum), at a working bee at the hillclimb a few years ago.

Although the bulk of the work in putting together the display was done by Elaine Hamilton, she is grateful to the people who made photographs available to her and hopes that all people have been properly acknowledged. She is also very much appreciative of the huge hours put in by Rick Thomason of the Museum who took on the responsibility of actually putting the various displays on the wall. He has probably never had such a complexity of photographs to assemble and, despite having to make a couple of desperate calls for help when caption numbers had been obliterated in the process of preparing the photographs, did a brilliant job of bringing it all together successfully.

List of known participants: (Apologies to anyone who was there but who has not been acknowledged below. This list has been based on the list of acceptances received by the Museum staff.)

Steen and Clare Andersen
 Stewart Armstrong and children
 John and Glen Boyce
 Will Charlton
 Bev and Ron Clydesdale
 Patrick and Desley Collins
 Peter and Diane Brereton
 Lloyd and Catherine Cree
 John and Diane Davies
 George Diggles
 Gary and Kim Deane
 Ross Devencom
 Ray and Sue Edwards
 John English
 Ian Fettes
 Peter Gannon
 Ken and Pauline Graham
 Gary and Narelle Goulding and family
 Vern and Elaine Hamilton
 Nick and Gwynne Holman
 Kerry and Val Horgan
 Graeme Hunt and Irwin
 Tony Jay
 Greg Johnson
 Richard and Carly Mattea and family
 Owen and Mary McNeill
 David and Meryl Miles
 Neil Mills
 Roger and Anne Paltridge
 Peter Quayle
 Gary Rand and party
 Peter and Delia Rayment
 Peter and Merle Roberts
 David and Jeannie Robinson
 Ken Simmons and Cathy Bartley
 Norm and Kath Singleton
 Tony and Debbie Slattery
 Chris Sloane
 Barry and Sheryl Smith
 Peter and Gillian Smith
 Malcolm Spiden
 Paul and Kerry Strange
 John and Mary-Ann Tait
 Ann, Fred and Emily Thomson
 Ivan and Joan Tighe
 Eric and Janet Troupe
 Paul Van Wijk
 John and Pat Walker

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some videos and sales/discount items.



Getting the cars in

▲ The Rayments organize the TC with help from the Museum's Rick Thomason while Peter Smith find something (?) to clean on the floor

▲ John Walker lends a hand while Gary Goulding prepares his car for the last time

The cavalcade arriving



Inside the Museum

Original surveyor, Barry Huntington, surveys his work

Part of the large crowd inspecting the display

Grag tries out his new car while Gary and Narelle seem surprised at the turn of events

John English officially opens the display

Elaine, David and Ann look happy and relaxed

Ann and two Davids against the backdrop of the display

An overview of the area

The 'Times Tumble' graphic grabbed attention

Ron, Paul and Kerry ventured into the other display areas

Peter Smith wears two hats (badges) as he and Gillian chat with Kath, Meryl and Stewart

MUSINGS

from the MGCCQ Wide Bay Chapter

The tourists have departed; land values have plummeted; the sidewalk cafes are again available to the locals; and the roads are once more driveable. What is it? Of course, it is the end of the holiday season! The Wide Bay Chapter joins with all MGCCQ members in welcoming their marque cars out of holiday storage.

The Chapter's December runs were decidedly shorter to accord with the hotter weather and increasing tourist traffic. Eight cars and fifteen members took the long way around on Sunday 3rd December with a Gundiah Pub lunch following Brooweena and Woolooga stopovers. This long planned "sheepdip" run was through some interesting country but it also included some six km of unsurfaced road. However, all cars emerged unscathed. The runs on Wednesday, 7th December to Rhapsody of Roses and the breakfast run to Arkarra Tea Gardens on 17th December saw the participation of six cars and nine cars respectively. Finally, the Chapter Christmas party held at the Viva Italia seafront restaurant saw the Chapter let its collective hair

down and featured the new Chapter Banner presented by the Club President earlier in the season.

The Chapter's first run for the new year was a twilight affair, concluding with a fish and chip meal on the Esplanade on Wednesday, 10 January. Ten cars and seventeen people participated, including new members John and Barbara Shield in their lovely restored MGB. Helen Bryant's MGB was also given a run following its part restoration, and Warren and Anne Dawes joined up with their Mini Cooper S. The Chapter's breakfast run on Sunday, 14 January, had nine MGs and eighteen members participating; the slowest thing going that day was the breakfast service!

