

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 1

February 2009



Guest speaker, John French, and Club Patron, Dick Johnson, with the trophy winners at the dinner and presentation of trophies on 14th Feb.

Patron: Dick Johnson

www.mgccq.org.au

email: mgccq@mgccq.org.au

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Event Sec. Asst.	David Robinson	3255 9037	Library	David Robinson	3255 9037(w)
	Richard Mattea	3325 0409	Point Score	Ian Fettes	3803 3858
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Co-ordinators	Ron Clydesdale - Weekend	3263 6575	Darling Downs Chapter	Rick Neville	4696 9776
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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

Those of you who have been keeping up to date with the club goings on over the summer break may have noticed a number of significant changes have taken place. Firstly and most importantly has been the serious ill health that has afflicted David Miles since early December. I am pleased to report that after 6 weeks in hospital David is now at home recovering.

Just prior to David's illness he decided that after 4 or so years as President it was time to step down and resume a normal life. Perhaps nobody deserves more than David to have some time on "the sidelines". During his time as President many changes, all for the better in my opinion, have taken place. I will attempt to give a brief summary of those changes to members to refresh your memory of how far this club has come under David's guidance. At the time that David took over the role as President of the club in March 2004 the membership stood at 338; at the end of 2008 we had 780 members. In the Easter of that year the club hosted the extremely successful MG National Meeting in Warwick at which David excelled in his role as President of the host club. In the weeks just prior to this, the club lost the use of the building in Donkin Street which had served us so well as club rooms for several years. A temporary home was quickly found in Albion but it was David who drove the club away from its nomadic existence and began the quest for permanent clubrooms. This drive and determination led to the purchase of our current home at Collinsvale Street in January 2005. The improvements that have been made to this venue since its purchase again can be directly attributed to David's desire to convert this former industrial building into a place where members can come to relax and enjoy a drink, something to eat, spend some time in the club's extensive library or just have a good old "natter" with friends.

The Mount Cotton Hillclimb facility should perhaps be seen as the "jewel in the crown" of David's Presidency. Whilst John Davies was responsible for making the initial developments happen at Mount Cotton it has been David who has ensured that our venue is now one of the leading club motorsport facilities in Australia. So much of what you now see (and can't see) is a direct result of

David's untiring efforts, and for that and all the many other things that you have done, David, I thank you and Meryl on the behalf of all MGCCQ members.

David's resignation along with the resignations of Bruce Bayliss and Kevin Ponting as committee members has meant that the club has had to find a new President and two new committee members. The thanks of the committee also go to Bruce and Kevin for their recent efforts. I have agreed to fill the role of President until this year's AGM. I will not be standing for election in September. I only recently stepped down from the committee and as Vice President so that Carly could remain in her role as Treasurer to help ensure that the club maintains its strong financial position. Tony Slattery has joined the committee, bringing with him a wealth of MG and motorsport knowledge. I would like personally to thank Tony for his support at this time. We still have one vacancy to fill so, if you're keen to put something back into the club, please contact either myself or Elaine Hamilton.

By the time you are reading this the club's annual dinner and presentation of trophies will have taken place. Congratulations to all the winners - wouldn't it be great to see a few different names on some of the trophies this time next year? Thanks again to Kerry Strange for her efforts to bring the whole event together. Thanks also must go to John French for agreeing to be our guest speaker and for keeping us all entertained. To have people like John, Denis Geary and our Patron Dick Johnson still so actively interested in the club demonstrates to me what a great club we really have.

The 2008 Tighe Cams Mount Cotton Hillclimb Series presentations went off recently almost without a hitch. I say almost, as I forgot to mention a very important group of people who support our club and its activities at both the hillclimb and at race meetings. They are, of course, the officials, the flag marshals, scrutineers, time keepers, clerks of the course, event administration, fire & rescue and, not to be forgotten, the canteen volunteers who work so tirelessly to feed and water us all. A very big thank to you all of you because, without you, there would simply be no event.



So, in closing, please be assured that despite the recent changes at committee level the club remains strong. Its very small nucleus of dedicated workers (which could do with some expanding) remains focussed on the tasks ahead. We are committed to being the best car club we can and with the support of the membership we will achieve our goals. We will continue to offer many diversified activities in both the social and competition arenas which are open to all our members. So, please make sure that

you make use of what the club has to offer, and maybe just ask if there is something that you can do to make all of the various events "just happen".

Richard Mattea
(President)

Some words from Elaine...

We have a STOP PRESS cover for you! Although it was too late to have a report of the Club's annual dinner and presentation of photos we were able to get this photo of the trophy recipients available in time to make the cover. The trophies were presented by John French and it was good to have our Club Patron Dick Johnson present as well at our very well-attended dinner.

In this issue we have a profile of a Chapter Coordinator, information on the winners of both Club trophies and hillclimb awards as well as a range of general interest articles. The rules for the Club trophies have been incorporated into the result sheet so that you will be aware of what is needed for you to be eligible. There is one new award for 2008 to honour Brian Tebble and the work he did in establishing the hillclimb and there will be another new award this year, donated by David Robinson, to encourage young members to take part in motorhobbies.

Wayne Reed offers advice on how to go fast at the hillclimb, Richard Craston does some personal musing and we have one of Bruce Ibbatson's technical articles which have found avid readers all around the world.

It has become increasingly difficult to find space to reproduce more of Ken Ebeling's memories. In this issue, there is the last chapter which will be

reproduced in the Octagon and, even then, it is in abridged form. This chapter documents his competition in MGs before his purchase of a TR2. In the other chapters, which are already available on the Octagon page of the Club's website, he recalls early race meetings at Strathpine, Lowood, sprints and hillclimbs, all of which are worth reading as not just Ken, but many other early Club members, featured in these events. Ken's record keeping provides a wonderful historical document on this era of motorsport in Queensland.

The urge to find out more about early motorsport in Queensland has bitten Malcolm Spiden who has been calling the State Library 'home' for the past number of months. You will find the first part of his excellently-researched article fascinating reading and will be pleased to know that there is more to come. Richard Craston began researching the history of the Mt Coot-tha hillclimb and has also become an avid researcher. It could be interesting to be a 'fly on the wall' when he and Malcolm get into conversation.

Please note that the closing date for material for the April Octagon is 20th March.

Please also note that if you haven't renewed your membership by 20th March, you won't be receiving an April Octagon. Make sure that doesn't happen to you!

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.

Wednesday 25 Feb	Midweek run	Contact Elaine Hamilton 3893 2438
Sunday 1 March	Combined Pre-War and T and Club run. Contact Dino Mattea 3263 2625 or Ron Clydesdale 3263 6575. Meet at K Mart (cnr Gympie and Webster Rds) at 8:30am for a 9am departure.	
Friday 6 March	Rocker cover racing Test and Tune night. Even if you are not going to the National Meeting bring your racer to lend to someone who is going. Contact Tony Slattery 3391 3022	
Sat/Sun 7/8 March	State Championship Race meeting at Morgan Park (Contact Richard Mattea on 3325 0409)	
Friday 13 March	Guest speaker at Noggin 'n' Natter: Graham Smelt speaking about waterless car care products	
Sunday 15 March	Tighe Cams Hillclimb series Round 1 (Mt Cotton)	
Sunday 22 March	Day run	Meet at the Clubrooms at 9am for a 9.30 start. Contact Ron Clydesdale 3263 6575
Wednesday 25 Mar	Midweek run	Contact Elaine Hamilton 3893 2438

Please consult the calendar insert for Chapter events. All Club members are reminded that all events are open to all members. For a full listing of events, see the calendar in the centre of the magazine.

Please note that some dates could change; updates are available on the Club website.

Membership

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

Edward Abbott
Wayne Adcock
George Brischetto
Patrick Collins
Steve Keown
Simon Klein
John McLean
Thomas O'Dea
Jimmy Ritchie
Hans Schuele
Matthew Stock
Rob Hayward
Quentin Kindred
David May

Dave Brennan
Dennis Fairley
Dylan Bigg
Quinn Boucher
Brian Gibbs
George Williamson
Robert Fraser
Robert Behan
Anthony Sheil
Stephen Girardi
Elizabeth Dowler
Trevor Rose
Kenneth Wilson
Darryl Barrington

Cody Collins
Ryan Collins
Jason Federoff
Alan Heath
Matthew Leslie
Ron Prefontaine
Mark Smith

Profile

Gurney T Clamp

Coordinator, Capricornia Chapter

As a teenager living in a suburb of Sydney, I watched my neighbour from across the road come and go every day in his new MG Roadster saying to myself, 'Self you will own one of those one of these days.'

Finally, in February 2008, my dream of owning a MG became a reality. Now there is a white 1972 MGB Mk II which is parked in my shed under a cover. My wife Gloria and I go for a run in it every Friday afternoon to get our fish and chips for dinner after a tour around the coast. My wife Gloria only went for a test run with me once. It was on the Gold Coast after a lot of rain in February. We stopped in the middle of the road waiting to make a U turn and a truck that overtook us hit a puddle sending water into the cab, most of it over Gloria!

I could see the need for an MG car club in Central Queensland which led me to find as many MG owners in the area that I could, with the idea of forming a club. This led to formation of our chapter



of the MG car club of Queensland.

Golf is my other interest. I am secretary and junior development officer of the Central Queensland Golf Association which has 16 clubs and 2 resorts golf courses to look after. I am also a consultant for a new housing and golf resort development at Zilzie (South of Yeppoon) which, when opened, will be the first championship golf course in the world to have synthetic grass greens and tees. I play off a 9 handicap at the Yeppoon Golf Club.

Gurney T. Clamp

LETTER FROM DAVID MILES

Having stepped down as President, I believe that a brief explanation to all members, best wishes to my successor, and thanks to all who provided so much help, support and encouragement over the past four years, is in order.

My letter of resignation, given to the committee on December 8th., comprehensively details the reasons for my decision and, in the best interest of the club and those who now determine its future direction, should, I believe, remain confidential. I would point out, however, that the underlying issues were not due to my health, but to the effect that numerous, continuing issues were likely to have upon it. My hospitalization just a few days after my resignation was not in any way related, being a different issue entirely. Please be assured that it is my intention to remain a member of MGCC (Qld), and I will help in whatever area the President and Committee see fit. This is a great club and, providing

Richard is given the help and support he deserves, will continue to be so.

I believe without a doubt that Richard Mattea is the best person available for the job as President. He has the expertise and experience to handle all aspects of our activities and, given support from the committee and membership to guide the club through what look like being difficult times ahead, will oversee continued growth and success.

