

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 6

December 2007



The spirit of the AHC. Graeme Walker gets the hurriedly-repaired Walker MGA over the finishing line. (Story inside)
(Photo by Wayne Reed of Osella Photographics)

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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 who so freely gave their time and expertise to make the Australian Hillclimb Championships such a success can be justified in giving themselves a well deserved "Pat on the back." Many weeks of preparation ensured that the event ran smoothly and our venue was a delight. Competition for the title of 2007 Australian Hillclimb Champion was intense, with Peter Gumley, Andrew Howell and Allan McConnell showing the large crowd just how engrossing speed hillclimbing can be. Congratulations to the top three in the sport for their fantastic show, and to the other top contenders who could never be discounted. Class competition was also very entertaining, with numerous records falling.

As well as the competitive aspect of the weekend, the presence of track designer Jon McCarthy, FIA representative Garry Connelly, the presentations to the Under 40s Club members of medals and certificates, and the launch of "The History of the Hill" all added to the wonderful atmosphere that existed over the four days. The appearance of many "Old Faces" further enhanced this feeling of achievement.

Parking volunteers, canteen workers, regalia sellers and all volunteers and officials did a tremendous job, and also deserve the thanks of all who attended, whilst the competitors generally accepted the somewhat cramped conditions in the pits.

The downside of the weekend, if there was one, was the age old problem of all the work being left to too few. Every member, each chapter, and every group within the MG Car Club of Queensland benefits from Mount Cotton and the publicity income and prestige this venue generates, hence the disappointment felt by those few who work so hard. Please, let's see this change!

This problem was, regrettably, also evident at our October race meeting at Morgan Park, and is not exclusive to this club. QMROA were unable to supply sufficient flag marshalls, and with the usual assistance from Warwick TAFE students no longer available, Darling Downs Chapter members unable to fill the gap, it was left to myself and some other committee members to man some flagpoints in order for the meeting to proceed. While this proved to be a very enjoyable and informative exercise, it

certainly did emphasize the need for more volunteers.

These disappointments aside, however, the club is well placed for a very exciting 2008. The ladies group have already achieved their first goal with the installation of the new kitchenette, courtesy of Roger and Ann Paltridge. It looks great and has proven to be very practical, and, once our regular volunteer carpenters and electricians have installed the ceiling and lighting and laid floor tiles, this feature will be a tremendous asset to the clubrooms.

The huge amount achieved at Mount Cotton is there to be enjoyed by all for years to come. Every project completed for the AHC is permanent, and enhances the appeal, appearance and practicality of the venue, enhancing it for future use and enjoyment. Thanks go to Dino and his band of workers, not to mention Dulux for their generous donation of paint.

The 2008 calendar will provide for more weekend day runs, continuing guest speakers at our Noggin'n Natter evenings, continuing use of Mount Cotton, and our Siromet Concours becoming a much expanded event. To achieve our aims, the committee will need considerably more help and support than in the past. It will be essential that all members, be they Wide Bay or Darling Downs Chapter members, those associated with the Pre War and "T" type Register, or just members in general, work together in a spirit of cooperation and understanding of the needs of the club as a whole. If this can be achieved, (and the responsibility rests with each and every member), then our expansion will continue. Fail, and the risk of implosion is high.

And so, with some serious issues to ponder during the holiday break, may I, on behalf of your committee, wish all members a very happy Christmas and a safe, healthy and successful New Year.



David Miles
(President)

Editorial

Well, it's time to put finger-to-keyboard again for the Octagon (seldom put pen to paper for anything these days!) and as part of a club with so many different activities, it is difficult to pick a target! This problem is compounded by my own inability to participate in as many events as I would like to, as other commitments keep me occupied.

Since the last Octagon, we have seen the Australian Hillclimb Championships at Mt. Cotton, the launch of another book ("History of the Hill" complete with a complementary results and reports CD), a couple of photographic catalogue CDs, the usual rotation of Noggin 'n' Natters, Day Runs, Mid-week runs and a State Championship Race Meeting at Morgan Park.

The publication of the Hillclimb History nicely complements John Campbell's "Centaur" book and represents some of our members' commitment to recording important aspects of our club's operation over the last 40 years. This is more than mere sentimentality or vanity publishing for that matter - these books record the path of our club and its members' endeavours. This information tends to otherwise be obscured by the passage of time, the passing of members, dimming recollections and changing preoccupations of our club. I imagine that in the distant future, information regarding mainstream, high-level

motorsport will be, as now, readily available; however reliable data on grass-roots sport may be far from easy to access. These publications will hopefully redress this vacuum in part and certainly from the point of view of our club illustrate at least part of our history as a motor sporting club.

Which brings me neatly to what I really wanted to say. I believe that grass-roots motorsport activity truly underpins the higher levels of sport by providing both experience and training for officials and participants. MGCCQ has been actively involved in this for as long as we have been in existence and has always been synonymous with the promotion of motorsport in Queensland generally and for MGs in particular. May this continue well into the uncertain future.

Graeme Walker

2787

The Chaplain's Christmas message is on page 32



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Bryan Ponting

Notice Board

The Clubrooms are open every Friday night with a gourmet BBQ starting at 6.30 pm with prices starting as low as \$2. Please note that the Library will no longer be open on Friday mornings.

2007

- **Sun 2 Dec** Tighe Cams Series Rd 6
- **Fri 14 Dec** Christmas Noggin 'n' Natter (Please note change of date. It was Previously 7th of December
Clubrooms close for the Christmas break

2008

- **Fri 11 Jan** Clubrooms re-open
- **Fri 18 Jan** Presentation of trophies for Tighe Cams series
- **Sat 2 Feb** Annual dinner and presentation of Club Trophies
PRESENTATION DINNER:
At the Musgrave Room, Comfort Inn, Robertson Gardens, Robertson.
\$40.00 per head. 3 course sit down dinner. Formal invitation coming soon.
- **Sun 10 Feb** Come and Try/Test and Tune at Mt Cotton
- **Sun 17 Feb** Day Runs - Club and Pre - War and T (could be combined run)
- **Sat 23 Feb** Bus trip to Outback Spectacular. Pre-payment required. Watch the website for more details or contact Gary Lawrence 3344 0977 or Pat Walker 3300 2914
- **Wed 27 Feb** Midweek run - Contact David Miles 3892 2699
- **Fri 29 Feb** General meeting at the Clubrooms along with Noggin 'n' Natter

For a full listing of events, see the calendar in the centre of the magazine.
Please note that this early in the development of the calendar, some dates could change.



Membership

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

David Fenelon
Christopher Angel
John Moore
Rodney Frost
Mark Perry
Terry Young
Selwyn Prasser
Carolyn Robinson

Stefan Knoeckel
Russell Daunt
Bruce O'Donnell
Steven Ulyrch
Scott Dean
Anthony Hessen
Christopher Barton
Peter Craig

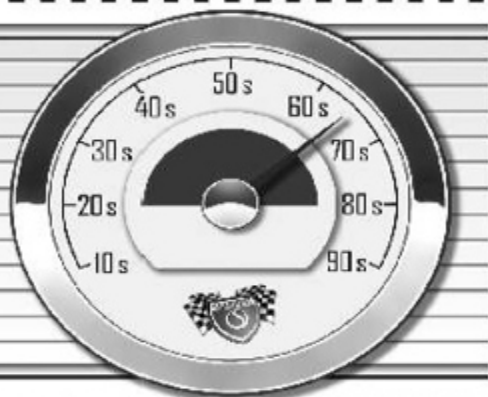
Scott Hall
Stephen Bova
Adrian Moore
Trevor Drummond
Astrid Hollube
Christopher Hessen
Brian Sullivan
Andrew Goodwin

Andrew Rimington
Brett Davidson
Cheryl Maywald
Darren Robb
Steven Jones
Robert McAuley
Graeme Hodges

We also welcome Robert Larsen and John Fresser back to the Club.



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This is a summary of a research funded by the National Science Foundation (NSF) Grant #0978666. The results are preliminary and subject to change. The views expressed here do not necessarily reflect those of the NSF.

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Some words from Elaine...

Well, it is a bumper issue for you this time. With slightly longer than usual between issues because of my holiday and with major events like Ironman and the AHC to be reported on, we have added an extra four pages to this issue.

Despite the extra length, we have had to hold over to the Feb issue the next instalment in Ken Ebeling's story and the first part of Malcolm Spiden's research into the history of motorsport in Queensland and of the MG Car Club in particular.

Our major event, one we have the privilege of hosting only every sixth year, was the Australian Hillclimb Championship so it and the accompanying special events such as the launch of the 'Under 40s Club' are given fairly extensive coverage. They are undoubtedly important events in Australian motorsport but, as well as that, they brought together members of our Club who succeeded in putting on an event which enhanced even further our Club's reputation at the National level. The spirit of the event and of our Club's ability to pull together was shown by the efforts of Club members to get the Walker MGA back on track after John's unfortunate incident. Another positive from this incident was the proof that the safety fencing fought for by the Club forty years ago worked the way it should have and that Jon McCarthy, the track designer and the person who did the hard work of contacting the Zandvoort circuit in Holland where the fencing had been used and of persuading CAMS of its suitability, was there to witness its effectiveness. Read John's report of the incident where he endorses both the fencing for the protection of his car and the use of the neck collar for his personal protection.

Many thanks to Wayne Reed of Osella Photographics who took over 5000 (yes, that's the correct number of zeros) of the event and made them available to us. He has also made a special

offer for the AHC whereby competitors can purchase a CD showing all photographs taken of them in action (and some of these are great sequence shots) along with one photo of each other competitor. They are a wonderful memento of the event and great value at only \$40.

We have a book review in this issue and there will be more in the future thanks to Capricorn Link who are giving us books in return for reviewing them. The reviews will also be available on the Octagon page of the website.

Included with this Octagon is a summary of the financial report from the AGM. The full report is available at the Clubrooms should you want further details.

In conclusion, my apologies to Complete Car Sound for not noticing that their advertisement had not been included in the previous issue. Their ad appears in this issue on page 28.

An article to watch for in the next issue will be the report on the Historic Race meeting held at Wakefield Park on Nov 24 and 25 at which more than 40 MGT types were competing.

Closing Dates for Octagon 2008

29 th	January
31 st	March
28 th	May
31 st	July
30 th	September
24 th	November



Bits & Pieces

Have you ever run at the hillclimb? Do you know anyone who ever has? Did you know that results of all hillclimbs come with the book 'History of the Hill'? Did you know that the book has nearly 700 photos in it? Did you know you can purchase copies - why not one for yourself, one for each of your children and one for each grandchild? (Remember there will be no second printing and when your grandchildren are in their sixties they may be interested in what you used to get up to and the book will probably no longer be available to tell them.)