Finally, Australia Day was celebrated in grand style at the Bryant's home, with cakes cut for: 1) Australia; 2) the Chapter's third anniversary; 3) Jan Bruce's birthday; and 4) a VERY important citizenship anniversary. The place bulged with some forty members attending. But what a party!!

See you in the Wide Bay soon, we hope.

CHAPTER CHATTER

Darling Downs Chapter

The 2006 Grand Finale for the Darling Downs Chapter was the very well attended Christmas BBQ lunch held at the end of November at Roger and Jo Anderson's at Cabarlah. Their converted horse stable, with views across the escarpment, was the perfect setting for 39 Chapter members to kick up their heels and party well into the afternoon. It was also a fitting time to make a presentation to, and thank the outgoing and inaugural Coordinator of the Chapter, Trevor Watkins, for all his hard work behind the scenes that has seen the Chapter go from strength to strength under his leadership.

The first outing for the year, a breakfast run organised by Warwick members Graham Cope and Bob Marsh to the delightful Queen Mary Falls Café for breakfast and then by scenic roads to a BYO morning tea at Allora has come and gone. There was a wonderful turnout of 18 cars of various marques. It was great to see some new faces, lots of familiar ones and surprise visitors from the Brisbane club, Peter and Merle Roberts.

The end of month run for February will also be a breakfast run put together by the Toowoomba team of Trevor Watkins and Ben Cain. It promises to be a little out of the ordinary with a cooked buffet breakfast being enjoyed at Sketches Mountain Resort at Ravensbourne before a scenic drive ending at a BYO morning tea location. As the weather cools we will revert to Day Runs from the end of March through till the end of October.

Sunday 11 March heralds the DDC inaugural shed meeting, known in some circles as secret men's business, an innovative concept of Ben Cain's. The idea is to travel to a member's shed and have a good look around, hopefully in and under an MG that is having work done on it, or participate in an impromptu workshop. It is hoped to hold at least four shed meetings per year.

2007 is certainly shaping up to be an exciting year of Safety Fast motoring for the Darling Downs Chapter.

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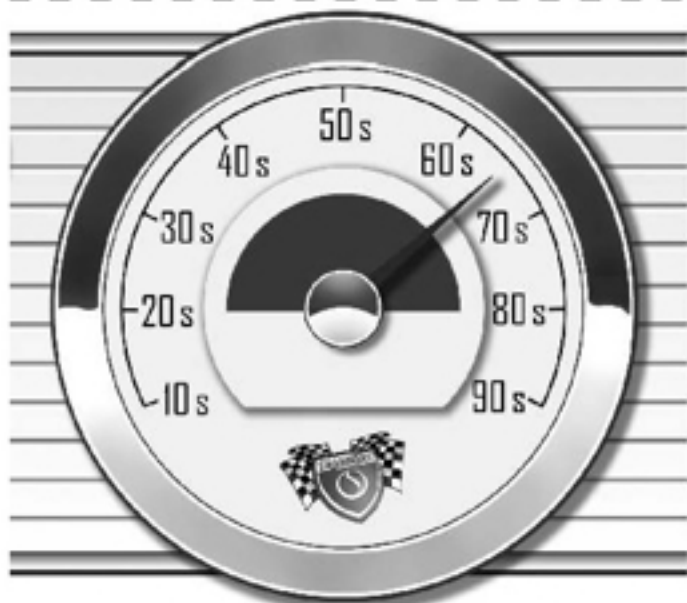
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MG CAR CLUB OF QLD INC - POINT SCORE RULES for 2007



Listed below are details of our Club's various Perpetual Trophies including eligibility requirements for each. These will also be available from the News page of the Club's website.

CLOSED TOURING ASSEMBLIES (GCEAD TRIALS TROPHY FOR NIGHT RUN DRIVER and THE MRS E A HUNTER TROPHY FOR TOURING ASSEMBLY NAVIGATOR)

Points are allocated to both Driver and Navigator on the basis of outright position. For scoring refer Table A below. The setters, if they are financial members, shall score 1st position points.