Thanks to all the members who have visited, phoned, left messages, sent cards and e-mails, etc., etc. I have been quite overwhelmed by the number of people who have taken the time to pass on their best wishes, offers of help and so on. It has been an honour, pleasure and privilege to have served this club as President, and Meryl and I look forward to a long and continued association with MGCC (Qld).

Best Regards,
David Miles

Bits & Pieces

The second of the **Surfers Paradise discs of Brier Thomas photos** has now been completed and is available for sale through our Regalia order form. In scanning the negatives lots of interesting photos were found but, for Club members, some of the most interesting were taken at the Tasman meeting held in February 1975.

At that meeting the drivers who included Chris Amon, Warwick Brown, John Leffler, Garrie Cooper, Kev Bartlett, Max Stewart, Graham Lawrence, Graeme McCrae, John McCormack were taken on a parade lap in MGs. Maybe some Club members will recognize themselves or their cars in the following photographs. There are 11 photos of the MGs in total so not all can be reproduced here.



MGB Reg no PTZ-377 and Midget Reg No OFY-729



TF Reg no NNT 909 and TD Reg No OJY 545



Last three cars are MGA Reg No PNT 355, MGB Reg No PNR 346 and Midget PDQ 332



13 MGB Reg No PVQ 313, Midget NUP 655 and MGB PIN 112

More interesting MG photos from the past have been provided by Richard Craston who, along with Mal Spiden, has been researching the history of motorsport in Queensland. Pictured is Ray Bulcock winning the Myrtle town sprints in his MG midget in 1933/4. The rego number of this car is Q 178-877.



Bits & Pieces

After ten years on Committee, the last five as President, David Miles tendered his resignation in December. This was David's second period of service to the Club on Committee, the first being from 1969 to 1973 with the last two of those as President. During David's time as President from 2004 to 2008, amongst other achievements, he found the Club a permanent home, established the four current Chapters and nurtured the hillclimb. It is as a result of his stewardship of the Club that membership numbers soared during this time. Thank you, David; your contribution to the Club has been enormous and we thank you for it. At the same time, we thank Richard Mattea, Vice-President from 2005-2008, for taking on the role of President and Peter May for accepting the position of Vice-President.

David Miles suffered ill-health in December and was hospitalized from Dec 13 until Jan 22nd. We hope to see David back and active in the Club enjoying both social and competitive activities without the pressure of responsibility of organization etc. as soon as possible. It was good to see him out at the hillclimb on Feb 11 socialising with the midweek working bee workers.

It was good to see him out at the hillclimb on Feb 11 where he socialised with the midweek working bee workers and inspected John Walker's latest racing car



NATIONAL MEETING- GEELONG EASTER 2009

www.mgccgeelong.com.au (then click Nat Meet logo @ bottom left of screen)

15.02.09 is the closing date for early-bird registration discounts and for pre-order of discounted regalia.

29.03.09 is the closing date for registration.

Registration can now be completed and paid for online or printed and mailed with your payment, but it must be received by last mail on 29.03.09. Discounted registration fees are available if received and paid for prior to last mail 15.02.09 (see website above)

Regalia can be ordered and paid for online or mailed with your payment to MGCC Geelong. Discounted prices are available to those received by 15.02.09.

Regalia can be collected at the event or a \$30 postage fee will be charged.

Minimal stock will be available at the venue but sizes etc cannot be guaranteed. Size charts and self measuring details are online.

Early orders can request not to have the large logo on the back of garments.

All Supplementary Regulations, Newsletter 1 and Bulletins 1 & 11 are now available online at the above website.

If you do not have access to the internet, please contact NatMeet Coordinator, Desley Collins, on 07 3245 3149 or 0408 57 55 29

The Club van will not be taken down to the National Meeting this year.

BELOW: Scott Ramsay sent in these photographs taken by his son while studying photography at school. As well as studying photography, he is obviously also studying MGs. Many thanks for the photos.



MG 'GO-KART'

For pictures please see page 11

Simon Lake has the following interesting report: "Over the Christmas Break Dannielle and I decided to chuck the kids in the car and go visit the in-laws down in the Hunter Valley region for a few days.

While we were there doing the tourist thing of sampling the wines the conversation about objects to find in back sheds arose between Phill (my father-in-law) and me. Phill then looked across at me and asked I had seen the go-kart that one of his mates hand built and was storing under his house.

Later that day we arrived back at the house and, being intrigued, I went into the garage to dig out the "Go-kart". The previous day we had already pulled out the peewee motorbikes and electric car for the kids but on this day, under this pile of boxes, old rolls of carpet, paint tins and other assortment of junk, we had the go-kart uncovered.

After removing the custom made carcover I noticed it was a scale MG TF (I could be proven wrong here) powered by a 5.5 horsepower Honda engine. It had wire spoke wheels, hand made fibreglass body, teak dashboard and tan leather interior. Unfortunately we were unable to drive it due to the steering column was broken; also I could barely fit in it as you can tell by the photos. The kids fitted perfectly."

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MG 'GO-KART'

Bits
&
Pieces



CONGRATULATIONS

Congratulations to Brant and Selena Rayment on the recent birth of their first child, a daughter named Rebecca May.

Congratulations to Ann Thomson, Club member 96, who was honoured by CAMS with a Life Membership at the National CAMS award dinner in December 2008. The Award of Life Membership was introduced in 1982 and Ann is one of only 20 people to have received the Award in those 26 years.

Congratulations to committee member Matthew Holmes, his wife Tracey and their two sons Lachlan and Liam on the birth of a daughter and sister, Caitlin Louise, on Australia Day.



The 2009 Solvix Challenge

On 14th March, the Brisbane Sporting Car Club is conducting an all bitumen road event (**The 2009 Solvix Challenge**) for standard road cars suitable for both novice and experienced drivers. An information night will be held on Thursday 26 Feb at the BSCC Club rooms, 206 Montague Rd, West End. For more information phone 07 3846 0233.

Bits & Pieces



'New' MGB GT V8 at the Hill

There's a 'new' MGB GT V8 at the hill. It is driven by Andrew Marriott (pictured; photo by Russell Witt). Andrew, in his first drive at Mt Cotton, recorded times of 66.62 on his first run, 59.99 on his second run, then 57.97 and finally 56.58. This won him the Most Improved Trophy for the day which goes to the first-timer at the hillclimb who consistently lowers his times throughout the day.

Expressions of interest are being called for Leyburn Sprints. The form is on their website leyburnmotorsprints.com.au

Please note the new standardized method of listing items for sale in the Classifieds on the Club website devised by new Club Vice-President Peter May and Webmistress Glenda Crew. Many thanks to both of them for this improvement to a great service offered by the Club through the website. In novations like this can only be implemented by hard work by both Peter and Glenda and for this we thank them.

New Vice-President, Peter May, has initiated a new type of year-long raffle to add interest to the **Christmas Noggin 'n' Naffer**. There will be multiple prizes which are won through a version of a lucky draw. You can choose your own tickets from a map on the wall of the clubrooms and you can buy as many as often as you like. The more tickets that are sold, the more prizes there will be. Look for more information on the Clubroom walls in the near future.

If you would like to donate something appropriate as a prize for the raffle or have a business which would like to donate an item or a service as a prize, please contact Peter on 54955187.

LIDDLE'S

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1275 "A" Series Engine
Completely reconditioned, Liddle Head, 25/60 camshaft, lightened flywheel, balanced, uprated clutch, distributor if required. \$4,500.00. Will consider part exchange for 1275 engine. Phone Peter Tighe 07 5435 2247 Friday to Sunday.

Gearbox Ribcage, suit any A series engine, fully reconditioned. Additional front seal installed. \$1500.00. Phone Peter Tighe 07 5435 2247 Friday to Sunday.



Gearbox Mk1 MGB fully reconditioned. \$1500.00. Phone Peter Tighe 07 5435 2247 Friday to Sunday.

Crown Wheel and Pinion 8.30 ex-Magnette Also suit MGB. \$150.00 Phone Peter Tighe 07 5435 2247 Friday to Sunday.



Broach and Punch Press as is, no tooling. \$200.00 Phone Peter Tighe 07 5435 2247 Friday to Sunday.



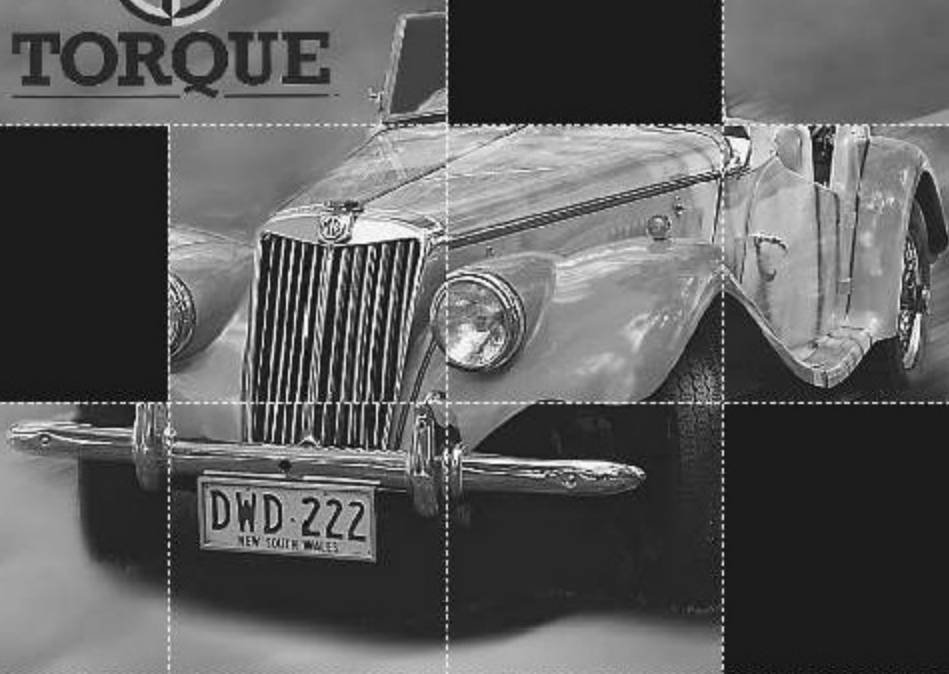
BSA Goldstar Clubman Roadster Motorbike 1957 350cc Barry rebuilt the bike with new old parts as a road bike that was completed in June 1999. This bike has only done about 100 miles since the rebuild and performs excellently. It is the ex race bike that was built and ridden by Barry French. This bike is in a concourse condition. Asking price \$15,000. . Phone Peter Tighe 07 5435 2247 Friday to Sunday.