Now that it has been launched at the AHC by Jon McCarthy, copies are on sale. They can be purchased at the Clubrooms, at the Regalia stall at any hillclimb or by using the order form in the October Octagon which is also available at www.mgccq.org.au/news.

Inevitably there will be some mistakes in the book. If you become aware of any, please advise Elaine Hamilton (vprojects@uq.net.au or 3893 2438). Errors in content will be listed on the News page of the website as an *Errata* file and updated as we become aware of errors. Any 'typo' errors (misspelling etc) will be recorded and kept in case someone someday wants to update the book maybe for the 50th anniversary. Please note that there are certainly no plans for any reprints or republishing at this stage. So, if you want to be sure of having one or some of these for posterity, get in and get them now.



John Broadbent is collating information on the Kaditcha cars and Barry Lock with the intention of eventually publishing a book on Barry and the cars he built. This information on these very important cars and drivers in Australian motorsport history needs to be recorded now before it is lost. Any info from past or current owners and drivers would be much appreciated. John would particularly like anecdotes of which there have to be many. Please, if you can help, contact John at johnbroadbent@myplace.net.au or 0418 764 703 and he will get back to you at a time which suits you.

Pictured is Ron Woodbridge driving his Kaditcha at Mt Cotton in 1994. This was the first customer Kaditcha and was built for Vern Hamilton in 1976. Kaditchas currently appear at the hillclimb in the capable hands of Ivan Tighe and John Boyce.

With membership renewals coming up soon, you are reminded that you must maintain your Club membership if you have a car or cars on concessional registration.

When you receive your notice of renewal of membership, you will also receive your invitation to the annual dinner and presentation of Club trophies. This is on Saturday 2nd Feb. Please come along and acknowledge the efforts of Club members who have taken the time to compete in those events marked with the all-important P (for points) in the Club calendar.

Bits & Pieces

It's great to get support from local businesses and one of these is Bay Retreat Lodge, a favourite accommodation venue for some of our interstate visitors. Wendy of Bay Retreat Lodge has purchased a copy of the Hillclimb history book to have available for her customers to read. Thankyou, Wendy! She can be contacted on 07 38291 299 or by email: bayretreatlodge@hotmail.com.

A wonderful bonus when a major event such as the AHC is held is the number of people 'from the past' who take the opportunity to come back for the event. Amongst those at the AHC were Denis Bright (working bee attendee before there was a hillclimb); Geoff Hawley (past-President); Terry Corbett (past-President and competitor); former major trophy winners including Kym Rohrlach (SA), Roger Harrison (SA), Gary Cossor, John Lungren, Peter Tighe, Nigel Johnson, Ron Pommereh, Bruce Dabiel and Barry Wraith. Other notables were Doug Lucas, legendary photographer Brier Thomas and Lionel and Margaret-Ann Ayers. Coral Scott came along for the Sunday afternoon and the trophy presentations and had son Tony with her to do the presentation of the Glynn Scott Trophy.

The AHC weekend proved to be a hot one and those drivers waiting in cars while a track incident was cleared suffered in the heat. Peter Kerr was one of these and even needed to seek medical assistance. Maybe Peter needs us to run an ad for a 'Brolly Dolly' for him! Kaye Dansie has experience in the job (see the AHC report)

FANCY A TRIP TO PEBBLE BEACH AND LAGUNA SECA?

David Miles is coordinating a trip to California next August to visit the famous Pebble Beach Concours and the Historic Race Meeting held at Laguna Seca Raceway from 15th to 17th August. Trip is expected to take around two weeks, with visits to notable auto and air museums and sightseeing in California. It is envisaged that the tour will depart on the preceding weekend and return on the weekend following. Websites are www.pebblebeachconcours.net and www.laguna-seca.com.

Register your interest now by contacting David on (07) 3892 2699 or davidmeryl@bigpond.com.au.

Another venue close by is **Mt Cotton** guesthouse run by Trevor Penson who ran at the hillclimb in a Datsun 240Z in the early 70s. Their website is www.mtcottonguesthouse.com.au

Barry Smith (the Wynnum one) has a copy of a magazine called 'Sports cars and specials' published in August 1956. It contains, amongst other things, an article by Harry Firth on 'How I built Australia's fastest TR2', a road test of a D-type Jaguar and an article 'MGs win up north' which is of most interest. It is a report of a race meeting at Strathpine on May 26th that year. It is illustrated by a photo captioned 'Here comes Mrs Ann Thompson (sic) in her MG TC roaring out of the strawbale chicane. She was the only woman driver to compete at the meeting.'

Ann's comment on the article 'That's why I joined the MG Car Club; I had a TC.'

The ultimate lap at the AHC

What if! If Peter Gurnley and Andrew Howell had each done their best splits on one run, they would have each had a time of 37.41s and both would have broken the outright record. That is how close the competition was.

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Mobile: 0413 511 470

Email: sales@thehouseofmg.com.au

Bits & Pieces

Many thanks to **British Motoring Classics** who donated the magnificent toolbox as the prize for the major AHC raffle. Not only did they donate the prize, they organized the printing of the tickets and a lot of the pre-event ticket sales. At the AHC, Kevin Ponting and the indefatigable Kaye and Allan Dansie became shop-keepers for four days, selling the raffle tickets along with a huge amount of Club and hillclimb regalia, hillclimb books and Centaur books etc. Their efforts in organizing the raffle alone brought in close to \$3000 to add to Club funds. What an achievement!



Much to everyone's delight, the winner of both the major prize and the book-buyers prize was John Stratton, one of the hardest working volunteers in the Club. He is pictured being congratulated by Kevin Ponting on his win. (Photo by Wayne Reed of Osella Photographics)

Volunteers

A bonus for the many people who gave their time so willingly to assist with the two major areas of canteen and parking at the AHC was the fellowship they experienced with their fellow workers. One quick way to get to know others in the Club is to be in there working together. A number of these volunteers made mention of their satisfaction in helping the Club whilst getting to know other Club members.

If you wish to feel tired, you may be interested in this extract from the report on the weekend from Canteen convenor, Pat Walker.

"Thursday (private practice) Slow trade which enabled the canteen set-up; **Friday** (official practice) Generally more people in attendance and the canteen was moderately busy; **Saturday** (first rounds) Busy day: bacon and egg rolls popular, good takings resulted in additional supplies being purchased to keep up with demand (especially sandwiches and water); **Sunday** (final rounds) Started at 7:30am with customers lining up for breakfast. The day was NON-STOP! Lots of willing helpers but still difficult to keep up with requirements. Record takings with everything sold. Altogether we used;

2040 bread rolls	28 loaves of bread	132 cream buns
15 litres of milk	6 kg grated cheese	80 pkts sliced cheese
13 kg margarine	22 doz. Eggs	180 bacon rashers
24 lettuce	30 kg tomatoes	20 kg carrots

Continued over the page...

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40 kg onions 10 kg sliced ham 410 frankfurts
708 sausages 700 steaks

Plus, home baked cakes, biscuits & slices (all donated), chocolates, chips & lollies.

22 Helpers over the four days, with extra thanks to the Clydesdales and Dansies (helped on each day, all day!) The BBQ slaves Ron, Ross Kelly, Paul Strange and Errol worked the plate non-stop. Particular thanks to Ray Edwards who not only turned snags, but also looked after the drinks and ice all day Sunday.



On Nov 14th, Brad Kirlness and Paul Stokell of Sherrin Motorsport organized a day at the hillclimb for some kids with cancer. They all seemed to enjoy the day, the venue and the company. Well done, Brad and helpers.

The Mouse House

A personalized touch was provided at the flagpoint at the finishing line of the hillclimb in time for the AHC. The Club has three stalwart flaggies, Peter Hardacre and a couple who like to be known as Slippery and Mouse. Mouse has become the finishing line flaggie and the newly installed shelter was given an extra touch with a 'Mouse House' nameplate by Greg Voltz which had Mouse over the moon (it's made of cheese, you know). Her hillhome is well-ventilated, has an elevated position with good views, and has entertainment right at the front door with a change of act every minute or so. No wonder she looks so happy.



The photo of Mouse in her House is also on the Hillclimb page of our website. If you have visited the website since the AHC you will have noticed the huge amounts of work which Glen has put into putting some photos on the Race Results page, links to results, split times and photos of the presentation of trophies. She has done a lot of work in setting up a new page recognizing the Under 40s Club which was formally recognized during the weekend of the AHC. Thank you, Glen, for your constant and ongoing work in giving us the best website that any Club could want.

Looking for ideas for Christmas presents? Look no further than our regalia shop which stocks badges, caps, T shirts, keyrings, wine glasses, winestoppers, coasters, stubby holders and now the books 'History of the Hill' and 'Centaur' and the photo CDs from the hillclimb. See the list on the calendar page insert in the middle of the Octagon. The Regalia shop is open at the Clubrooms on any Friday night or you can post your order to the Club address.



The Club thanks Garry Donnelly, Australia's representative to the FIA, for taking the time to come down to the hillclimb to present the beautiful medallions, certificates and cloth patches to the nine members of the Under 40s Club who were in attendance. Following a bile accident, Eric Barnes was unable to attend but his sister collected them for him.

The Under 40s club -- At rear, Garry Connelly
Back row: Tom Donovan, John Davies, Andrew Howell, Peter Gumley, Bill Norris
Front row: Greg Acliland, Alan McConell, Ivan Tighe and Kym Rohrlach

SUMP PLUG



On the run to Speed on Tweed, the Club runners passed at least 50 motorcycles parked outside a Canunga breakfast stop. Peter and Norma Upham peeled off from our convoy to join them. Is Peter's closet bike? Or maybe they serve a mean coffee?

It's not only old cars at Leyburn. Look at this line up of old members. Kerry Horgan (Member No 312), Kevin Johns (577), Bruce Neville (322) and Doug Farrington (536). (Makes the Editor Member No 711 feel like a spring chicken!)



It was a change of view for Jeremy Mattes at Speed on Tweed as he found tyres (other than the Bulant's) to dean. He had his head down and backside up as he put full effort into the task.



Sump Plug hears that Jeremy has another set of tyres to dean now that the ex Rachel Smeaton's Infinity has been added to the Mattes stable.



Jon McCarthy came from England especially for the AHC. In order to recreate the past and to protect himself after living in the delicate climate of England for a few decades he purchased a hat similar to the one for which he became famous as they were a feature of the John Campbell cartoons of the early years.