*****Points gained are transferred to the...Best All Round, T Type, PreWar, MG, Ladies Award (where applicable)

THE M E HUNTER MOTORKHANA TROPHY

Points are given for any Club Motorkhanas held during the year plus any other nominated events. Classes are as per Queensland Motorkhana Code which can be found on the CAMS website.

Points are allocated for positions in the various classes as per Table A. An additional 2 points are awarded for Fastest Time of Day.

*****Points gained are transferred to the Best All Round, T Type, Prewar, MG, Ladies Award (where applicable)

VISCOUNT NUFFIELD SPEED TROPHY

Points allocated for Club hillclimbs, Iron Man Sprints and any other notified events.

To be eligible for this trophy competitors must have actively worked at a minimum of two (2) Working Bees at Mt Cotton and/or hillclimb events including 'hire-outs'. It is the competitor's responsibility to ensure that they have signed the Working Bee Register (for working bees) or the CAMS Officials sign-on sheet (Hillclimbs) to ensure there is no confusion over their eligibility for this and the Marque Speed Trophy.

Points allocated for positions in the various classes on the day are as per Table A plus 2 points for Fastest Time of Day, 2 points for breaking a club record and 1 point for equalling a record.

*****Points gained are transferred to the Best All Round, T Type, Prewar, MG, Marque Speed, Ladies Award (where applicable)

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

CONCOURS (Trophy donated by Denis Geary)

Points are allocated for class placings as per Table A plus 2 points for Outright winner.

*****Points gained are transferred to the Best All Round, T Type, Prewar, MG, Ladies Award (where applicable)

THE HOWARD TROPHY FOR BEST ALL ROUNDER

Points are gained from all the above events. To gain the award competitors must have competed in at least 2 Closed Touring Assemblies, 1 Motorkhana, 2 Speed Events and 1 Concours. If there are insufficient events in each category then points will be awarded on those events conducted.

The following trophies (*) points score is derived from the above trophies and are not further transferred.

***PETER USCINSKI TROPHY FOR MARQUE SPORTS CAR SPEED**

Eligibility: Sports cars as defined by the MGCC Committee. Points and requirements as per speed trophy.

***LADIES TROPHY**

Points gained from all events as noted above. To gain the award, the competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana and 1 Speed Event.

T SERIES REGISTER TROPHY FOR BEST T TYPE**BEST PREWAR MG TROPHY**

For these two trophies, points gained from all points scoring events as noted above plus 3 points each for nominated social function. The setters when financial members shall score 2 bonus points.

***BEST MG TROPHY**

For this trophy, points gained from all events as noted above plus 3 points for each nominated social function to a maximum of 8 social functions. The setters when financial members shall score 2 bonus points.

***MCCONNELL MOTORKHANA TROPHY FOR MGs**

Points gained from all nominated motorkhanas.

Placings are based on production MG cars in classes as per Motorkhana Trophy plus 2 points for fastest MG. (These points do not transfer to any other trophy.)

RACING DRIVER TROPHY

Shall be allocated on MGCC of Qld Inc race meetings and other CAMS State Championship race meetings with the same classes available. Groups as per the CAMS State Championship categories.

Points scored for positions in respective classes per race. Refer Table A. Results scored on the first number of events that is equal for all classes on the day/s. (These points do not transfer to any other trophy.)

TABLE A

1st 10 points; 2nd 8 points; 3rd 6 points; 4th 4 points; 5th 3 points; 6th 2 points; 7th to the end of field for all starters score 1 point.

NOTE:

If you have entered more than one car in an event, for any of the above categories, points shall be scored only for one car in any of the trophies.

MEMBER PROFILE :

Mel Kelson



The last of our Committee members to be profiled, Mal Kelson is seen here as most see him, in charge of the BBQ at the regular Friday night Noggin 'n' Natter. It is a task he happily and competently took on and continues to do, much to the gratitude of all.

Last September, Mal decided to increase his involvement in the Club by nominating for Committee. Since then, he has indicated his willingness to get involved in a number of ways, most recently by volunteering to assist in the coordination of the improvements to be made to the Clubrooms and by participating at working bees at the hillclimb. The second photo shows him with hillclimb tools in hand!

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MG CAR CLUB OF QUEENSLAND INC.

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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 motorkhanas 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 & Series
- Handy Hints - Points of Interest & History
- Recipes & the like

Please submit your contributions to the Editor
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or by email to vprojects@uq.net.au



Race Meetings

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