Lathe Hercus 9" - 15" centre to centre, 3 & 4 jaw chuck, Jacobs drill chuck, some tooling, single phase. \$1500.00 Phone Peter Tighe 07 5435 2247 Friday to Sunday.



Hardtop suit MGB. Needs reconditioning. \$150.00. Phone Malcolm Spiden 07 32666350



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Lumley



Breakfast Run 7th December 2008

By Ron & Bev Clydesdale



While it looked a little overcast and had been raining heavily during the night, the morning turned out quite nicely. There was no sign of the forecast showers which possibly deterred some of the usual attendees.

The drive across the Hornibrook Highway and along the Esplanade to Suttons Beach was very pleasant, and the few hardy souls who rose early enjoyed the clean barbecues and restful picnic area adjacent to the beach.

The following members attended

Gary and Dawn Lawrence	MGB
David Phillips	MGB

Errol and Wendy Hoger
Cathy Bartley and Jayne
BlackPeter and Merle Roberts
RedElizabeth Collins
RedCyril and Marie Bennett
BRG Allan and Joyce Tebbutt
John and Pat Walker
Steve and Lesley Pyott
Ron and Bev Clydesdale
Tony and Debbie Slattery

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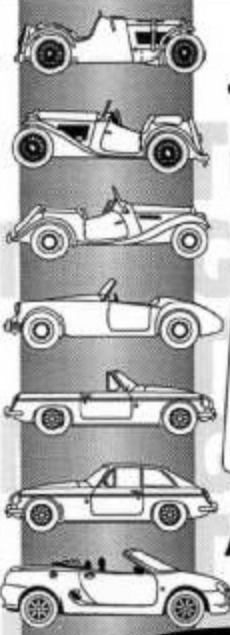
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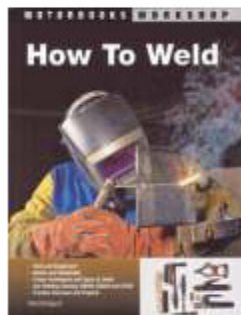
Email: abingdon@mgcity.com.au
Website: www.mgcity.com.au

BOOKREVIEW

The following book has been made available for review by Capricorn Link. It will now become part of the Club's library.

How To Weld

By: Todd Bridigum
Reviewed by Harvey Mills



This book is suitable for experienced welders of some time back to bring themselves up to date with welding methods, welding equipment and metals. For those who wish to be able to weld, for several reasons, a beginner to be able to neatly assemble components into a

whole, ie. where nuts and bolts would be considered unsightly or inaccessible, for the experienced where they may wish to branch out into another area or type of welding. In restoration and in some cases repair of vehicles it would be almost impossible to carry out the job without this equipment and some knowledge of working with it.

All current and popular welding types are covered, including gas, shielded metal arc (or stick), gas metal arc welding (or MIG), gas tungsten arc welding (or TIG), brazing, soldering, metal cutting and arc welding.

Each skills section finishes with a series of exercises and concludes with sequential captioned photographs and fully illustrates the techniques taught.

The book is comprehensive with fourteen chapters and an appendix covering the art. Tools and consumables are readily available from all good suppliers of gas and gas equipment.

The book is: How To Weld.
The author is: Todd Bridigum.
Published by: Motorbooks in 2008.

These books are also available from all good bookstores. For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au.

Epiphany

By Wayne Reed

After a lot of research I think I have the answer to this hillclimbing caper.

Every few weeks around 120 of us turn up at the Mt Cotton hillclimb track with a wide variety of machinery all designed to try and beat the 10ths and 100ths around the track or at the very least beat more of them than the others in our class.

We wait on the start line for the light to turn green then hit the accelerator to break the light beam and set the 1/100ths off. It's then a fight with the car trying to get everything happening in the right order at the right time; 100ths and 10ths love missed gear changes or running wide as that gives more of them a chance to get to the finish line first.

Finally we cross the finish line and stop the 1/100ths. After parking the car and taking a breather we head off to the score board to see how many of these little bits of time we have beaten. From my experience it's usually not as many as we think.

Most of us go back to do some soul searching and curse the wallaby that ran out in front of the car; yes, the one that no one else saw.

We then start to fiddle with the car, alter the tyre pressures by a pound or two, adjust the shocks, clean the dirt off to improve the aerodynamics and try to out-psyche the opposition. Sorry Chris, the Fiat doesn't really leap around, the left rear wheel wobble seems to have disappeared.

Having made as many small changes as we can, often the only thing left to do is spend some money to make the car quicker.

This then puts a value on these little bits of time and, believe me, the more you try to beat the more expensive they become.

I have spent many hours trying to find ways of beating these cunning little tads and smidgens of time.

What I was looking for was something that everyone else had overlooked.

My research finally led me to bad news; no, it's not bad news, it's good news, well it's good news in that the answer is bad news.

You see nothing travels faster than bad news, it's a universal constant. So all we have to do is mix some bad news with the fuel. It pays to use only small amounts as bad news can be very powerful. Mix it thoroughly with the fuel then strain as bad news almost always has lots of lumps. Pour it into your tank and hang on.

At the next event I will be armed with a tank full of bad news blend.

In an effort to be sporting I am prepared to share this around so if you don't have any bad news of your own come and see me I will arrange some for you.

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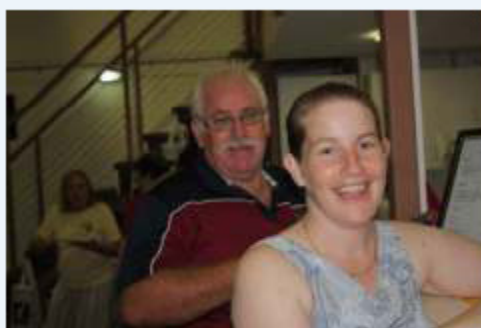
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CHRISTMAS NOGGIN 'N' NATTER

This final function for the year was the Christmas Noggin 'n' Natter and those who pitched in to help with the catering, serving and cleaning up were kept busy all night. Hopefully they were rewarded to some extent by the gratitude of the large crowd which attended.

We'll let the pictures 'tell the story' and leave it to your imaginations to provide appropriate captions for the photos!







EXPRESSIONS OF INTEREST CALLED FOR SEPTEMBER TOUR

The Darling Downs Chapter is organising an MG Tour in Sept 2009 and all interested Club members are invited to take part in it. The Tour is from 4 to 14 Sept and will be a hub rally based on overnight stays in Gympie, Maryborough and Bundaberg. More information and an expression of interest form are available on the News page of the website or from the organiser, Gary Lawrence,

Email: gjlawrence@aapt.net.au, Ph: 0746968314,

Mobile: 0427390851 or Post: 14 Grey Gums Drive, Blue Mountain Heights 4352.



2008 Tighe Cams

Mt Cotton Hillclimb Series

The Series came to a closely fought conclusion at the final hillclimb on November 30th when Bill Norman and Paul Masterson tied on 93 points after each had broken their class record three times during the year. However, Bill was awarded the series win on a countback. Likewise, a countback was needed to break the tie between Steve Riley, Alan McConnell and Barry Smith for best racing car.

The presentation of trophies took place on Feb 6th, too late to make it into this Octagon, so photos from the presentation will appear in the April edition.

Many thanks to Russell Witt, Wayne Reed, Gary and Catrin Pitt, John Seed and Ken Krenske for the photographs below.

Full results were as follows:

Outright places



Series winner, Best sports car and class winner, Sports cars up to 2000cc and 3rd in the Appleby Top Six.
Bill Norman Gek 93 points



Second outright and class winner, Marque sports up to 1600cc
Paul Masterson PRB7 93 points



Third outright, Best sedan and class winner, AWD
Forced induction and 6th in the Appleby Top Six
Michael Collins Subaru WRX 91 points



Best racing car and class winner - Formula Vee
Steve Riley Hornet 90 points



Russell Crew trophy for best MG
John Walker MGA

The new encouragement awards went to:



Kay Hawley Encouragement award for Lady driver
Celise Paddle Honda Civic



The MGCCQ Encouragement Award for Male driver
Scott Dean Toyota Tercel



The Ken and Pauline Graham award for best young
driver Jae Collins Subaru WRX

Other Class Winners



Formula Libre up to 1300cc
Paul Van Wijk BKZ 07



Formula Libre 1301cc and over and
Winner of Appleby Top Six
Alan McConnell Van Diemen RF87



Sports cars 2001cc and over
Scott Goody Gem Clubman



Marque sports 1601 to 2000cc
Wayne Reed Lotus 7



Marques sports 2001cc and over
Ian Fettes BMW Z4



Improved Prod up to 1600cc
John Gibson Mitsubishi GSR Lancer



Sports sedans up to 2000cc
Ian Michels Toyota Corolla



Improved Prod 1601 to 2000cc
Chris Sloane Datsun 1600



Sports sedans 2001cc and over
Stuart Murchison Mazda RX7



Improved Prod 2001cc and over
Noel Preston Saab 9.3

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Road registered up to 1600cc
Steve Arlidge Suzuki Swift GTi



Group K
Barry Smith Ford V8 Special



Road registered 1601 to 2000cc
Mark Dunstan Ford Escort RS2000



Group O
Ross Devencorn Elfin Mallala Replica



Road registered 2001cc and over
Craig Hornibrook Holden Commodore



Group Q
Vern Hamilton Elfin 623



Group N
Brad Stratton Torana GTR XU1

At Joan Appleby's request, the Appleby Top Six Awards were presented at the Club's dinner and annual presentation of trophies.

1.	Alan McConnell	Van Diemen RF87	62 points
2.	Rod Johns	Hawk Mk 2	60 points
3.	Bill Norman	Gek	42 points
4.	Darren Duffield	RPV JdF	41 points
5.	John Boyce	Kaditcha VW	32 points
6.	Michael Collins	Subaru WRX	20 points

PICTURES OVER THE PAGE



2nd - Rod Johns, Hawk Mk II



4th - Darren Duffield, RPV J4F



5th - John Boyce, Kadicha VW

SOMEONE MIGHT CALL ME GRUMPY!

By Richard Croston

Happy New Year welcome to 2009! Isn't it great to be alive? My local Parliamentarian sent me a letter congratulating me on getting old. Why do I need to be congratulated on getting old? Everyone does that.

The financial markets have melted and my super doesn't pay enough for me to buy a weekly bus ticket to the City and back so I can forget about early retirement!

But wait, there is good news! Anna Bligh has rewarded me for being sensible and purchasing a smart washing machine that washes cloths differently. There is a catch; they are so busy congratulating and rewarding people they can't send me the money just yet. I wonder what would happen if I decided not to pay my taxes just yet.