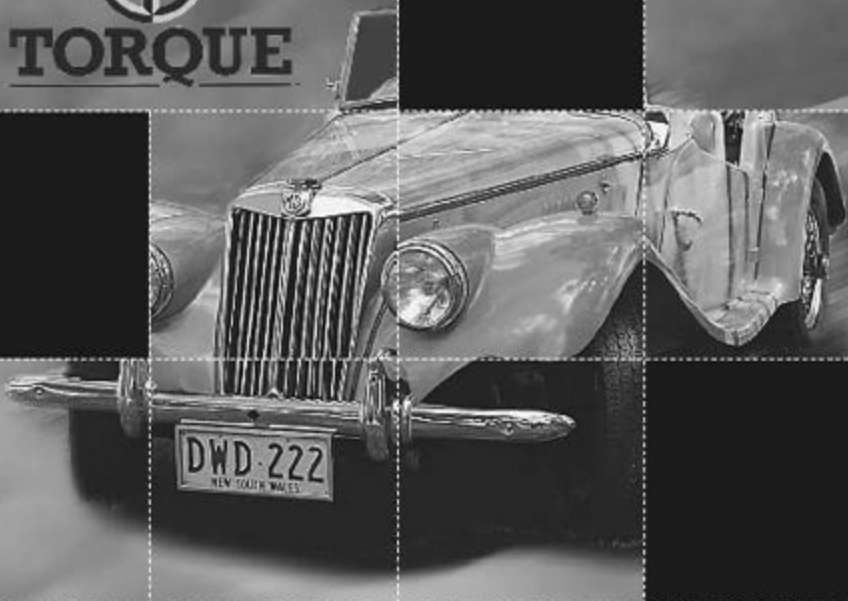
Tim Harlock caught Jon and Bruce Ibbotson comparing hats and stance.

One of the best performances on and off track at the AHC came from Robert Hadwood who drives the QUT car. He impressed everybody with his driving and then followed that up with an excellent speech at the trophy presentations.

Bad news/good news story is that after the bad accident at the hillclimb at the AHC Greg Johnson is OK and saying that his car will be ready for the December hillclimb (some year). Gary Goulding says it could be ready for December 2008 he should know as he inflicted very similar damage to the car a couple of years ago.

On a social visit to Cain Cave Rob Callow came across much swearing and deliberations. Problem? Not mentioning names but it was Ben and Garry reditting SUs. Centering tool firmly stuck in front SU. Theory was hot cable coupled with cold centering tool equaled expansion and contraction problem. Solution from the Gurus? Cover the carbide with frozen sausages allocated for the BBQ later in the day. Theory worked but Rob chose not to stay for the BBQ!

If the Iron Man weekend was not enough motor sport for some, straight after the event Will Charlton left for a motoring holiday which included competition events at Phillip Island and the Masters Games Hill climb at Collingrove in the Barossa Valley.



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Letters to the Editor...

Dear Octagonal editors,

A huge thank you to the small band of dub members who have wrought such a transformation to the Mount Cotton hillclimb in recent months!

Mt Cotton has long been Australia's best hillclimb but it is now head and shoulders above the rest. Our dub, and particularly the workers who have produced so mightily, should be very proud. (The new mouse houses for safety crews were a lovely touch.)

People elsewhere marvel that we actually own our own motorsport circuit; this is the result of foresight, planning and lots of hard work by a dedicated few.

Prior to the Australian Hillclimb Championship a group of dub workers practically lived at the circuit; these stalwarts included Dino Mattes and John Stratten (both well into their seventies and with more energy and commitment than nearly all of our dub members), Greg Voltz, David Miles, Owen McNeill, Russell Blad and Malcolm Spiden (Malcolm was a huge help to me during a grumpy weekend fighting an ever worsening misfire in the GEK, thanks also to Vern Hamilton.)

Thanks again, Bill Norman

Report on the MGA incident, Saturday 3rd November 2007

By John Walker

With reference to my incident on the first official run at the Australian Hillclimb Championships at Mt Cotton on Saturday 3rd November 2007, I would like to make the following comments:

Firstly, I would like to thank all the Trademarshals, the Clerk of Course and other officials for their concern and professionalism in looking after me and retrieving the damaged car.

After unloading the MGA in the pits, I found the front suspension broken, the complete front bodywork pushed back and to one side and the two rear corners damaged. At this point I was of the opinion that my race was run without recording a time. However, the 'Wynnum' Barry Smith suggested to me that the car was repairable and that I should see Gary Cossor as he lived nearby and had plenty of suspension parts. Gary consequently went home and returned with power tools, metal angle straps etc as well as suspension parts and we set out to make the car mobile again.

Many thanks must go to Barry Smith, Gary Cossor, Graeme Walker, Ron Clydesdale, Glen Wesener and many others too numerous to mention for their help, parts and advice. I will have to say that the satisfaction I experienced from receiving this help far outweighed any championship trophy that I might have won.

The Clerk of Course and Scrutineers allowed me to complete my second run out of order and I was also able to continue in all of the other timed runs on both Saturday and Sunday.

With reference to safety, I estimate that the front of my car hit the safety fence at approx. 70 to 80 kph. I am told that it broke four wooden posts each 100mm in diameter and positioned approximately 1.7m apart; chain fencing was also attached to these posts. The MGA ended up backwards into the chain wire with one back wheel almost over the edge, the continuous chain fencing stopping the car and myself from ending up down amongst the trees in the gully.

I can assure you that there were considerable forces on my body, so much so that we later found electrical wires (spade connectors) had dislodged from the ignition switch.

I believe that the 'give' in the chain wire fence together with the neck collar (takes up the space between the underside of the helmet and my shoulders) saved me from any neck or back problems and allowed these 67 year old bones and muscles to continue to have fun.



The catch fence and neck brace prove their worth
(Photo by Wayne Reed of Oadla Photography)



Australian *Hillclimb* Championships



Peter Gumley takes the title - Photo by Wayne Reed of Osella Photographics

By Ace Reporter

The merry bunch of lads, those Wednesday and Weekend workers, have been at it again. Planting trees and grass, mowing, unblocking blocked drains, erecting fences, upgrading toilets, cementing, clearing the dam, painting anything that did not move, installing a street light, and even ordered rain which was duly delivered and all for this event.

Thursday and Friday were available for practice with official runs on both Saturday and Sunday. Those able to escape work on Thursday were able to either re-acquaint themselves with the track or for new competitors to find which way it goes.

Friday saw most entrants attend and the action commence. Fastest practice time came from Andrew Howell with a 38.45 in his Gould GR55B. Greg Ackland with a 40.19 in his Ninja GA7 showed that he likely to join the Under 40s Club sometime in the weekend.

Saturday was day one of officials runs which counted towards outright places thus if it rained on Sunday the Saturday time may just win. Obviously all were trying given this was the Australian Championship as a few drivers tested the Queensland nut shells at the hairpin as well as the chain wire catch fence structure and principle. The technology for both safety devices is 4 to 5 decades old.... and both still work.

Competition in several classes was close and six records were broken on Saturday and one was established. Brad Stratton (Group N - 48.19 secs); Bill Norton (Group Q - 42.70 secs; Dean Tighe in Steve Price's Westfield SE (Class 2001 to 3000 cc's Marque Sports Cars) to 45.70 secs. Dean, Jon Siddins and Bill Black were all under the record with Dean having the quickest time and therefore record, for now. Alan Don established a class record in Group V (Historic Formula Vees) of 54.63. Bill Norman lowered his own record from 44.96 to first 43.37 then 43.11 secs. On each of his 3 runs, Kevin Mackrell lowered the Sports Car record from 45.95 to 43.54, then 43.00 and finally 42.88 for day one. Likewise Robert Hackwood lowered the Formula Libre class record from 42.96 to 42.48, then 42.12 and finally 41.66.

At the end of Saturday's outright competition only 0.01 separated Peter Gurnley (37.61) and Andrew Howell (37.62) with Alan McConnell not far behind on 38.50. And with Tom Donovan and Greg Ackland both joining the Under 40's Club and Greg Johnson (40.11) and Warwick Hutchinson (40.98) not far behind, it was obvious that competition on the Sunday would be both fast and fierce.

With day one of competition over what would day two bring, would it be the forecast rain or just overcast and would those ahead on Saturday maintain their advantage on Sunday.

Two special events were held after the completion of runs on Saturday. The first was presentation of medals and acknowledgements to those who recorded sub 40 seconds runs. These were presented by Garry Connelly, Australia's Delegate to the FIA Motor Sport Council. Those original nine were increased to eleven as both Greg Ackland and Tom Donovan recorded sub 40 second times on Saturday. The second event was Jon McCarthy, designer of the Mt Cotton course, officially launching the "History of the Hill" book, the first 40 years of our club's circuit.

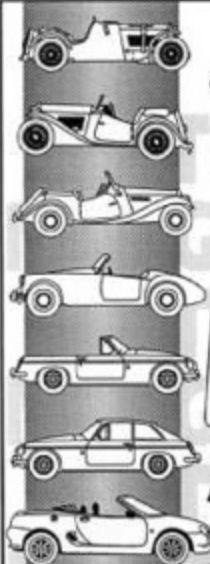
Sunday and the forecast rain did not eventuate. Changes in the placegetters occurred in many classes. Grant Liddell won his class with a 50.01 run just ahead of Dan Gibson (50.14 s) with Bruce LeGarde claiming third with a 50.50 run to place Brad Hickey fourth as Brad's best time was 50.66 s. Ken Graham won the class however both Greg Turnham and Pauline Graham recorded identical best times of 47.20 s to be equal second in class. Scott Sadler (47.67 s) just held out second place Martin McLoughlin (47.71 s) to win. Another close finish was in the 5001 cc & over Improved Production class where a 0.18 second margin covered John Gilbert (47.26 secs) from Dennis Roohan (47.37 s) and Craig Hornbrook (47.44 s).

Other close times were found in Sports Sedans where Dennis Cope won (46.48) from Tyson Cowie (46.67) and Alex Cowie (46.88 s). Likewise a 0.15 second margin covered Michael Collins (43.81) from Mark Trenoweth (43.84) and Allan Hunt (43.96) in the Sports Sedan 2001 & over class.

Four classes gave a change in class winner from the previous day, all in sports cars classes. In the Marque class, Des Edwards recorded his best for the event on Sunday with a 45.75 time which was quicker than Paul Masterson (45.79 s). Likewise Jon Siddins recorded a better time than Dean Tighe. Jon did a 45.60 run to Dean's 45.65 and Bill Black's 46.72. James Austin (Porsche GT3 45.15 s) was quicker than the Triumph TR7 of Simon Rhodes (45.59 s) and both these times were under the old class record. The other change was in the Sports 1300 class where Greg Wright won the class and recorded a new record of 43.88 s to lead home Richard Mattea whose best time was 45.28.

Nine records were broken and one record was equalled on Sunday. Danny Mischok (Improved Production 45.66 s); Brad Stratton (Group N 47.79 s); Bill Norton (Group Q 42.41 s); Ron Hay (Group R 42.48 s); Alan Don (Group V 54.19 s); Jon Siddins (Marque Sports Cars 45.60 s); James Austin (Marques Sports Cars 3001 & over 45.15 s); Kevin Mackrell (Sports Cars 42.82 s) and Greg Wright (Sports 1300 43.88 s). John Gilbert equalled the Improved Production record of 47.26 s in his Commodore.





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Joan Appleby found the track to the presentation a bit rough but the NAFF sticker proved true

The overall results after 2 days of competition were:

Peter Gumley	37.53
Andrew Howell	37.62
Alan McConnell	38.50
Tom Donovan	39.65
Greg Ackland	39.90
Greg Johnson	40.11
Warwick Hutchinson	40.98
Andrew Ford	41.62
Robert Hackwood	41.66
Rod Johns	41.67

Australian Hill Climb Champion (The Tasman Trophy)
 Fastest Sports Car (The Glyn Scott Trophy)
 Fastest Queenslander (The John English Trophy)
 Best Motorcycle Powered Car (The Paul Aitken Trophy)
 Fastest Sedan (The Vince Appleby Trophy)
 Fastest Formula Ford (The Martin Tighe Trophy)
 Best Historic Car (The Hamilton Trophy)
 Best Presented Car (The D.J. Embroidery Trophy)

Peter Gumley
 Kevin MacKrell
 Alan McConnell
 Alan McConnell
 Michael Collins
 Darren Harris
 Bill Norton
 Bill Norton

A big thank you to all who assisted in the preparation over the many weeks or with the running of the event over the four days as these championships could not have been done without your support.



This group of spectators reflect the intensity of the competition



New owner Michael Peoples, Spectre EV -
Photo by Wayne Reed of Osella Photographics



Bill's Umbrella is also
of indeterminate colour



Alan Dan, Historic EV - Photo by
Wayne Reed of Osella Photographics



Blast from the past - L-R: Geoff Hawley,
Bruce Ibbotson, Jon McCarthy, Tim Harbeck,
Paul Wilson and John Campbell



Another father and son team on track -
Mark and Scott Tescoett



Russell Mirfin, Gemini - Photo by
Wayne Reed of Osella Photographics



Steve A ridge, Suzuki Swift - Photo by Wayne Reed of Osella Photographics

Ray Davis in his sparkling Triumph GT6 - Photo by Wayne Reed of Osella Photographics



Kaye Danson adds 'pit babe' to her list of duties distracting the eye from the broken A



Alan Danson and Key Pouting became shopkeepers for the weekend



Steve Austin multitasked in the kitchen with Paul Strange: a break from parking duties



The end of a long weekend



Nigel Johnson returned to compare Kart notes with Paul Van Wijk.



Doug Lucas and John Longred check-out how it's done these days



Jon McCarthy shares a joke with Richard Mattes and Malcolm Spiden. Note Jon McCarthy's hat, purchased especially for the weekend.



Gary Casson found a quiet moment to himself when not helping people



The tension of the competition is reflected in the Gumleys' faces as they watch Andrew Howell's run

Diane Branton and Cor Porter have a quiet moment



The Canteen workers find time for a quick break



Tent city!



The Canteen at a quiet moment, Photo by Errol Hager



Alan McConnell was the inaugural winner of the John English Trophy for fastest Queenslanders.
Photo by Wayne Reed of Ozella Photographics



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IRON MAN COMPETITION



Cyril gives the TF a hard time in the motorkhana

By Ace Reporter

The 32nd running of the Iron Man Competition commenced on the Friday night with a Touring Assembly. Always a difficult one to set, this event offered competitors three different sections. Section 1 at Yatala and Jacobs Wells areas; Section 2 at Rocklea to Acacia Ridge, Dussick and Forestdale; and Section 3 Regents Park to Crestmead Chambers Flat and Tamborine areas. Peter Stringfellow and son Peter (known as the Team Re Pete) won the night in their Nissan X-Trail followed by the Porsche GT3 of Phil and Gail Hart with Neville Scott and Simon Grounds (Subaru WRX) third.

Day 2 (Saturday) the Motorkhana and the Supersprint rounds were held. The Supersprint was also Round 5 of the Sherrin Motorsport Interclub Series. Evan Wheeler (WRX) was the quickest in the Motorkhana followed by Craig Hornibrook and Janene Carrad in their Commodore being second and third.

The sprint was won by Bill Norman (Reynard F3000) from Phil Hart (Porsche GT3) and Bob Haines (HRC Mk 1). Unfortunately for Bob Haines for his HRC Mk 1 blew a head gasket after his 3rd run which meant he was unable to run in the hill climb the following day.

Our teams for the Supersprint were Will Charlton (Fraser Clubman), Des Edwards (Westfield), Kerry Hangan (Mazda RX3), Bill Norman (Reynard F3000), Graeme Pearce (Toyota Supra) in the one team, whilst Ian Fettes

(BMW Z4), Peter Rayment (MG Midget), Peter Andrews

(MGF), John Walker (MGB GT V8) and Malcolm Spiden (MGB GT) formed the other team. We came second on the day, only one point behind the WRX Club and tie equal second overall for the year.

Fourth and round for the weekend was the Hill Climb event and which was round 5 of the Tighe Cam series.

Sports Cars started the programme with Bill Norman (Geko, colour of which is indeterminate 44.43 s) was from Chris Jensen (JMW 799 45.96 s) and Geoff Cohen (Farrell Sparks 48.10 s). Andrew Wakeman won the over 2001 class in his Milano 750 sports with a 58.34 run.

Next were the Marque Sports cars with large fields in all 13 capacity classes. Up to 1600 cc went to Des Edwards (Westfield SEI 45.70), Paul Masterton (Maxim 7 46.23 s), Ainsley Fitzgerald (Westfield 49.55), John Broadbent (Triumph Spitfire 52.23), David Stratham (Westfield SE 52.24), Mike Allen (MG Midget 52.48), Ross Kelly (MGA 57.14), Greg Valla (Toyota MR2 59.55), Ron Clydesdale (MG Midget 60.62), Peter Rayment (MG Midget 61.31 secs), Carly Mattes (MG Midget 62.74 secs). The MG Midget of Mike Allen commenced as a project car before Jim Howard in Victoria bought the car and built it to a rolling body shell state. Mike acquired the Midget and completed it with the engine by Ken Nelson at Mini Automotive at Ipswich. Mike said he is narrowing the gap between car and driver now that the tyres are less



than 10 years old. Ross Kelly's MGA was built by club member Dan Casey. Ross advised it has a 1600 cc engine with a Nissan 5 speed gearbox and is the most reliable car he owns. His 57.14 sec run was very impressive.

Giles Cooper (Lotus Elise) won the 1601 to 2000 cc class with a 48.93 run from John Walker (MGA 49.07), Will Charlton (Fraser Clubman 49.85), Wayne Reed (Lotus 7 51.07), Brad Kirkness (Toyota MR2 51.83), Stephen Foss (Porsche 911 52.16), Peter Andrews (MGF 54.74), Philip Youel (TD 2000 54.87), Malcolm Spiden (MGBGT 55.08), and Andrew Rogers (MGB 55.50).

Phil Hart won the over 2001 cc class with a 46.01 best time in his Porsche. Next was Simon Rhodes (Triumph TR7 V/8 47.82), Travis Bryson (Datsun 240Z 50.89), Shaun Clark (Porsche 944 51.18), Vic Vakranoff (Porsche 911 51.48), Ross Buganey (Datsun 240Z 51.64), Cameron Human (Mazda RX 7 52.33), Ian Fettes (BMW Z4 53.05), Rod McCray (Porsche Targa 55.20), Michael Lane (Mazda RX 7 56.87), Anne Hurman (Mazda RX 7 64.37), Gregory McKenzie (Datsun 240Z 67.59) and Toni Widdop (Mazda RX 7 69.91). Simon Rhodes' original concept was to build his Triumph to compete in rally events. However his budget would not extend to that branch of motor sport thus the car was prepared for hill climbs and supersprints. It runs with a Rover V/8 engine through a Supra gearbox and a R31 Nissan Skyline differential.

The All Wheel Drive class went to Michael Collins (Subaru WRX 44.22) ahead of Darren Holland (Subaru WRX STi 46.58), Terry Young (Mitsubishi Evo IX 46.61), Scott Sadler (Subaru WRX 47.41), Neville Scott (Subaru WRX 48.15), Rodney Blank (Subaru WRX STi 49.29), Fred Frech (Subaru WRX 50.32).

Alex Cowie was quickest in the Sports Sedan class up to 2000 cc with a 47.15 run in the Escort, just ahead of Tyson Cowie (Escort 47.72) with Darren Duffield (Mini Clubman 50.23) and Ian Michels (Toyota Corolla 51.83). Harry Doling won the large capacity class in his Datsun 1200 with a best time of 46.35. This car has an 1800 twin cam Nissan engine with a Silva Turbo which gives about 310 bhp at the rear wheels. It has a 5 speed Silva gearbox and a Datsun 720 differential, no wonder it records such quick times.

Daniel Gibson was quickest in the Improved Production class up to 1600 cc with a best run of 50.31 in the family GSR Lancer ahead of Robert Souter (Datsun 1600 51.05) and John Gibson (GSR Lancer 52.23). Now that Danny Mischok has his gearbox assembled and installed he lowered his own record from 46.11 on his first run to 45.99 then on his second run to 45.33. Yes he was the quickest in the improved Production class 1601 to 2000 cc in his Escort which was profiled in the RACE magazine May July edition. Ken Graham (Datsun 1600 47.67) was next followed by Gary Pitt (Escort 47.85), Pauline Graham (Datsun 1600 48.34), and Chris Sloane (Datsun 1600 48.38) with wider rims and tyres now allowable for the class.

Robert Hackwood and Cameron Short continued their very close times in the QUT MX3 in the Formula Libre class up to 1300 cc. Robert was ahead in all runs with a 43.27 best time with Cameron also close with a 43.28 sec final run. The new Lake family car, the Ecurie Escargot, arrived; however Simon was able to complete only one slow lap. The car works on the home driveway but it requires more testing time to perform up to the high standard of their previous designs. Alan McConnell won the over 1301 cc class with a 39.83 run in the Van Diemen Suzuki. Warwick Hutchinson (RPV J4F 49.83) and Greg Johnson (Van Diemen RF 85 41.74) followed. Hopefully both Warwick and Greg will record sub 40 second runs soon and join that small group in the sub-40 club. Steve Riley won the Formula Vee class with a 50.01 run in his Hornet Vee.