Jeremy Clarkson said something good on the Top Gear show about the Chevy Corvette; wonders will never cease. Maybe GM has finally worked how to build a sports car or is Clarkson getting old and soft? I have to admit I have no sympathy for any of the car manufacturers; they deserve all the grief they get. Knowledgeable critics have been complaining about the crap cars the manufacturers have been ramming down our necks for the last 50 years. Look at what happened to MG; fabulous sports car up to WW2 then, in spite of a committed work force, Management mismanaged the whole thing into oblivion or into China. Perhaps one day there will be a Chinese MG like an Indian Jaguar.

During the Christmas holidays I have been doing a little research on the early motor sporting activities around Brisbane before WW2. Roy Bulcock whose photograph appears elsewhere was an accomplished sportsman in that era. His motoring activities included racing his 12/50 Abris super sports at places like Mt. Coot-tha and Mt. Gravatt. In 1933 he imported a J Type midget and continued with his success.

In the R.A.C.Q.'s flying quarter mile competition at Myrtle town, Roy and the MG Midget clocked a time of 15.15 seconds to win the up to 1500cc class. The J2 had a giant 847cc, 4 cylinder, 8 hp engine and was capable of around 130 kph. So if in 1933 MG can build creditable sports cars of this type of performance and a modern F1 car of 2,600 cc can develop 700-800 hp why do we have to have an over 4000cc engine to drive around our great big heavy lumps of so called modern road car?

Perhaps the car manufacturers will get the message and the motorist will be able to look forward to some exciting innovative forms of land transport. Meanwhile I will continue perfecting my 1959 KM200. Perhaps I am more like Burt Munro than I care to acknowledge.

(Ed's note: Richard does not mention it here but he has an interesting motorsport heritage. His grandfather, Victor William Croston, won the Mt Coot-tha hill climb on 1st Nov 1919 in his Hupmobile and then followed that up with a second outright placing on 29th Oct 1921 so it will be quite a moment for him when he, or Damian, put the KM200 up Mt Coot-tha later this year. Hopefully Richard will put pen to paper or fingers to keyboard to tell us all more about his family motorsport heritage as we understand there is more to be told.)

Tighe Cams Final Round

Report by Ace Reporter

Rain on Saturday afternoon undid some of the preparation work of the venue from the previous few weeks. The downpour created an uneven surface on the entry road; however, the early morning assistance from neighbour Peter Meszaros enabled a better access into the site, whilst a small band of members ensured the track surface was ready for the start of competition. Sunday was very hot and muggy for the final round of the Tighe Cams Hill Climb series for 2008.

Those who could win this series were Bill Norman, Paul Masterson, Steve Riley or Brad Stratton. Paul, Steve or Brad would need to break their respective class records twice to win overall as long as Bill did not; if any of the three broke their record only once the overall winner would be the competitor who lowered their class record by the larger margin. Rod Johns was ahead in the top 6 shootout competition and would need to run in the final top 6 run this day to win for the year.

First group to run this meeting were the Formula Libre classes. Paul Van Wijk (BKZ07, 45.18 s) won the up to 1300 cc class from Michael Ciccotelli (Gladiator LC 500, 47.25). In the 1301 and over class Alan McConnell (39.66s) won from Rod Johns (renamed Rod Hill in the Courier Mail of 29 November) in 40.59 secs. Rod's first run ended quickly due to insufficient fuel in the fuel tank before his best time of 40.59 secs. On his last run out of the hairpin Rod encountered engine troubles. Later examination revealed 4 valves and 1 piston in number 4 cylinder was the problem with a valve head found in the air box. Next was Darren Duffield (PRV 01) in 42.27 secs from John Boyce (Kaditcha VC P1, 43.00), Bob Haines (HRC Mk1, 46.13), Murray Downman (Condor Lexus Mk1, 49.82) and Tom Lane (VW Wasp Racing, 64.30). The Formula Vee class was won by Michael People from Steve Riley with a 49.93 time to 52.16 of Steve and Noel Stanaway 62.45 secs. This is the first sub 50 second run by Michael and came after a conversation with Steve which result in his acquiring a better engine (from Steve).

Bill Norman won the Sports Car class in 41.44 s but without lowering the record, the GEK now sprouting winglets either side of the driving compartment. Next were Terry Johns (51.99) then Chris Johns (52.65) now with a bigger turbo on the 557 cc engine of the Suzuki Cappuccino and Brian Shearer (Westfield Megabird) in 53.50 secs. Scott Goody won the over 2000 cc class with a best time of 46.91 in his GEM clubman from Graham Goody (GEM clubman, 50.09 secs).

Marque Sports Cars up to 1600 cc saw Paul Masterson (PRB7) lower his own class record to 44.61 s. Next were the close trio of Westfield clubmans of Ainsley Fitzgerald

(49.06), Bruce Chamberlain (49.17) and Ross Rundle in 49.46 sec then John Broadbent (Triumph Spitfire, 52.29) with the MG Midgets of Peter Rayment (61.17), Ron Clydesdale (61.51), Allan Densie (down from Bundaberg for the weekend, 62.80) and Craig Densie (63.10 s). Wayne Reed won the 1601 to 2000 cc class with a 47.95 sec run in his Lotus 7 from Giles Cooper (Lotus Elise, 49.06) (and it is certainly wonderful to see Giles back and able to compete) from John Walker (MGA, 50.31), Ron Prefontaine (in his newly purchased his Lotus Elise, 53.81 s), the MGF of Peter Andrews 54.40, Malcolm Spiden (MGBST, 57.06), Don Robertson (Toyota MR2, 58.23), John Price (MSB, 60.70) and Andrew Willedden (MSB, 62.19). The larger capacity class with a new 2001 to 3000 cc class record went to Steve Price with a 48.16 sec run in his Westfield SE clubman. Roy Davis (Triumph GT6) was just behind with a 48.77 sec run from Ian Fettes (BMW Z4, 49.75), Mandy Tighe (Westfield SE clubman, 50.35), Cameron Hurman (Mazda RX 7, 51.02), Ross Bugey (Datsun 240Z, 51.55), David Dumolo (Triumph TR3A, 53.52), Andrew Marriott (MSB GT V8, 56.58) and Michael Lane (in his standard Mazda RX7, 57.72 s). Andrew's MGBST was modified in Sydney in 1986, then purchased and resided in the Caboolture/Woodford area in 1990 before going to an owner in Canberra, then residing in a shed for 6 years. Andrew purchased the MG some 12 months ago and is developing the suspension before any work on the standard Rover V8 engine is to be completed. Unfortunately there is a bit of a miss in the engine at present but this does not diminish the fun Andrew is having with the car.

The Road Registered up to 1600 cc class was won by Ferris Lee (Honda Civic, 50.78), from Steve Arlidge (Suzuki Swift GTi, 52.36), Jeffrey Bird (Morris Mini, 57.06), Celise Paddle (Honda Civic, 59.27), and Andrew Lake in the very standard Laser (66.69). Jeffrey Bird had purchased his Mini (1098 cc engine with Weber) for his daughter to drive; however, she did not want the car preferring a Barina. What else could Jeff do except compete in the Mini? Ferris Lee had an up and down month as he and David Homer finished 2nd in class in the recent Dutton Rally, then recently had some unwanted visitors who stole his car trailer. The surveillance footage shows 2 hooded persons using bolt cutters to cut the securing chains and then hitching Ferris' trailer onto their car, which had the licence plates conveniently removed. Unfortunately people of this kind are everywhere.

The up to 2000 cc class saw Mark Dunstan continue to win this class in his Escort 52.80 sec run from Neville Bertwistle (Escort, 53.48), Graham Waller (Fiat 125 turbo, 55.09), Nev Newton with his Cortina for sale (55.49 s), Dave Sidery (VW type1, .99), Darren Weston (Escort, 58.89) and

Robert McAuley (Nissan EXA, 67.46). Jeff Oldham won the larger capacity class with a 47.70 time in his Datsun 1600 from Barry Hayes (Commodore VS, 49.16), Peter Phillips (Toyota Starlet GT, 50.96), Gary Yung (Honda Civic turbo, 51.37), Andrew Price (Toyota Starlet, 52.01), Craig Hornibrook (Commodore S/wagon whilst the sedan is prepared for 2009, 54.29), Steven Josiah (Torana LJ, 57.36), Bruce Bayliss (Volvo 242GT, 59.39) and Robert Brown (Commodore VB, 66.19 secs).

Michael Collins won the All Wheel Drive with a 43.64 secs run in his Subaru from Glenn Hooper ((Mitsubishi Lancer SSR, 45.81), Rodney Blank (Subaru WRX, 47.42), Shane Topping (Subaru WRX, 48.64), Jae Collins ((Subaru WRX, 49.75), and David Nicholson (Toyota Landcruiser, 51.88 secs).

Russell Bryson was the quickest in the Improved Production up to 1600 cc with a 52.37 sec time in his Suzuki Swift GTi. Danny Mischok won the 1601 to 2000 cc class with a 45.71 time in his Escort from Dean Tighe (in Gary Pitt's Escort, 47.86), Gary Pitt (Escort, 48.73), Chris Sloane (Datsun 1600, 48.89), Tyson Cowie (Escort, 49.80), Ben Cowie (Escort, 51.16), Ken Krenske (Escort, 52.63), and Michael Read (Holden Gemini, 57.70). The over 2000 cc class went to Ken Luxton (Mazda RX 7, 51.96 secs) from Noel Preston in his SAA B 4.3 in 52.46sec which is now retired back to a road car as Noel is preparing a Commodore for competition.

The Sports Sedans class went to Stuart Murchison Mazda RX7 with his fastest time of 44.02 secs on his last run from Darrin Siddins (Escort, 47.33), Glenn Anable (BMW 2002 Turbo, 49.48), and Scott Anable (BMW Turbo, 54.32 secs).

The Historic classes were Group K Barry Smith (Ford V8 Special, 57.18); Group N to Brad Stratton (Torana GTR XU1, 48.20) from Neil Lewis (Cortina, 49.28) and Paul Shergold (Cortina, 52.59); Group O to Ross Devencom (Elfin Mallala replica in 58.69 secs); Group R to David Robinson (Cheetah M16 who established the class record and broke it twice to 46.94 seconds) and Group Q to Vern Hamilton (Elfin 623) which saw 2 glorious runs by Vern to break his own record twice to a 43.46 secs then 43.36 seconds.

Thus, to the top 6 shootout and, with Rod Johns not able to compete, Alan McConnell won this part of the series with a 39.98 run from Bill Norman 41.42, Darren Duffield 41.51, Vern Hamilton still faster with a 43.25 time, and John Boyce 43.82.