Group K (Historic Group) went to Barry Smith with a 56.76 run in his Ford V/8 Special. Barry built the car from parts he obtained from swap meets and the local wreckers, a project that took over 18 months to complete. Cyril Bennett won Group L with a best time of 76.10 in his MGF. Brad Stratton (Torana GTR XU1 48.25) won the Group N class from Glen Wesener (Torana GTR 48.77), Mandy Tighe (Escort 51.88) and John Stratton (Morris Cooper S 52.22). Glen has stopped breaking axles now that the locked diff has been replaced by a limited slip example whilst Mandy is getting closer to a sub 50 second time. Group O went to Ron Woodbridge (Lotus 23 Replica 49.32) whilst Ian Rogers took out the Group S class with a 55.05 sec run in his MGB.

Steve Airlidge (Suzuki Swift Gti engine and suspension by DMW Motorsport) was quickest in the Road Registered up to 1600 cc group. Steve recorded a best time of 51.40, ahead of Randolph Dittich (Alfa Romeo 33 57.60) and Alan Roberts (Alfa Romeo 33 Ti 59.34). Jeff Oldham (Datsun 1600 49.66) won the 1601 to 2000 cc class from Mark Dunstan (Escort RS 2000 54.82), Dave Sidery (VW Type 1 55.53), Nev Newton (Ford Cortina Mk1 55.88), and Murray Gauld (Hillman Minx 59.55 secs). David Homer (DMW Motorsport Suzuki Swift Gti) proved quickest in the larger capacity class with a 46.98 s run. Next was Craig Hornbrook (Commodore V/8 47.52), Barry Hayes (Commodore supercharged 49.18), Noel Preston (SAAB 93 51.13), Owen Burton (Commodore 52.43), Cameron Robinson (Brock SS Commodore 54.95) and Kenneth Davey (Holden Vectra 67.31). During the runs Noel Preston re-set the fuel calculator on his SAAB. Noel advised the highway cruising results are 6.8 litres per 100 km. For his second timed run (51.71 sec) he returned a 55.5 litres/100 km result and on his third (51.13 sec) run 57 litres/100 km.

Fastest time of day went to Alan McConnell, Van Diemen RF 87, 39.94 while Warwick Hutchinson (RPV J4F) won the Top Six on 42.35 from Robert Hackwood (QUT) on 42.89.

Phil Hart won the Lionman (clubman: same car for each event) with 318.94 points while Bill Norman was fourth outright and won the open (using different cars for different events) on 343.04 points.

September Mid-week Run

by John Tait



And the cars rested too



Colour-coordinated red-hatter, Joy Jones

Twenty one cars and their eager crews assembled at the Nudgee Shell roadhouse for this fairly short spring run to Mount Mee state forest for morning tea and then on to the seaside at Toorbul for lunch on a day with a predicted maximum temperature of 30+ degrees.

The run followed major roads out to the morning tea stop. We didn't encounter any problems apart from the usual "spread" of cars by the time we reached the Dohles Rocks road exit from the Bruce Highway. We re-assembled the group at Narangba and continued on via Dayboro to the Mt Meetoourist drive.

Everyone seemed to enjoy the run up the twisty parts of Mt Mee and all arrived with smiles at "The Gantry" picnic area at the end of Sellin Road.

After morning tea, we headed off over the top and down the other twisty side of Mt Mee to meet the D'aguilar Highway. From there we headed east through Wamuran, past the northern edge of Caboolture and onto Pumicestone Road.

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Present were:

John and Marian Tait
 Bruce Richardson
 Nola Bamford and Carmel Marshal
 Greg and Rhonda Hannant
 Trevor and Joy Jones
 Bruce and Tip Ibbotson
 Trevor Mills and Fred Enever
 Ian and Mary Bennie
 Kerry Horgan and John Weinthal
 Steve Austin
 Pat and Desley Collins
 Suzanne and Mary Smith
 Bill and June Spall
 Malcolm Campbell and Renate Koehn
 Bruce Mutch
 Owen McNeill
 Allan and Joyce Tebbutt
 Steve and Lesley Pyrott
 Joe and Phoebe Kaiser
 Ian Fettes
 Sandy and Charlie Provis

Mazda MX-5
 MGBL
 MGB
 MGA
 MGA
 MGCGT
 MGB
 MGB
 Mazda MX-5
 Rv8
 MGBGT
 MGA
 Holden Commodore
 Mazda MX-5
 MGBL
 MGBGT
 MGB
 BMW
 BMW
 BMW Z4
 Holden Astra



Bottom Left: Joe and Phoebe Kaiser came from Florida for the run Top Left: and the prodigal Weinthal returned to lunch with Kerry and Renate Top Right: Secret men's business being discussed? Bottom Right: A pleasant setting for lunch



Profile of New Committee Member

Kevin Ponting (Committee member)

Looking back over the years I have always been interested in Motor Cars and like most of us have owned several cars I wish I had kept including a HG Holden Monaro GTS purchased in 1974.

During the majority of my career in the Finance Industry I was lucky enough to have a company vehicle supplied and we also had a four wheel drive for those fun filled days of young kids and camping. When I commenced my own Finance Brokering Business, I had to supply my own vehicle. My interest in cars, much to my wife Valerie's dismay, was renewed in earnest. Many a weekend was spent pounding car yards and looking

through the motor magazines for that right machine.

I have had several performance vehicles but I have always wanted to find an older British roadster to use on the weekends and possibly become involved in an enthusiasts' car club. After much searching I found a 1971 MG B and also became aware of the MG Car Club. Problem solved; I could kill two birds with the one stone - have the roadster and share the enjoyment with like minded enthusiasts within a well established and respected car club. Valerie and I attended a meeting at the Club in March this year and were delighted with the warm and friendly reception we received and signed up. Since then we have attended the Weekly Noggin 'n' Natters whenever possible and became involved and assisted wherever we could.

Well, somewhere in all the excitement I have found myself on the Committee. I appreciate the opportunity given to me to serve on the Club Committee and look forward to the challenges ahead over the next twelve months.

'Pre-War & T types... at All British Day Sept, 23rd

By Dino Mattea

The organisers of All British Day this year would be somewhat disappointed with the attendance at this event. The venue looked superb, the weather was ideal, but the patrons must have been concerned with the weather prospects with the preceding days so miserable.

Our club had two other competing events but we still managed to get 23 people and 12 MGs to meet at Simpsons Playground in Graceville for breakfast prior to the short run to the St Josephs Playing Fields where the cars were assembled.

The Robinsons arrived early enough to light up the BBQs and those who came were able to cook the traditional Bacon and Eggs.

Leaving Graceville in convoy to Tennyson were:

Alan and Carolyn Robinson
Ray and Mary McGhie
Gloria French
Scott Ramsey and Clinton
Ethan Ramsey and Ani
Graham and Jill Moore
George Diggles and Neville Lightfoot
Tony Slattery
Debbie Slattery
Ed. and Elaine Zillman
Harvey and Daphne Mills
Bill Spall
Dan Casey
Dino and Margaret Mattea

Black MG SA
Black MG TA

Red MG TF
Suzuki 4 WD
Black MG TD
Green MG TC
Red MG Midget
Maroon MG Y
Black MG TD Mk2
Red MG TC
Duo Tone BRG/Black MG YA
Blue MGA Coupe
Red MG L Type.

All enjoyed the relaxed atmosphere, the chit chat, and the occasional refreshments, the wonderful display of the Best of British, in an atmosphere of natural verdant ambience. Everyone got home without incident. What more could you ask for?

October Mid-week Run

by Errol Hoger



We had 19 cars on the run including 15 MGs. They were

Errol and Wendy Hoger	MGBL	Camino Gold
Bill and June Spall	MGY	BRG
Kerry and Val Horgan	MX5	Gold
Tip and Bruce Ibbotson	MGC GT	Sandy Beige
Bruce Mutch	MGBL	Camino Gold
Paul and Denise Trower	MGB	Red
John Tait and Chris Carswell	MX5	Blue
Catherine and Lloyd Cree	MGBGT	Bracken
Greg and Rhonda Hannant	MGA	Black
Trevor Mills	MGB	Red
Dennis Thomas	MGBL	Green
Alan Tebbutt	MGBL	Blue
Ian Fettes	BMW Z4	Silver
Reece Smith	MGB	Green
Ian and Mary Rennie	MGB	Green
John and Tricia Cranley	Honda NSX	Silver
Charles and Sandy Provis	MGBGT V8	Mustard
Bill Donovan	MGF	Silver
Dennis and Diana Kelly	MGB	Red

We gathered at Beenleigh for a run up to Tamborine. The day was sunny and quite warm giving us an indication of what lay ahead for the following summer months.

We headed off through the back streets of Beenleigh on our way to Tamborine. Unfortunately for me it was rather a slow trip to the top created by road works, but my Hand Brake was happy for the timely intervention. (Thank you from Wendy "Main Roads Dept.")



were not happy with me but the views were excellent on the day. Sharp Park on the Beechmont - Binnaburra Road was the smoko stop. The cool shade of the trees and the picnic facilities were appreciated. It was good to see Chris Carswell "Dad" out and about after his recent illness.

From Sharp Park we travelled through Canungra and then via Biddaddaba into Beaudesert. Road works on the Biddaddaba section of road proved to be exciting for some of the day runners including myself. Loose stones on one corner had me doing a slip and slide. (Fun, Fun. Take away the boredom.)

It was then sharp left at the lights of Beaudesert and 20 mins later lunch was on the agenda at Darlington Park. On arrival the birds gathered for lunch-stealing practice. And the flies, oh the flies



Christmas Message

Do you ever wish you could miss it? Christmas, that is! What with all the hype, parties, coloured lights, special meals and having to buy presents. It takes time, a great deal of time, and more than that, it costs. OH BOY DOES IT COST!

I've missed the MG Car Club meetings this year and all the Hill Climbs. Reading the Octagon it seems that the year has been a little like the above, and now that the year is over no doubt there may be those who feel it's been a bit too much and may have been better to miss it all like I have.

Then again, I'm sure most thoroughly enjoyed the year's activities. It's what makes the Club so important in our lives. Even though I've missed it all by not being able to attend, I've also missed it because I would very much like to have been apart of it all, especially to have another go at the Hill, I really do miss that.

Something else I've missed was the launch of those two new books; "History of the Hill" and "Centaur". I followed the making and racing of the first Centaur and even saw it race at Lakeside. Then The Centaur Waggott, what a joy to read all about it in "Sports Car World" and then to see John French race it at Lowood and Lakeside. What was even better was to sit in it at a Historic meeting, even if only briefly.

And of course the Hill, it means so much to me, especially as an old bloke racing for the first time, fulfilling a life long dream. Miss it, oh yes how I miss it and look forward with an eager expectation to once again attending meetings but also to sit in a race car and drive the Hill.

So in miss Christmas; perhaps sometimes in our minds we'd like to, but then again it also means so much to us. It's not just the hype, it's families and friends, a time to look back, a time to remember and simply remember all that's good. But there is something even more precious about Christmas, it's the one time when most people really do remember God's great love expressed through His Son, Jesus - The Babe of Bethlehem.

Maybe you missed Him though out the year as I missed the Club's meetings, but Christmas allows you an opportunity to once again remember Him.

I take this opportunity to say I've missed you all, you mean a great deal to me, but most importantly to wish you all a very blessed, safe and Holy Christmas.

Your Chaplain Ken.

Day Run - Oct 28th

Eighteen cars assembled at Woolworth's, Gympie Rd, for an 8.30 start. Another three were met during the run bringing the total to twenty-one. The Bakery at the start did a brisk trade with members ensuring themselves a fresh and tasty tea break.

The early start rewarded us a comfortable run to Beerwah where we made our way through the quaint and pretty town and the surroundings of Peachester. It was then on to the very scenic drive along Bald Knob Rd to Mary Cairns Cross Park, where the wonderful views were enjoyed with morning tea.

At 10.30 we departed along Mountain View Rd to Woodford, Mt Mee, and Samford. Not far into the journey a police camera van was spotted on the edge of the road under a large leafy tree, obviously taking advantage of the cooling shade with no thought of hiding or camouflage intended. Within a short time the thunder of a large group of V8s with turbos glowing and engine management chips on near meltdown went travelling at a great rate of knots past us towards the waiting long arm of the law. Not much further on, a group of forty plus WRXs went past really pedalling up the hill then, just when things were becoming a bit quiet, the sound of a disturbed wasp nest greeted us. It was a small band of various Minis all on song, possibly to the tune of a hundred and fifty bucks. Last but not least was a small bunch of sedate and pretty Karmann Ghias making it was a most interesting drive down the mount. I guess by now the intrepid officer has collected his bonus and has a promotion pending.

Shortly after noon we arrived at Iron Bark Creek Park for an enjoyable and friendly lunch leaving members time to socialize and still be home in time for other activities.

Hoping everyone enjoyed the run; if you have any suggestions for improvements on future runs please contact me.

Cheers

Cyril Bennett



Those on the run were:

Marie and Cyril Bennett	MGTf	BRG
Elizabeth Collins	MGB	Red
Paul and Dennis Trower	MGB	Red
Gloria Mutch and Rob Gardiner	MGA	Black
Scott and Clinton Ramsey	MGTf	Red
Gary and Dawn Lawrence	MGBGT	Black
Peter and Merle Roberts	MGB	Red
Wendy and Errol Hoger	MGB	Gold
Andrew and Susan Willesden	MGB	Black
Nola Bamford and Carmel Marshall	MGB	1969
Charlie and Sandy Provis	GT V8	Gold
Roger and Anne Poltridge	MGA	BRG
Bruce Mutch	MGB	Gold
Trevor Mills	MGB	
Malcolm Campbell & Renate Koehn	Mazda MX5	Green
Steve and Lesley Pyott	MGB	Blue
Les Arnold	MGTf	Grey
Julie and Barry Evans	MGBV8	Green

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Day Run to the Speed on Tweed Festival 9 September 2007

By Malcolm Campbell

Racing legends, historic cars, opera and a Venetian theme Saturday night dinner – what more could “Speed on Tweed” possibly offer?

Well, some of the best Grand Prix cars in Australia were on display this year and many of Australia's F1 greats of past years and a handful of top vintage open wheeler drivers mingled with the crowds in the pits. Sir Jack Brabham was there to talk to interested spectators. In the grand parade at lunch time, he elected to be a passenger in a two-seater while a few lucky drivers had the privilege of doing a number of slow laps in the priceless open wheelers, including the green and gold Brabham F1 car.

The highlight for many was the demonstration run put on by the Beatrice Lola, once driven by Alan Jones. The circuit was closed and the shrill sound of this racing thoroughbred echoed through the streets of Murwillumbah, as the Lola reached speeds of up to 190kph!

Speed on Tweed continues to improve and is now an international quality event.

But let's wind back to the beginning of the day where 17 cars lined up for the early start from BP Waterford. Roger Paltridge issued the instructions and, at 7.30am, we commenced a great drive through some picturesque parts of SE Queensland and northern NSW.

Some strange roadside names kept the navigators amused, like Ooah Creek (*is that, "Ooah, I've got mud on my car"?*). Biddadabba, Ben noble and Winglepong. Goon fan. Mal Spiden may have been hoping for Yinglong, but that was not on the map.

The wet weather had lined up just in time and evidence of good rains we have had made for some enjoyable open top driving. After 25 km on the Waterford Tambourine road, we did a further 50 km on Beaudesert Nerang road and another 32 km on the Nerang Murwillumbah road before stopping at the delightful Bochoh Park picnic area. With good walks there and Natural Bridge not far away, it was tempting to spend the day there.

After our pit stop, we travelled along the beautiful Numinbah Valley road (made for open top sports cars) and, after 30 km, we drove onto the showground at 10.30am, where we left our cars to the admiring glances of spectators. And there were some glorious cars to admire there.

From there, we had a choice of sticking together or meandering through the magnificent machinery on display in the pits. The more adventurous trekked around the circuit, checking the action from various vantage points, including the “bus stop”. A few light showers throughout the day allowed the more adventurous drivers to light up the tyres but the value of some competition cars caused most to err on the side of caution.

For the end of the day, Roger included on the instructions a scenic route home which many took, and I'd like to thank him for organising such a great run for us.





Participants:

Pat and Desley Collins
David Miles and Kerry Horgan
Ron and Bev Clydesdale
Graeme and John Walker
Garry Goulding
Richard Unwin
Peter and Norma Upham
Peter Gannon
Steve and Tracey Gable
John Gibson and Trevor Rose
Michael and Tom Widdop
Malcolm Spiden
Malcolm Campbell and Renate Koehn
Graham Ward
David Lake
Roger Patridge
Paul Kelly

MGB GT
MGB GT
MG Midget
MGB
BMW 318
MGF
Lotus Elise
MGB
MGB
Alfa Romeo
Ford Escort Mk I
MGB
Mazda MX5
MGB GT
MGA
MGA
Jaguar XJS



Pictured Above: Cars at the morning tea stop. Pictured Below Top Left: People at the morning tea



Ross Kelly had Margaret Jackson as his passenger on the display laps

Dina's Car on display



Festival of Speed on Tweed 2007

A Tribute to Australian Grand Prix



By Ross Kelly

Every September the beautiful northern New South Wales town of Murwillumbah hosts the Australia equivalent of the Goodwood Festival, the Festival of Speed on Tweed. Organized by Roger Ealand and his enthusiastic group with the support of over 400 volunteers, the festival showcases fantastic cars whilst raising funds for local charities.

This year two hundred cars were selected from the cream of Australia classic cars. From a 1921 Amilcar to 1932 Lancia, they also included an eclectic mix of open wheelers, touring, sports and Australian sedan cars.

The Festival caters for all tastes in motoring and attracts over 20,000 people for the three days of racing and evening entertainment. The Festival commences on Friday with scrutineering and the evening parade of cars through the main street of town.

Racing takes place on the Saturday and Sunday around the tight streets of the Murwillumbah with plenty of challenging corners, hills and off camber bends. The pits and daytime entertainment are located in the picturesque showgrounds and add to the family atmosphere of the event. Crowds are able to wander through the pits located at different locations around the venue.

To cater for all entries the event is divided into two sections. The Flat Cap Masters is for those cars not meeting the national safety requirements of roll bars and seat belts or for drivers wishing to test their skills against a nominated time. The Competition Entry is for those wishing to challenge their skills and car against all comers in their respective classes. Saturday night sees a great party atmosphere. The main thoroughfare is closed and local restaurants take to the streets with food served outdoors. This year diners were entertained by jiving artists, aerial artists and opera on the central stage.



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Sir Jack Braham, three-time world champion, attended the Festival this year to highlight the theme of Australian Grand Prix cars from the 1930s to the modern era. Two of Sir Jack's race cars were present at the meet.

MGs were represented by Ross Kelly's J3763, the L type of Dino Mattea, a host of TCs, an MG Midget, MGB and MG ZB Magnette.

J3763 was representing the two J3s that ran in the 1935 Australian GP at Phillip Island in Victoria. At the time there was five J3s in Australia and it has not been possible to establish which of the cars actually ran at Phillip Island. J3763 has had a checkered history since coming to Australia in 1934;

it has been mistakenly referred to as a J4 in some correspondence and photos as it was fitted with J4 outside exhaust, ENV crash box and larger brake drums which can be seen in the early photos of the car. The car had considerable success at the Rob Roy Hill Climb in Victoria when owned by George Martin, Derry George and Bill Prowse. By the 1970s the car was in a sad state with only the chassis and some bits remaining. The car, then owned by Bill Andrews, was restored by Gary Grant. The original chassis was discarded as it was badly damaged. Bill used the car successfully at the Geelong Speed Trials, National MG Meetings and Rob Roy Hill Climb. The car and original chassis, which was recovered after considerable effort, was bought by Ross in 2003. The car has been competing at Speed on Tweedland MG National Meets since 2003.

Dino Mattea's L0403, Reg No JB 1707, started out as a MG demonstrator vehicle covering 9000 miles in the first three months but barely covering half that distance since. This Magna was one of an influx of MGs coming to Australia in 1933. It was purchased by Johnny Summers (later an Air Commodore in the RAAF). The car was re-bodied and had a "special engine" described as an un-blown version of the K3. Summers campaigned the car up to the start of WWII competing in the Australian Grande Prix in 1934, 36, 38 and 1939, finishing 8th in the 1936 race.

Dino acquired the car in 1956 then commenced a marathon rebuild which was completed in April 2000. He has attended National Meetings every year from then until 2007. The car also is keeping up its racing heritage with runs in Queensland Club competition and Mt Cotton Hill Climb.

Many MGs imported to Australia in the 1930s came in as a chassis only as import taxes on assembled cars were levied at a higher rate to assist in the development of a local car industry. One of the more attractive body builders was Aspin of Melbourne and these still remain on many MGs being used today.

For Sale

1961 MGA 1600. Chassis no 100229/1447. Eng No 16SA/U/H13495. Red with black trim and chrome spokes. A concours winner from 1990 to 2000. Still in very good condition. Interested in selling or swapping for MGC roadster in same condition. Reg No 61-RAG. Ph Mothar Mt, via Gypmie 07 5483 5441.

MGB roadster 1978 GHNSUH4168. Good condition, no known rust. O/drive, Minilites, extras. Used as second car only. Burgundy (carmine?) colour. \$11 500. Further details 4171 0673.

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- Ford Mercury 1947. Basket case. Needs total restoration. \$2500.

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WANTED item A set of plan drawers are needed at the Clubrooms. Please contact David Robinson (3255 9037) if you can help by providing one.