The day's competition was observed by a lone Koala from inside the first loop (see Ken Krenske's photographs on the web site). Thus ended the 2008 Tighe Cams series.

Chapter Chatter

By Gurney T. Clamp

CAPRICORN CHAPTER

Our year began with a New Year breakfast tour which commenced at the Rockhampton Kershaw Gardens at 7a.m. on Sunday 18th with Dale and Margaret Volling, Phil White and his mechanic Terry bringing his MG B Mk 1 out for the first time with its reconditioned engine and new top. They joined up with Stuart and Ada Clark who travelled in their MG TC from Goovigin to join in our tour. The group then travelled to Yeppoon and met up with the coastal group of Don Madden, Gurney and Gloria Clamp, Martin and Narelle Adamson and new members Tom and Kathy O'Dea, in their green MGB Mk 11 and Vern Brown in his Red 1997 1.8i MG F 5 speed with Auto windows, twin air bags Air Conditioning and a CD stereo.

The group then travelled from Beaman Park, Yeppoon in overcast conditions to the Causeway lake where they all enjoyed their own cooked breakfast on the council electric BBQ while looking over the beautiful Causeway lake. Ted and Margaret Pidock of Yeppoon

caught up with the group and from there the group travelled to the Bell Park Markets where a number of interesting items were purchased.



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CAPRICORN CHAPTER



In the carpark of the Zilzie Bay Resort

The group then toured down to the view the \$13 million club house at the Zilzie Bay resort and golf course where all enjoyed the hospitality of

owners Chris and Rita Dadson over a coffee and cake. After this the group then called in on members Alan and Evelyn Morrison who live not far from the resort to view his MG Midget, and all the items that he has collected over the years. Special interest was shown towards his two minute steam trains and track. Alan indicated that once he has replaced his worn out clutch in his Midget he will join the group in the February tour which will be to Kepple Sands via Cawarrel to the Keppel Sands Hotel for lunch.

Yours in good MG motoring

By Rick Neville

Chapter Chatter

DARLING DOWNS CHAPTER

The years pass quickly when you are busy and, perhaps more importantly, enjoying yourself. Some unkind people may also say that the time passes quickly as you get a little older. Those of us in the Downs who have been around for a while prefer the first explanation, and so were not surprised to see the final run for the year come galloping down on us. It did so however with style.

After days of storms and good rains over the Downs, the morning of the final run for the year was clear and sunny. Once again, our luck held for another run in superb weather conditions. Graham Cope organised a gentle day's motoring starting with breakfast at the Warwick Golf Club followed by a late morning tea under the trees in a scenic park in Allora. The arrangements gave us plenty of time and opportunity to catch up with those whom we hadn't seen for some time and to spend time welcoming new members to the Chapter. Amongst the twenty cars that attended the run, we were pleased to see the appearance of the Brosnan TC, the Newey TC, the Peacock Magnette and the immaculate Partington MGY. It has been said before, and is repeated, that these older cars add a great deal of interest and it is great to see their owners bringing them out for a run. Pam and Guy West emerged from an extended layoff from Chapter activities in their MGC GT after literally blowing away

cobwebs from zero use over the past year. Also making a welcome return for the day were Tony and Jean McNamara who took time off from their DIY house construction in Leyburn to catch up with friends and, perhaps, exchange tips with Bob and Sherri Clark who are also doing the DIY house building thing.

Thank you Graham and Lyn for organising the run. The breakfast was superb and assisted mightily in getting the day off to a good start and making this a fitting end to an active year. In the public announcements about some of the plans for next year, our thanks were also extended to our hard working Coordinator (who was absent OS) and our convenors for their efforts on our behalf during the year. Participants were:

Trevor and Dell Watkins	MX5
Noel Cumner	MGB
Lester and Rhonda Brosnan	MGTC
Harry and Juanita Keegan	Mercedes Benz
Trevor Pugh	Porsche 911SC
Graham and Lyn Cope	MGC
Bob and Mavis Marsh	MGB
Grahame Peacock	Magnette
Eric and Verna McMurtrie	Subaru
Bob and Sherri Clark	MX5
Rob and Fay Wickham	MGB
Kev and Sylvia Johns	MGB GT

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TYPE	Peter Rayment	0407 693 947		Bruce Ibbotson	3366 1889
MG	Richard Mattea	3325 0409	MG 4500	Barry Evans	3425 1695
MG	Tony Slattery	3391 3022	MG	Ron Clydesdale	3263 6575
MG	David Robinson	3255 9037(W)		John Bayce	3345 2530
MG	Graeme Walker	0431 678 319			

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TYPE	Name	Phone	TYPE	Name	Phone
PSE - VAGR	Dino Mattia	3263 2625	MYOC	Chris Carswell	3378 4140
T TYPE	Peter Raymond	0407 693 947		Bruce Ibbotson	3366 1889
MYGA	Richard Mattia	3325 0400	MYG V6 RWD	Barry Evans	3425 1695
MYOV	Tony Slattery	3391 3022	MYMGRT	Ron Clydesdale	3263 6575
MYMCETTE - SALOON	David Robinson	3295 9037(W)	MYGF	John Bayce	3345 2530
MYBH	Graeme Walker	0431 678 319			

Greg and Beth Newey	MGTC
John and Jane McLean	MGB
Doug and Elizabeth Partington	MGY
Peter and Rebecca Moore	Commodore
Tony and Jean McNamara	MGB
Ben Cain	MGB GT
Guy and Pam West	MGC GT
Jim Carstens	MGB

There have been some changes in the office holders for the Chapter for 2009, those having done the task for the last year or more stepping back a little. The Chapter does not lose however, as those who had been taking a lead role, Ben Cain, Grahame Peacock and Graham Cope are still involved in the running of the Chapter. Their contributions, particularly that of Ben who has taken a leading role since the first meeting at Rudd's Pub, continue to be very much appreciated by all members of the Chapter. Trevor Watkins, in his indubitable fashion, also continues to play a pivotal role in the activities of the Chapter. The office holders for the Chapter for 2009 are:

Coordinator: Rick Neville
 Backup: Trevor Watkins
 Toowoomba Convenor: Rod Alford
 Backup: Ben Cain
 Warwick Convenor: Bob Marsh
 Backup: Graham Cope
 Midweek Convenor: Trevor Watkins
 Backup: Ron Gillis

Contact details for these folk will be found in the monthly Newsletters.

The Darling Downs Chapter will continue to have monthly runs on the last Sunday of each month and



these will alternate between Toowoomba and Warwick. The runs in the summer months shall normally be breakfast runs to take advantage of the cooler periods of the day, reverting to a later start time to permit some sleeping in as the year progresses. Trevor is once again promoting the midweek runs, exploring a variety of eating locations and allowing additional social enjoyment, on the second Wednesday of each month. Specific Chapter highlights for 2009 include: the David Hack Day on 3 May, the midweek o/n run to Possum Park on 13/14 May, the day at Watts Bridge Memorial Airfield 'Festival of Flight' on 30 Aug and the Darling Downs Chapter Tour from 4 to 14 Sep.

Naturally, all members of the MGCCQ are invited and encouraged to join us on all our runs where they are able.

Chapter Chatter

by Gurney Clamp

WIDE BAY CHAPTER

Since the publication of the last Octagon, 2008 simply sped up and just WENT. However, the Chapter's three pre-2009 events deserve mention here. Firstly, the Chapter's first Twilight Run for the summer season was a simple affair, with 19 people in eleven cars enjoying a fish and chips supper at the Urangan Pier precinct on Sunday, 23 November. Chapter guest Graham Mills attended in his MGB, Graham and Chris Scott dusted off their MG TD and George Leseij tested the Esplanade

speed limit signs in his MGA/cam.

The rain on Sunday, 7 December, dampened the attendance at this Twilight Run, but eight intrepid souls in four cars, led by Phil (Noah) Youel, did venture forth to try the fish and chips at Mr Seafood's place. The lesson is: don't drive open cars in the evening and near the sea on any anniversary of Pearl Harbour 1941.



DARLING DOWNS CHAPTER



The start point for any Wide Bay Chapter Early Morning Run

Seeing 2008 out, the excellently catered Chapter Christmas Party on the beach at Truly's restaurant, organised by Lynn Emslie, blew every-one away. Some 56 members attended on Saturday 13 December, with the MG (A)-themed decorative items kindly provided by new members Darrell and Jackie Martin. (Being MGA aficionados themselves, the air-in-the-hair dining atmosphere affected them little). It was also lovely to greet again Rod and Chris James, who made the trek from the Sunshine Coast to join us for the evening, and welcome back Tally and Gai Kramer after their long absence from the Chapter.

Our first run for 2009 was designed to bring together again the disparate Chapter membership for a pleasant social event. The run was therefore a simple Twilight Run to River Heads, concluding with a fish and chips supper under the fig trees at the Urangan Pier Precinct. Some 47 people in 27 cars made the start line rendezvous in windy and threatening weather conditions. New and intending Club members Fred and Jo Nelson in their CRV, Brian and Margaret Gibbs in their MG TF, and John and Jan Abbott (modern) were made welcome. Lynn Emslie piloted grand-daughter Katlyn while husband Bob took the big Merc. Warren and Anne Dawes in their Mini appraised the Mini Cooper S of Peter and Margaret Elson, while George Bezzant in his E type volunteered (with an unknown MGA) to be bait for the traffic police. Bob Bleakley piloted Ingrid and we welcomed friend Nancy Goddard to the assembly. Helen Bryant had dusted off "Mintie" leaving her husband to the slower MG TD. Peter and Jean Boxall blew the cobwebs out of the Porsche while Phil and Sue Young made their (temporary, we hope) farewell run in their Fiat X19. Kevin Charlton and Bob Mortimer, both temporarily batching, also made this run

in their MGBs. Where was the Eunox?

Australia Day 2009 will see the Chapter celebrate its fourth birthday with an evening barbeque in the grounds of Legacy House, Hervey Bay. The Chapter grouped informally in early 2004 and a submission involving some ten interested individuals was presented to the MG Car Club of Queensland. President David Miles officially "blessed" the first of the Club's regional Chapters, the Wide Bay Chapter, at our Australia Day barbeque on 26 January 2005. From a membership of ten members to some fifty plus over four years in the Wide Bay area, and the creation of three more MGCCQ Chapters, speaks volumes for the Club's foresight and David's leadership.

The Chapter's "traditional" Oz Day bbq to commemorate its official founding date was this year held in the very pleasant grounds of Legacy House, commencing at 1700hrs. Some thirty-six Chapter members attended, including new members Don and Elsa Kellam in their MGB and Brian and Margaret Gibbs in their MG TF. Peter Jones, together with George and Donna Leciej, represented the newly established "George's MG Workshop and Bar", a mechanical haven in Hervey Bay for MGs and other classic sports cars. Over \$130 was donated to Legacy by those attending the function, via raffles and entry costs. Were there to be a prize for the car most decorated in an Oz Day theme, the Worland's Datsun Fairlady would have won outright.

Finally, the Wide Bay Chapter intends to have a busy and productive 2009, with a good programmed mix of short and longer runs, together with attendance at important Club events. Please come up and join us in a picturesque area of Queensland.



The Wide Bay Chapter's first major run on the occasion of the parent Club's weekend visit to Wide Bay in April 2005 - an event we would like to repeat soon

A History of **Motorsport** in Qld

By Malcolm Spiden

Whilst reading about the formation and some early activities of the MG Car Club of Queensland, I found articles about many motor sport events and venues prior to 1954. At first these reports were just interesting but then curiosity took over and I found myself wanting to find some history of the beginning of motor sport in Queensland.

After many hours searching available copies of the local journals and newspapers of the eras held in the State Library, an outline of some of the history of motor sport began to form. Given the enormity of transcribing a complete history, this article will focus on the major events in the South East corner or possibly just the Brisbane area. Certainly all categories of motor sport (racing and speed events; trials and rallies; club events; and MG National Meetings) deserve their history to be told.

Once the task of finding dates of events then any reports of events was completed, the next task was that of the exact location where an event may have been held. This was sometimes difficult as the instructions published often only advised people to travel to a particular tram terminus and then follow the arrows to the event. In these instances it was necessary to refer to any period maps available in the John Oxley Library. The large list of references at the end of this article is only to advise the source of information.

At the turn of last century when motor vehicles were first used in Queensland, the road conditions were such that main roads outside the inner city were more or less bush tracks. Roads outside the Brisbane central city area, South Brisbane and Fortitude Valley were "abysmal muddy sloughs in summer and dust holes for the rest of the year". Bullock and horse teams used these roads to take their products to the nearest railhead. 1 It was in January 1927 that the Mayor of Brisbane Alderman William Jolly on a trip to Sydney said that he 'became more enthusiastic about the advantages of bitumen on roads as it preserved the road, better to drive on and kept the dust down'. 2 The majority of, if not all, motoring events were held on unsealed (i.e. dirt) surfaces until after 1945.

The Brisbane Traffic Act 1905 set speed limits at 8 miles per hour (mph) in the inner city streets, 12 mph in the city limits in the city of Brisbane and of South Brisbane with a 15 mph outside the city limits. Local authorities would set their own limits e.g. Cleveland

imposed an 8 mph on their roads, Toombul Shire had 6 mph along Sandgate Road, Southport enacted a 10 mph limit on roads in their shire. It can be argued that these authorities used the motorist as a cash cow as there were many reports of both over zealous law enforcement officers eager to impose speeding fines, and Local Councils imposing hefty charges upon motorists to use their vehicular ferries. Bridges over many rivers, including the Pacific Highway, were many years away. 3 The Main Roads Act 1920-1923 regulated speeds at 12 mph in the city limits as well as outside on curves, over bridges, through townships or where vision was restricted, and 25 mph outside these areas where there was unrestricted vision of 1000 feet. 4 These limits would remain in force until 1940.5

Longhurst accredits the first motoring contest as occurring on 5 July 1905 as a wager of £5 between a Mr P. Clark of the AMP Society and Mr C.T. Hourn of the Singer Sewing Machine Company that either could drive from Maryborough to Gympie in under 5 hours. The time taken was 4 hours 45 minutes. The roads conditions, especially the latter part, were described as "scarcely fit for a horseman to travel on, much less for a motor car." 6

Southern motoring clubs had begun to provide sporting events such as a motor meeting at Aspendale Park Victoria on 31 January 1903, the Dunlop Reliability Trial between Melbourne and Sydney in November 1905, a hill climb in Coogee Sydney in August 1906, a motor racing carnival at Sydney's Victoria Park Racecourse on 2 May 1908. 7 Even the local motor cycle club in Brisbane had been proactive in organising events with one held on the Woolloongabba bicycle track in the Brisbane Cricket Grounds with their focus being both social and competitive. 8 Thus taking their lead from other clubs, the first organized motor event was the motor gymkhana held on 30 May 1908 by the Automobile Club of Queensland (ACQ), and was to become the RACQ which had to this time organised mainly social runs, with the "introduction of driving tests, speed judging, petrol consumption events etc quietly confined to the back shelf." 9 On 27 September 1913 the ACQ organised a petrol consumption contest with another again on 4 July 1914 from Woolloongabba railway yard via Hemmant to Wynnum then Manly and return. 10 Until marque car clubs and sporting car clubs were established or dealerships undertook to conduct events, most competitive events reported in the media up to 1938 were those held by the RACQ.

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The first organised speed event for motor cars in Queensland was the hill climb at Hamilton on 17 April 1915, the one and only event held at this venue. The start was in Cooksley Street alongside the fence to the Albion Park Raceway up to the corner of Queens and Toorak Roads. To record each car's time, officials at both start and finish line had line of sight and as each car crossed the finish an official waved a flag to alert the timekeepers at the start line. Overall results were determined by a formula in which each car's horsepower was multiplied by the time in seconds and divided by the tare weight in pounds. The ACQ would use this formula for their future events. These were also the days when competing vehicles carried passengers (to increase the weight handicap formula of the car), and drivers wore suits, ties and hats when competing.

There were two classes, class A for ACQ members only (12 competitors) and class B open to all motorists (18 competitors). Boyd Edkins, a Vauxhall dealer in Sydney, set the fastest time of 36.8 seconds in his 30.84 hp Vauxhall; however, given the formula, C.J. Munro (23.64 hp Vauxhall) won the day. Permission from the local authority would not have been difficult to obtain as motor sporting events (motor gymkhanas on 10 October 1914, 26 January 1916, 4 March 1916 and as a petrol consumption contest on 19 August 1916) were being used to raise donations for the fighting funds during World War I. Edkins had written to the ACQ requesting his prize money be donated to the Belgian Fund, and suggested the course be lengthened to about a mile.¹¹

Subsequent major hill climb events were held at One Tree Hill (in the Mt Coot Tha Reserve), then at Mt Gravatt, and later at Whites Hill, all dirt surfaces. The first event at One Tree Hill was on 27 May 1916 with the start near the bridge at Simpsons Pocket and Gordons Farm below the gates into the reserve with the finish at the Summit.¹² For the timing system, a field telephone system was laid to connect the start and finish line officials. As cars crossed the start line, a quick ring of the bell would advise the timekeepers and a similar function as the cars crossed the finish line some 1.6 miles later.¹³ Fastest time of the 14 starters, 2 min 43.4 s, was recorded by Fred Eager in his Overland (handicap formula of 1.650); however, with the formula, Boyd Edkins (Vauxhall, in 2 min 56.2 with a 1.280 handicap) won the day. With petrol then becoming in short supply the second event at this venue was not held until 15 June 1918 when Fred Eager won in a record time of 2 mins 4.8 seconds to claim the ACQ Championship Cup.



Fred Eager's 1912 Overland, 'Whitey'.
(Photo from 'The Steering Wheel' at 1st Oct 1918 supplied by Richard Cranston.)

The length of the course was reduced to about 1.25 miles after 1920 following an accident near the gates.¹⁴ This venue was used until 1923 and then again from 1927 to 1929. Photographs of the top three at that meeting, Eager (Overland affectionately named Whitey), Jack Walsh (Studebaker) and Edkins (Vauxhall) show the development of competing cars from heavy touring bodies with windscreens stationed in upright positions, lights, mudguards etc to cars modified with special sporting bodies and stripped of non essentials e.g. lights, mudguards, windscreens.

References

- 1 Longhurst, Robert, 'A Road Well Travelled, RACQ First 100 Years'. Playright Publications, Sydney, 2006, p22.
- 2 The Queensland Motorist, Vol 1 No 10, January 1927, p33.
- 3 Longhurst, p57.
- 4 The Queensland Motorist Vol 2 No 5 August 1927 p29.
- 5 Longhurst, p104.
- 6 Longhurst, p32.
- 7 Longhurst, p33.
- 8 Longhurst, p38.
- 9 Longhurst, p58.
- 10 Truth Sunday 5 July 1914, p2.
- 11 The Steering Wheel, Vol 1 No 8, May 1915, p5.
- 12 The Brisbane Courier, 29 May 1916, p3.
- 13 The Steering Wheel, Vol 4 No 3, July 1918, p29.
- 14 The Steering Wheel, Vol 10 No 1, Nov 1923, p57.



MORE

TF competition part 2

by Ken Ebeling

(This is an abridged version because of the lack of available space in the Octagon. The full version can be found online on the Octagon page of the Club website as Chapter 6 Part 2)

Motor Racing Leyburn on Sunday September 18, 1955

The Leyburn circuit was named after a nearby hamlet and is situated about 74km south west of Toowoomba. It was another wartime aerodrome and better suited for motor racing than the single landing strip at Strathpine. While conveniently placed for Toowoomba residents Leyburn was a lone trip from Brisbane. The shortest route, there was no Ipswich bypass at the time, meant a round trip (..if 430km. The length of the circuit is shown as 4.3 miles on one map and 4.32 on another which equates to around 7 kilometres.

There were two major runways at right angles forming a letter "T" with some abbreviation of the top stroke on the right hand side. To the left the top

stroke, called Sheep Pen Straight, ran into a sweeping left hand corner, Backhouse Bend, which topped a low ridge. The back straight lead to a left turn into a short straight. Another left turn brought cars back to the main starting straight which formed the upright stroke of the "T". As the years went by it became increasingly difficult to get the circuit into a fit state for racing.

The event on September 18, 1955 was my first motor race. It was held on the day immediately following the "Australian Hill Climb Championships" as part of the Toowoomba Carnival of Flowers. I have only one page of the programme which lists thirteen starters for a five lap, Sports and Closed Car Handicap of approximately 35km. The results are pencilled in down to eight places so it is possible that there were a number of non-starters or retirements. The first prize was \$30 and a trophy donated by "Downs Diesel Service".

The following details, in handicap order, are from the programme. The results are unofficial.