Helter Skelta Noggin 'n' Natter

By Ben Cain

A prototype Skelta sports car which has been competing in tarmac rallies around Australia for several years was designed and built by a family owned business, Vanderfield Machinery, in Toowoomba. Ray Vandersee, a principal of the company had regularly competed in the Tasmanian Targa in a Westfield Clubman. Ray considered that a few alterations would make the Westfield more competitive so, over a number of years, changes were made, and times improved to a point where officialdom indicated the car would not be accepted the following year in the form presented. It was at this point the concept of a purpose built sports car for tarmac rallies emerged. Ray discussed the concept with the family; as a result, a development department was established.

The end result Ray had in mind was a car that provided pure performance, no compromise. So, rule one, for performance, power to weight has been a key factor in the construction; rule two, keep it simple, (well sort of); rule three, reverse most of the requirements that get a plane in the air.

Appearance of the Skelta is different, influenced to a large degree by rule three; however, it stands out from the crowd which is hard to do these days and let me tell you, after experiencing the all round performance you would not hesitate to buy one even if it looked like a TR7.

From the time the first car was entered in Tarmac rallies, it rewarded the designer by showing great potential. The development has continued to where podium results have resulted with Jim Richards, no doubt, taking an interest in the times posted by the Skelta.

Ray agreed to bring the Skelta sports car to a Noggin 'n' Natter night, and give a presentation on the concept and construction of the car. I was privileged to be allowed to ride down from Toowoomba to the club rooms with Ray. (He even took me back which was a bonus.)

The car was road registered the day before, and is the second to be registered in Australia and is the current version that can be purchased.

With Ray accepting the request to come down to the Noggin 'n' Natter a coach was organised for the Darling Downs Chapter members. They arrived in good health in a mini coach driven by Hammond Reick and provided by Stonestreet Coaches at a reasonable cost. Hammond provided his time and expertise free of charge, apparently Hammond drives coaches very well and can't understand what changes when he drive his MG.

Those commenting on Hammond's expertise at the wheel on the night were Rick Neville, Tom Armstrong, Shane Baker, Vic Renault, Rod Alford, Arthur Garcia, Arthur Johnson and son Joseph and two Mini Club members.

On the return journey, the Skelta gave a cough just as we entered the Gatton by pass. Ray said it sounded like it was running out of fuel, so we turned into Gatton seeking energy. We were unsuccessful, spluttering to a halt outside the Gatton Caravan Park. The fuel gauge was showing quarter full. (A comment by the RACQ was this is a common fault even in this day and age with new vehicles.) After some discussion on our predicament, it was decided to seek help from our fellow members tucked up in the warmth and comfort of the Stonestreet Coach. Mobile contact was eventually made. However, it would appear that behaviour altering substances purchased at the club were taking effect. We were informed that the coach was travelling very well on the Gatton by-pass and it would be inconvenient to turn round so the advice was to call the RACQ. Not a bad idea even though it was a bit hard to hear this advice given that I could hear Tom Armstrong in the background given forth with an interesting verse of a second world war army song about a French maiden. "Goodness," I thought "if I get a chance to go on a coach trip I'll have what Tom's had."

The RACQ was contacted and our Ultra Care cover activated resulting in a patrolman attending within about 20 minutes, great cover. Interestingly, I have used the service three times, but never on a MG.

To sum up the night it was really great and enjoyed by all. Ray in particular expressed his thanks for the opportunity to tell the saga of the targa Skelta which I'm sure is far from finished.



CHAPTER CHATTER

Wide Bay Chapter

The Group

From mid-August to mid-November the Wide Bay Chapter's programme of activities has been running at full throttle. After the Darling Downs' organised Emerald tour, the Wide Bay Chapter's early morning run (EMR) bbq breakfast on Sunday 19 August (eight marque cars, 13 people) would have turned into a real anti-climax had not Charlie and Sandy Provis arrived to fill us in on all the details since their big move from Biloela. We will miss the Provis's almost constant attendance at our longer runs and their lively humour. The next EMR, on Sunday 26 August, was one of real contemplation - almost spiritual - as ten marque cars and some 17 people attended a bbq and pastries mourning at Rob & Brenda Rosewarne's home at Pacific Haven to view Rob's broken Sea Ray amphibian aircraft whilst casting envious glances about his cavernous (twelve MG capable?) hangar. A delightfully hosted MG morning's mourning.

EMR scheduled for Sunday 9 September saw 15 marque cars and 33 people attend the run to Childers and beyond and a take a delightful lunch at The Grand Hotel. It is the only pub in the area able to cope with the numbers, and thirsts, involved! We were able to welcome Tally and Gai Kramer on their first run with the Club and Chapter, and also sign up Trevor and Lorraine Drummond from Hervey Bay into the Club. It was a treat to see the Bundaberg crew again, Allan and Kaye Darsie, and Peter and Margaret Elson, with their Barga guests Ron Johnson and Cheryl Maynard and Brian and Wendy Reynolds from Townsville, who were made very welcome and promptly forwarded Club membership applications. The Bundaberg crew continues to grow in numbers. This very pleasant run concluded with a good return drive to various home locations, with some indulgent stalwarts leaving their tongues hanging out at the nearby Mamino ice cream factory.

Teddington Weir was the focus of the MWR on Wednesday 19 September, with eight cars and eleven people later enjoying lunch at Cheesed Off. It was good to see new member Liz Kahler join the group for morning tea at Sexie Cofie together with the Elsons from Bundaberg. The next EMR, on Sunday 23 September, was well led by Bob Emslie to Childers and then Allan Darsie who put the six marque cars through their paces up the Paradise Dam country chicane for a bbq lunch in lovely weather: the return journey happened to involve only a few sheep and farm truck



obstacles. Trevor and Lorraine Drummond attended in their MGB for their first run as members and the Chapter was also able to welcome Ian Games from Bundaberg in his MGB GT on his inaugural membership run. The Sunday 30 September EMR saw eight cars and 14 people welcome Rod and Carole Cook, from the Gold Coast MGCC, for a delightful backroads drive to Tiaro for morning tea, followed by a pub lunch at the Theebine Hotel after checking the soundness of the Dickabram Bridge - just like axxylophone!

October kicked off with Worland's Run, with 13 cars (including two moderns) and 20 people enjoying the run to Parkview Coffee House at Maryborough's Queens' Park, via Burrum Heads and Torbanlea, and a bbq lunch afterwards at Peter and Vicki.

Worland's lovely Bali-style home at Kuta Anembo. Blair and Joan Francis in their newly purchased MGB enjoyed the run, as did Lyn Emslie in her (?) new Mercedes SLK200. Bob Emslie was overheard to have made comment that the older Mercs were the real chick-magnets, not the newer types at all!

The following Sunday saw the Chapter's 14 October EMR take 11 cars and 18 people on a fast run to inspect the Gympie Gold & Mining Museum and its companion Woodworking Museum. We were joined for this run by Jason and Shelley McHugh from Hervey Bay in their 1972 MGB, and later had the opportunity to meet Andrew Maracz from Gympie who is a MGCCQ member. Lunch at the Freemasons Hotel in Gympie and a backroads drive home concluded a lovely Spring day.

The MWR on Wednesday 24 October was a Bundaberg Day and a good chance for those from the southern climes to meet up with the Bundy crew for a bbq lunch at

Woodgate. This was a great day with 15 cars (12 classics including 8 MGs) and 28 people gathering for a lot and tales session (which is the Bundaberg equivalent of noggins and natter) in delightful weather. Again, the Darcys and the Elsons (this time in a real Cooper S) led the crew with Ian Games, and this enabled most of the Chapter to meet new Club members Selwyn and Sue Prasser. The last Sunday EMR in October was a simple Boat Club breakfast to warm up members for the Chapter's own Bob the Bookie who, throughout the breakfast, insisted on describing - to any who would listen - his large white money bag which was to be re-used on Cup Day.

November's first EMR on the 4th saw nine cars take the circuitous Burrum Heads/Torbanlea route via Serle Coffee and Teddington Weir to lunch at Hervey Bay's Beach House Hotel. It was a hot day but, nevertheless, a very pleasant drive. The mayor of Dundowran was heard to make the comment that Chapter runs "were really only four-cylinder pub crawls" while John Shield extolled the (proven) virtues of filling the MG crankcase with oil "twice a day and drive!

But it was the First Tuesday in November that saw Bob the Bookie emerge, like a butterfly from 12 months hibernation, resplendent in iridescent blue bowler hat, bow tie and money bag: this man-of-the-moment ran a tote that would have put Mr T. Aybee to shame! Extracting money with consummate skill, Bob ensured that: (1) all left with empty wallets, (2) only those NOT present won, and (3) he garnered \$60 for Chapter funds. A great day, well hosted by Bob and Lyn Emslie, which even the rain could not dampen.

Sunday 21 November sees the commencement of the Chapter's "Twilight Runs" (TLR) through December so that we can try and beat the onset of the more uncomfortable weather. EMRs will be on the backburner until later in February 2008. Nevertheless, the Chapter's Christmas party at Viva Italia on 7 December promises to beat all records (members MUST book through Ian Bryant) and the Australia Day bbq at the Bryants remains the New Year fixture. In the meantime, check your Programme of Planned Events regularly, stay fit and well, and have a very Happy Christmas.

CHAPTER CHATTER

Darling Downs Chapter

The

months since the last

Octagon report was written have passed by in a flurry of activity for Chapter members. Mid August saw members displaying their cars at the Leyburn Sprints. It was lucky that the Saturday was chosen as on the Sunday the weather turned most foul. Fortunately the same can't be said for our end of August run. Hastily rearranged plans led to us meeting up with Brisbane members at Atkinson's Dam, outside Lowood, for morning tea in fine conditions. Unfortunately the rain of the previous week had made no difference to the dam, allowing cattle to continue grazing on its empty floor. After this pleasant stop, two groups set out towards Toowoomba. One headed to Ravensbourne National Park picnic area for a BYO while the other group, led in a most unusually sedate way by Ben Cain, travelled to Sketches Mountain Resort at

Ravensbourne for a delicious buffet lunch. DDC members thoroughly enjoyed the day and hoped that similar link ups can be arranged next year.

Our first outing for September was a midweek luncheon get together at Rudd's Pub, Nobby. The beautiful Spring weather brought a wide array of MGs out in force. Our Chapter's second birthday at the end of the month was very informatively spent with members enjoying a day with Doug and Elizabeth Partington. Our first stop was at Doug's shed where we drooled over his Model T Ford, previously owned by his father and in the family for 50 years. Then there was his Winkler racing car, bought at the age of 14 and what a great story Doug had to tell about getting it home! Added to this were his present projects - constructing a Bobin Ford hill climb car with the help of his son and turning an Anglia into a tarmac rally car. From the Partingtons we moved on to the TAFE Motorsports complex in Warwick. At TAFE Doug gave us an overview of what is involved in the motor sports course and how it functions. After a tour of the facilities, a short but pleasant drive took us to our lunch venue at the Sandy Creek Hotel. Doug and Elizabeth certainly helped to make the celebration of the Darling Downs Chapter's 2nd birthday a very special occasion.