NO.	DRIVER	CAR	HANDICAP MIN. SEC.	FINISHING ORDER
10	R. Taylor	Jaguar XK120	4.00	2
30	A. Gourley	Austin Healey	3.20	3
22	R. Hamilton	Doretti	3.15	7
23	B. Griffiths	Triumph "TR2"	3.15	5
18	P. Kinneally	Triumph "TR2"	3.15	4
26	P. White	MG "TF"	1.35	8
27	W. Weekes	MG "TF"	1.33	1
31	K. Ebeling	MG "TF"	0.05	6

My sixth place appears to be more the result of my handicap than my ability. My handicap in relation to the other MG "TFs" appears to indicate that they were both 1500cc models. The car of Bill Weekes certainly was but whether it had, at the time, been fitted with the lighter "Buchanan" fibre glass body is not known. It was recognised as one of the faster

"TFs" competing in the nineteen fifties. Bill was going well on this occasion as he passed as he passed me on Lap 3 after starting 1m. 28s. behind me. The Doretti driven by R. Hamilton which gave me 3m. 10s start, as did the Triumphs, passed me on Lap 5.

While basically a Triumph "TR2" with a body by the "Swallow" coachbuilders the Doretti seemed to have the legs of the Triumphs at sprints and hill climbs. It did not do so well on this occasion as at some stage of the meeting it had bearing problems. This may have been the reason I finished in front on this occasion.

My diary also tells me that the Kent MG "TF" dropped a valve and a Riley, possibly the special of Stan Mositter, and an MG "TC", possibly the sometimes blown car of Beau Mossitter, burnt pistons.

It was an incident packed day as the supercharged, certainly not turbocharged in 1955, MG Special of N. Huch caught fire at Porter Corner, at the end of the main straight, and was burned out. Some of the fuel pipes were of plastic or rubber, and the fuel used very volatile. Once the fire got under way the limited facilities available could not cope. The driver was unhurt.

Motor racing Strathpine on Saturday October 8, 1955

I have a clipping which announces that the MG Car Club would be promoting their first Strathpine motor race. Even though I was there I did not compete and in fact a diary entry notes that I accompanied Fred Dyke to the course as a spectator. Indeed I had not submitted an entry as I had planned to tour North Queensland and to visit friends and relatives. These arrangements had to be postponed until I had repaired the damage resulting from the rally.

Speed Trials Leyburn on Sunday February 19, 1956

The section of the Leyburn circuit known as Sheep Pen Straight was used for sprint meetings by the Toowoomba Auto Club. The start line for sprint meetings was usually at the sheep pens where a fence across the straight had to be taken down, with the owners permission, for the duration of the event. This straight was used for the sprints as it was possible to go back to the cattle grid at the entry for a longer run into the timed section of the flying quarter mile. It had a bitumen surface all the way and probably had been an access road for entry to the aerodrome. If you were still going too fast at the end of the straight after the timed section there was

always room to pull up with safety on the rise into Backhouse Bend. On one occasion the Anderson family provided planks across the cattle grid to allow Mrs Anderson to have a longer run into the timed section in one of the Jaguars she drove. I do not recall being at the event but always understood that it had been the D type Jaguar. In later years it was generally accepted, in a sort of gentleman's agreement, that all flying starts began at the entry cattle grid.

This February 19 event was apparently sponsored in some way by the government owned air line, then called Trans Australia Airlines, as it was promoted as the "TAA Sprints". The report in Motor Sport in Queensland says "Unfortunately for both competitors and spectators alike, rain intervened and caused the cancellation on safety grounds of the sprints organised by the Toowoomba Auto Club, at Leyburn."

Before the meeting was abandoned the competitors in all classes were able to complete the standing start event and the Closed Cars and the Racing Cars had time for one run at the flying quarter. This gave Mrs Anderson ("D" Type Jaguar) the chance to set a new speed record for Leyburn and Queensland, of 217.58 km/h (132.5 mph). The Leyburn record had previously belonged to Cyril Anderson (Jaguar Special) at 202.56 km/h (125.87 mph). Lionel Ayers (MG "TC") set a new standing start record of 18.3 seconds for Class "F" Sports Cars to better his existing record by 0.59 seconds. The Class G Sports Car record of 22.6 seconds was beaten by Peter Downing in the Riley Imp with a time of 21.42 seconds. Steve Ames (Alfa Romeo) broke both standing and flying event records in Class D for Racing Cars to better the old record of C. Whatmore (Studebaker Special). In the Closed Car section the best speed recorded was that of A. Wickham (Holden) 135.7 km/h (83.7 mph) and the best standing quarter time that of L. Bailey (Bristol 203) 20.06 seconds.

The Closed Car record, in Class "F" flying was broken by E. Burrows (MG Magnette) with a time of 21.70 seconds to better the record held by another Magnette of 23.16 seconds. The times for competitors, other than Closed Cars, were as follows:



DRIVER	SPORTS CARS	CLASS	STANDING START SECONDS	FLYING START MPH	KPH
P. Downing	Riley Imp	G	21.42	na	
V. Jordan	MG TF	F	22.05	na	
K. Ebeling	MG "TF"	F	25.18	na	
W. Weekes	MG "TF"1500	F	19.48	na	
L. Ayers	MG "TC"	F	18.30	na	
J. McKinney	Porsche	F	19.80	na	
J. Poteri	Austin Healey	D	18.88	na	
M.A. Kent	Austin Healey	D	20.11	na	
RACING CARS					
A. Griffiths	Wylie Javelin	F	16.36	106.6	171.55
K. Richardson	Lago Talbot	C	15.62	--	--
Mrs C.Anderson	Jaguar D Type	C	---	135.2	217.58
S. Ames	Alfa Romeo	D	15.75	113.8	183.14

My fastest time of 25.18 seconds was 3.04 seconds slower than my previous best at Leyburn. Perhaps the car was getting a little tired as even a Consul, a four cylinder Ford saloon competing in Class "E", managed 24.17 seconds.

Sprints Strathpine on Saturday February 25, 1956

While I did not realise it at the time this meeting was to be my last competitive speed event in the MG "TF". The day was to prove that my car was running as poorly as it had done at Leyburn six days previously. My times were in fact slower than those

achieved by the other "TF" 1250 cc cars and also slower than the two Morris Minors of less than 1000 cc capacity. This however had nothing to do with the meeting being the last in the "TF" despite my best time in the standing event, of 23.76 seconds, being 3.27 seconds slower than my previous best at Strathpine.

As was usual at MG Car Club sprints the winners of the event was decided on a handicap but no account has been taken of handicaps in the unofficial results below.

DRIVER	SPORTS CARS	CLASS	STANDING START SECONDS	FLYING START MPH	KPH
R.J. Barrett	MG "TF"	F	20.09	75.13	120.9
K.C.Ebeling	MG "TF"	F	23.76	62.24	100.16
V. Jordan	MG "TF"	F	20.08	70.87	114.04
P.E. Hickey	MG "TF"	F	21.31	70.81	113.96
S.A. Pollard	MG "TC"	F	18.92	74.07	119.21
J.A. Boneti	MG "TF"1500	F	20.03	72.35	116.43
W. Weekes	MG "TF"1500	F	18.45	79.79	128.4
J. Poteri	Austin Healey	D	17.86	86.12	138.6
CLOSED CARS					
T. Yule	Morris Minor	G	22.84	62.46	100.51
P. Uscinski	Morris Minor	G	22.48	64.1	103.16
E. Ansell	MG "Y"	F	23.62	63.16	101.64
E.T. Burrows	MG Magnette	F	21.71	68.18	109.72
J. Cranley	Studebaker	D	24.15	61.64	99.2
RACING CARS CLASS					
K. Richardson	Lago Talbot	C	14.46	110.43	177.71

In 1987, after a lapse of many years, the "Classic Car Club" ran a "Back to Leyburn" Quarter Mile sprint for a small number of invited clubs. There was a dinner, and film show, of events in the fifties and sixties, the night before which was enjoyed by all present. The

surface of the old aerodrome was too badly broken up to permit fast times by the 23 entries. After all, it was built in the early part of the nineteen forties and was not intended to be in any way permanent.

Winners of the Club trophies for 2008

As the dinner and trophy presentation were held after close of date for material for this Octagon, photos from the function will appear in the next Octagon.

John French agreed to attend as guest speaker and trophy presenter.

Included here are the rules and eligibility for each trophy so that you can understand how each person came to win the trophy. There is a new award honouring Brian Tebble which is awarded to the person (not necessarily a Club member) for their contribution to the hillclimb throughout the year. There will also be a new trophy for 2009, donated by David Robinson, to encourage junior drivers (12-17 years) to take part in motorkhanas.

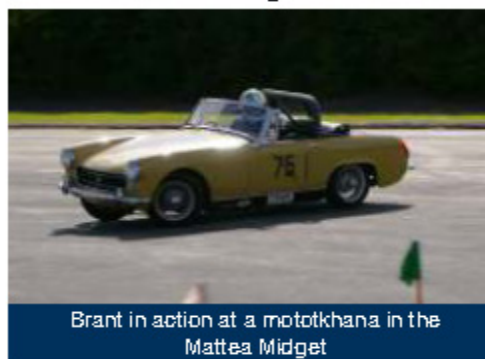


Brant and Selena pictured with Charlize Tighe

G C Reid trophy (Closed Touring Assembly Driver) [Brant Raymond](#)

M E Hunter Trophy for Closed Touring Assembly Navigator [Selena Raymond](#)

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, limited to one event per year. Points gained are transferred to the...Best All Round, T Type, PreWar, MG, Ladies Award (where applicable)



Brant in action at a motokhana in the
Mattea Midget

M E Hunter Motorkhana Trophy [Brant Raymond](#)
McConnell Motorkhana Trophy for best MG
[Brant Raymond](#)

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)

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)



Bill in his openwheeler at the Ironman sprints

Viscount Nuffield Speed Trophy [Bill Norman](#)

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.



Ian in action at Morgan Park

Peter USCINSKI Trophy for Marque sports
Ian Fettes

PETER USCINSKI TROPHY FOR MARQUE SPORTS CARS SPEED

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



Cathy Bartley receives her Concours trophy



Then Trevor and Rodney get theirs

Concours trophy Allan Tebbutt, Cathy Bartley, Trevor Jones and Rodney Lawworth

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)



Pauline at Mt Cotton

Ladies Trophy Pauline Graham

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.



Dino's car at the Christmas party

Best Pre-War Dino Mattea

BEST PREWAR MG TROPHY

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.



Cyrials car on a day run

T Series Register Trophy Cyriil Bennett

T SERIES REGISTER TROPHY FOR BEST T TYPE

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.



Justin shown here in action at Oran Park

Racing Driver Trophy Justin Wade

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)



Owen gets down to work at the hillclimb

Miles Hunter Trophy for Centre Achievement
Owen McNeill

This is given in recognition of outstanding and selfless service to the Club by a Club member other than a member of committee.



Malcolm at one of the many motorkhanas at which he competed

Best MG Malcolm Spiden

Howard Trophy for Best All-rounder
Malcolm Spiden

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.

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.



Brian Tebble Award for contribution during the year to the Hillclimb

Pat Walker for her work as canteen convenor

LUCAS Distributors

Why they need to be remapped, to correct the original mapping problems and to run well with today's fuels

Most of us now drive Twin Cam 4 valve cars without even knowing, or caring what is under the bonnet. Manufacturers are totally interested in efficiency, emissions etc, as well as power, torque and smoothness. Even the "El-Cheapo" cars are wonderful compared with the lousy cars that we had in the early days of driving. Then a Twin Overhead Cam 2 valve engine was a car to drool over, or a racing car.

In the 70's, with the world wide need to make fuel efficient low emission engines came new ignition systems, fuel injection, high compression etc. With the huge improvement in engines came an equally big improvement in fuels, to operate these engines. Who would have thought that cars would run 10 to 1 or higher CR with 91 RON fuels, back when the MGB pinged at 8.8-1 CR, unless Methyl- Benzine was added to the normal Super Grade fuel.

As fuels changed so did the mapping of ignition systems and air/ fuel ratios to minimise emissions and improve economy. This leads into what I want to say regarding the necessity to re-map all old distributors [PARTICULARLY LUCAS] to operate properly with modern fuels, which have very different burning profiles, [they need less low end and midrange advance and less overall mechanical advance], to the fuels which were available when the MG was a common sight on our roads.

I have known of this problem for years, but who would one trust to try to re-map the advance curves of a distributor on a 30 to 50 year old car using a simple points and capacitor ignition system.

I tried to get the "C's" distributor remapped when the problem became so bad that even on 8.6-1 CR, that I was using, the car would not run well on 97RON fuel. I had previously used BP100 or 100/130 Avgas for years until it was no longer easily available. I took the distributor to Kevin Baker [Beam Electrical] and Kevin tried to get it to conform to the workshop manual settings, which were vague and very imprecise anyway. This allowed me to just run on 97RON fuel, but pinging around 3,000 RPM was still critical under power. The distributors in the early "C's" had the wrong advance springs fitted, by guess who, LUCAS. The correct springs were written up in "Safety Fast" magazine in August 68 but were not available here, or the UK, by the time I tried to locate a set. I expect that they were all snapped up by UK "C" owners, or replaced under warranty in the UK. My car was the only "C" in Australia until 1970 and the "C" ceased production in late 69 early 70.

I just accepted this and put up with it, not knowing what to do or how to do it. A few years ago I was looking at the MG Motorsport web site [UK] and was surprised to see that they were claiming that their fast road engines in "B's" and "C's" ran well up to 11-1 CR on 95RON fuels with their re-mapped distributors. I E-Mailed MG

Motorsport [they refused to provide any information on this remapping or to supply spring sets etc.] and they replied that their re-mapped distributors were available for 65 Pounds on an exchange basis only. Too long away and much too expensive in AUD plus air freight both ways and 'X' weeks off road with no guarantee that the distributor would not go missing.

While buying "EBC" Green Stuff pads for the "C" I talked to Steve at Greg Tunstall Mechanical, at Cleveland, about the problem with the Ignition and he said, "The first thing Greg does when he rebuilds a Triumph or any motor with a Lucas distributor is to send the distributor to "Performance Ignition Services" in Victoria, to be rebuilt and remapped for use with the current fuels.

This resulted in me contacting Dick, the owner of Performance Ignition Services, I asked how long they had been servicing Lucas distributors and he said "I have had the business for 25 years. I bought it when the original owner retired and he set it up 25 years before that". So here was a company that has been rebuilding and remapping distributors for 50 years. To add irony he said we are about 50 metres from the Victorian MGCC clubrooms.

Dick says that when the MGA Twin Cam engines are remapped that they will never burn holes in pistons again, it would seem that the real problem with the Twin Cam was not the cylinder head design or the compression but the ignition mapping was all wrong right from the start, just the same as the MGC. [It is no surprise to me that the UK lost their Motorcycle and Car industries to countries that could and did do their engineering homework properly]. The MGB-V8's also benefit from remapping, as would all MGA's & MGB's. I would expect higher compression X-PAG and X-PEG motors would all benefit from having current knowledge applied to get the best results, from current fuels, or just to have the mapping correct for the first time. Lucas did not pay a lot of attention to accuracy or precision in their designs, cost was always the primary motivation, if it worked that seemed good enough. Fortunately Bosch did pay attention to precision, cost was secondary.

I discussed the problem with the distributor. Dick said they knew all about the mapping problem with the MGC. I mentioned this to a friend in the GCMGCC who has a C-GT. He then sent down his distributor [this unit was not even a "C" distributor but a Lucas Australia 6 Cylinder without vacuum advance] to be rebuilt, with electronic ignition and remapping. A group of GCMGCC members then went for a little tour to Karumba, on the gulf, and back to Maryborough a distance of 2,000 miles. The C-GT on 95 RON fuel got 30.8 MPG. Standard MGC-GT's do not run on 95 RON fuel and certainly never get 30.8 MPG and this car is Air Conditioned as well, he is very pleased with the result.

So I then decided to send down my distributor to be rebuilt and remapped, I already have a Lucas electronic ignition kit in it. When it came back I fitted it and timed it to 10° BTDC as instructed. Whammo a whole different car. For the first time ever the idle was smooth and at constant revs, not plus and minus 200 RPM around 800 RPM as it used to be. Much improved low down torque, and power from 1,500 to 2,000 RPM. Acceleration in O/D 4th [at 2,000 RPM] is nearly as good as direct 3rd before. What a pity that I had never heard of this company, when the car was new, I would not have reduced the compression in 1986 from 9.5 to 8.6-1 to run on the then, at best, 97RON fuel.

When I first rang Dick and told him of the problem and the current state of tune and that to minimise pinging around 3,000 RPM I set the static advance at 6° BTDC. He said, "I am surprised you can even start it at that setting". When I rang him to check that they had got the distributor OK he said that they had already started on it and the first thing they found was that the distributor was starting to advance from 250 crankshaft RPM. That is why it starts. The distributor is advancing on the starter motor. We set them up to have NO advance until 1,000 RPM. I asked where they get their springs from and he said we always make our own. They add metal to the tongue on the cam to reduce the maximum mechanical advance [which is usually 4° to 6° too much]. They also check and rebuild the Vacuum unit, when fitted, as they have found that the diaphragm develops small holes in it and some Vacuum units stick on and do not release. More brilliant 1930's Lucas [lowest cost] engineering. In my case they found that the Vacuum unit was sticking on, intermittently. After remapping it did not have enough advance for the remapped distributor. They found a unit that was more suited, in their box of rebuilt spares. They obviously have a lot of knowledge about earlier distributors. There are two different standards of Lucas units [cheap and even cheaper]. Some with steel bob weights others with soft metal weights which wear badly. These are unable to give accurate or consistent timing. If you have one of these it would be necessary to get a new Bosch distributor. The best that a Lucas unit can give is a variation of about 2°. If accuracy is required Dick can supply a small body short neck Bosch unit [similar outside to a Lucas unit] which does give consistent accurate timing, these come with electronic ignition. Nobody should use points these days as apart from the constant maintenance they do not and cannot provide accurate timing. Carbon HT leads should not be used and solid wire leads are not suitable for electronic ignitions. Dick suggested using inductive leads as they have constant resistance and are reliable [unlike carbon] with no ignition interference. I had never heard of these and gladly had a set copied, from my carbon leads. They require special crimping tools so you cannot buy the cable and make your own. They cost \$70 for the "C" made up, bloody good value. They work perfectly no radio interference at all.

Here are the before and after figures for my distributor: [crankshaft RPM].

Before Retiming.	After Retiming.	Total
Total advance with 6° static.		
advance with 10° static.		
250 RPM 6°	No advance below 1,000 RPM.	
600 RPM 12°	1,000 RPM	10°
2,000 RPM 26°	2,000 RPM	18°
3,200 RPM 34°	3,000 RPM	26°
Maximum advance.	4,000 RPM	32°
		Maximum advance.
Vacuum advance 12°	Vacuum advance 18°	

Rebuild distributor and remap \$160. Inductive HT lead set \$70. Plus Post. This is for my car, with existing electronic ignition.

A new Bosch distributor with electronic ignition and mapping costs \$400. This is a short neck unit to replace the dreaded 1930's Lucas design. These are recommended for competition and serious cars. I used Express Post, both ways. Allow about 10 to 14 days.

Performance Ignition Services,

P.O. Box 464 Brentford Square Nunawading Victoria 3131

Talk to Dick or if he is not there, Peter. [03] 9872 3644.

Dick said he could not get my Lucas exactly right but it is within 2° of what they wanted. It is a great improvement in performance, driveability and economy.

Dick says that if I want to or need to I can run the car on standard unleaded 91 RON fuel. I think my car is about 8.7-1. A standard MGB is 8.8-1. Most MGA's and MGB's will be running higher compression due to work on the head over the years.

A standard MGC at 9-1 CR runs perfectly on 95RON fuel. Dick suggests that if I refit flat top pistons I will have no difficulty with 95 RON even at 9.6-1 CR. I am sick of pulling the bloody huge lump out, so it will probably stay as it is. It is so easy to drive anywhere and with our pathetic restrictions I think it is good enough. If I were younger I would not hesitate to bring it back to 180 BHP at the flywheel.

I had Peter Liddle convert the head to use unleaded fuel and I really should try 91RON just to see, but I won't unless no other fuel is available. RON98 is 10 cents a litre more expensive than standard unleaded but is a much better quality fuel with carbon solvents etc. and it gives up to 10% better economy, so it is actually cheaper for me to use 98 rather than 91 or 95 fuel.

The MGCC of SA sent a number of MGC distributors to Dick for remapping [4 units I think] apparently they were all different and all wrong as well, so a lot of people have done a lot of harm over the years. I expect nearly all old Lucas units will be way off the correct settings now, after 40 or so years use.

Bruce Ibbotson

MG Car Club Merchandise

Order form available on website



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Lapel Badge

\$6.50



Member's
Name Badge

\$11



Hillclimb sticker

\$1.50



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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 motorhobos 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 8:30 pm please)



Hillclimbs



Concours

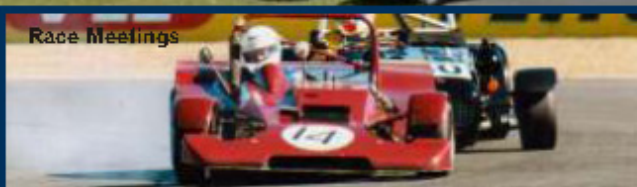


Day Runs

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