Our first October get together was at the Royal Hotel, Leyburn, a favourite of DDC members for its



CHAPTER CHATTER

DeLoreo Drive Chapter

tasteful refurbishment and great tucker. Then on the weekend of the 13th/14th October, members of the DDC volunteered to help at Round 5 of the State

Championships, hosted by the MGCCQ at Morgan Park, Warwick. On Friday 13th October a group of our members and some members from the Mini Owners Club travelled to the Brisbane clubrooms for a special Nogg'n 'n' Natter with guest speaker Ray Vandersee, designer and builder of the SKELTA sports car. Our end of October run was to Crows Nest for morning tea with a stop at the Danish Flower place en route. Then it was on to the Goombungee Pub via the old store at Haden, for lunch. Our arrival at the Pioneer Arms Hotel, Goombungee, didn't go unnoticed with pub patrons lining the verandah and hanging out windows to witness our arrival. For a moment there we felt like royalty!

November has begun with a very pleasant midweek luncheon get together being held at the Westbrook Junction Tavern at Westbrook. On Sunday 18th we're

joining the Mini Owners Club, at their invitation, for a car display. We will be helping to raise funds for the Cystic Fibrosis and Cerebral Palsy League of SW Qld. Then on 25th November we will be holding our "break up" run out of Warwick which will end at Preston Peak Winery on the outskirts of Toowoomba for lunch. We have an informal run planned for early December. Our programme will go into recess over the Christmas break and begin again with a breakfast run out of Toowoomba on Sunday 21st January.

The new year will bring some administrative changes to the DDC. Rick Neville will take over the role of coordinator from me and I sincerely thank him for taking on this position. Grahame Peacock is taking on the job of Warwick convenor. My thanks go to the retiring convenor, Graham Cope and the continuing Toowoomba convenor, Ben Cain, along with our run organizers for the enthusiasm they have shown and the time and effort they have put in to help make our second year another very successful one.

More Sump Plug

Many thanks to all who volunteered for the Channel Nine EXTRA programme. Greg Johnson, Danny Mischo, Warwick Hutchinson, Brad Kirlness and Michael Collins made their respective cars available. We can now call Gary Goulding the "Organiser" and one of our hard working start line officials Greg Volzcan be "Myles" as Doug Murray christened them.

Danny Mischo performed a typical burn out for the telecast. The Extra camera man accompanied Michael Collins for a lap and convinced reporter Doug Murray to go for a lap. NOT WITH DANNY was the reply, however Doug did so with Michael Collins and even then looked a little sheepish on their return and Michael's such a slow driver...at times.

We heard of a tale that occurred many years ago about two teachers. One had a worn Austin Lancer the other an Austin Westminster A90. Mine is quicker than yours, or is it. The only way to tell was some comparative testing. New Cleveland Road Gumdale was the venue and in that era it was really bush, a perfect place as there was no traffic. One trouble was the commencement point was outside the local policeman's residence. Ludily for both the Not Act was only read to them. Don't know what ever happened to these two young lads.

Rod Johns looked all set to win the Top Six Shoot out in the August event in his Norris Hawk until what we believed he missed a gear change 2nd to 3rd. He knew he had engaged the gear however it would not engage. On closer inspection Rod found a bearing in the gearbox was completely destroyed along with a few other pieces which explains why Rod could not engage that gear.

Late breaking news is that the Club now has first class TV and FM radio reception in our clubrooms, thanks to a very professional antenna installation by Smart Antennas (1800782820), paid for by Bruce Baylis's "Busy Bobbin" embroidery company. Thanks, Bruce and Stephen.



Top: Ayrle unloading Bottom: Rest stop at Haden



LIBRARY --- HELP NEEDED!

Are you able to do data entry? Then we would appreciate your assistance in helping to enter data on the news books as we receive them. Please contact David Robinson (3255 9037 or robo25@bigpond.net.au with your offers of help.

The book reviewed below was made available to us by Capricorn Link and is available for purchase from all good bookstores. For wholesale enquiries, please contact Capricorn Link at sales@capricornlink.com.au. Thanks to Capricorn Link, this copy will soon be available in the Club library.

BOOK REVIEW by

Malcolm Spiden



AUTOCROSS PERFORMANCE HANDBOOK

Published by the Motorbooks Workshop series, author Richard Newton discusses the rules, car preparation and competition techniques specific to the American scene of this branch of motor sport. Newton states Autocross as a safe, low cost one car at a time competition where the emphasis is on driver ability and the handling of a vehicle as opposed to sheer speed. It is a sort of horizontal hill climb.

For Brisbane the closest circuit is the permanent smooth dirt surface at the Ipswich and West Moreton Auto Club at the Willowbank complex. As Newton states, the American competitors run on sealed surfaces that are either large car park areas or the concrete surfaces at airfields. As each venue requires the course to be re-established each time an event is staged there is no advantage for competitors who may have previously competed at that particular venue. The course is marked by a large number of traffic cones or witches hats (approx 150) and is designed to give a typical lap in the 40 to 70 second bracket.

There are 5 categories from standard to formula specifications; Stock, Street Touring, Street Prepared, Street Modified and Modified. Then each category may have classes (e.g. 9 classes in the Stock category depending on the type of car). A list of allowable modifications (to determine the category for which each car will be eligible) covers the exterior body work including body kits, the interior, suspension, wheels and tyres to be used, brakes and engine development. The more modifications from standard places the car into a quicker class until the Modified category where Formula cars such as Formula Atlantic, Ford, Vee, and Sports cars (Clubmans) are eligible.

Newton has included a large number and variety of photographs covering a typical course layout, engine compartments, suspension, brakes, car interiors plus an index of allowable modifications and a range of cars that are competitive for the many classes.

Interclub Challenge



Interclub Team

Round 6 of the Sherrin Motorsport Interclub competition was the Ipswich West Moreton AutoClub Autocross held at their Willowbank dirt circuit. After rain during the week the track was hard and fast, except when you commenced your times laps after the water truck had moistened the surface and then you discovered understeer.

Our team was Brian Krieger (Hillman Hunter) who came 16th in Class B; Malcolm Spiden (MGBGT) 17th in Class B, Ian Fettes (BMW Z4) 6th in Class C and Brant Rayment (Falcon) 2nd in Class D.

The Australian Championships 2007

Years ago I joined the MG Car Club because it was the Club for the motor sports enthusiasts to join in Queensland. Their support of motor sporting events was the best on offer. Many know about the critics of the ratio of MGs to other cars on the clubs books. Thank God they never let it become too much of a worry to the motor sporting enthusiasts.

I never liked reading the Presidents message or the Editors comments. Sooner or later in those articles there would be references to the urgent need for volunteers and how there always seemed to be so few to do so much. It hasn't changed well it sort of has.

See what you get when you volunteer for something -- lots of hard work and often not much thanks.

BUT! What a weekend! The Australian Hill Climb Championship 2007 at Mt Cotton was one of the best hill climb events I have ever been to. Incredible competition, book launches, drama, new cars, food, camaraderie. Every body involved in the weekend take a bow!

When I first became involved in this sport of motoring I noticed a severe lack of involvement, with very few exceptions, by the older generations. The sort of involvement that seemed to be in short supply was the mentoring by the older generation. Then when I thought about it I realised that if you started racing in 1950 at age 20 then by 1970 you were only 40 and still into the sport at a very high level. Not like other sports where by 30 you were a 'has been'. There are some sportsmen like Ivan Tighe in their 70s and still into it. Congratulations.

This sport is young because cars have only been around 100 years unlike sailing.

This years Australian Hillclimb Championships demonstrated what a wonderful selection of folk involved in our club not only enjoy their fabulous MGs and competition cars but also look after and nurture this wonderful facility Mount Cotton Hillclimb.

This year we had the privilege of being pitted next door to Mark Trenoweth and his son Scott. The 6 litre V12 Jaguar is, as far as I am concerned, the world's greatest sports sedan. On a couple of occasions I was involved with the start up procedure of this monster. This involved the plugging in of an auxiliary battery to the passengers compartment. The fuel pumps whirl into life, starter motor engages and the V12 bursts into action like only a competition V12 can. For the unsuspecting operating the auxiliary battery there is an added little surprise in the form of a trouser leg full of V12 exhaust. You see the exhaust pipes come out from under the car right at your toes when you are ready to lift the sizeable battery away from the car after it has burst into life with the most satisfying growl. Haven't had so much fun starting a car since we started the Gilltrap Ferrari after its restoration and an over excited neighbour's dog bit one of the hangers on the back side when old girl burst into life.

As for the K11 200 it had a miss all weekend. I have now checked so many parts of the car its not funny and it still misses at the top end.

Damien was of no help. He came down on Sunday and only ran one run, used different gears and said it didn't bother him too much. The part that hurts is he went over a second quicker. I don't know why I do it to myself!

Richard Croston

November Runs



Ray and Sue Edwards organized the November day run which included a visit to the historic village at Laidley where the ex-Graeme Walker MGB GT, now getting good use in the hands of Gary and Dawn Lawrence, was pictured outside the old garage.



Meantime, some of the group took a walk over a suspension bridge with Bev, who is not too fond of these, being steadied by Ron.



A Pre-War and T type run was also held and this third photo is taken from their get-together.

Club Regalia

Here is a selection of MG Car Club regalia available for sale. Use the order form which is available from the Regalia page of the website www.mgccq.org.au or simply send a letter detailing what you want, along with a cheque or credit card details including \$6 p&p for any orders over \$25, to the Club address.



History of the Hill
\$30 - p&p \$10



The DVD of Speed on
Tweed - \$34.95



Club Keyring
\$15.00



50th Anniversary Badge
\$6.00



100 mm Bumper Sticker
\$1.90



Club Cap
\$15.00



Wine Stopper
\$12.00



Wine Glasses
\$27.00 pair



Lapel Badge
\$6.50



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Grill Badges
\$33.00



Size 14-24 Polo Shirt
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The MG Car Club of Queensland Inc was formed in November 1954 by a group of owners and enthusiasts of MG motor cars.

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)



Hillclimbs



Concours

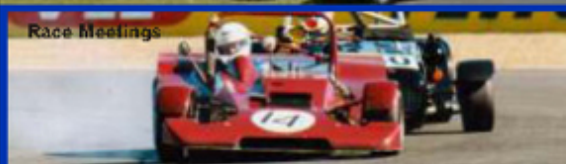


Day Runs

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

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

Please submit your contributions to the Editor
GPO Box 1847 Brisbane 4001
or by email to vprojects@uq.net.au



Race Meetings

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